

Preferred approaches to planning policies and land-use designations



Bexley's local plan preparation

Regulation 18 stage consultation paper (February 2019)

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Introduction:

Information about

this public

consultation

preferred

approaches paper

How to respond to this consultation

The Council is now consulting on the preferred approaches to the matters to be contained in the document, which are set out in this consultation paper.

This preferred approaches consultation paper can be viewed online at www.bexley.gov.uk or in paper format at the Council's contact centre in Bexley Civic Offices, Bexleyheath (see address below), and all borough libraries. Library opening hours and location details can be found here:

<https://arena.yourlondonlibrary.net/web/bexley/opening-hours>

We are seeking your views on these preferred approaches.

Feedback can be given in the following ways:

1. by emailing comments to: SP&Gteam@bexley.gov.uk with the words 'Local Plan consultation' in the subject line; or
2. by posting comments to:

***Local Plan Consultation
Strategic Planning and Growth
London Borough of Bexley
Civic Offices, 2 Watling Street
Bexleyheath DA6 7AT***

The closing date for responses is 23:59 on Sunday 31 March 2019

The purpose of this preferred approaches paper consultation

This preferred approach consultation will allow the Council and landowners, developers, residents, and others with an interest in the borough to take a view on the draft proposals for development management, site and area master planning, and land use designations.

This is intended to be a positive and proactive approach to shaping, considering, determining and delivering development proposals. The emphasis is on collaboration instead of negotiation; coming to a balanced agreement that solves problems and delivers sustainable development.

The process is led by the local planning authority, working closely with those proposing developments and other stakeholders. It is undertaken in the spirit of partnership and inclusiveness and supports the delivery of key priorities and outcomes. The Government's requirements for cross-boundary working and a duty to cooperate will be met.

This document has been, and will continue to be, shaped by your comments. There will be further opportunity to make representations when the next stage of local plan preparation, the proposed submission document, is published.

What we would like people to consider when forming their comments

We are happy to accept any and all comments on this consultation paper; however, to provide focus, it would be particularly to consider the following questions when forming comments:

- Are there any planning matters that we haven't included, for which local policies are needed?
- Is there too much, or too little, detail in the approaches? Remember that this is an early state consultation paper, and that the final draft policies may look different.
- Do you broadly agree (or disagree) with the preferred approaches that we've taken to:
 - strategic policies;
 - development management policies;
 - spatial policies (land use designations); and,
 - site assessment recommendations.

Structure

This consultation paper sets out the Council's preferred approaches across six themes, in three main sections:

Part I: strategic and development management policies

Part II: spatial policies including land use designations

Part III: recommendations for land use designations for sites put forward through the Council's 'call for sites' exercise and from other sources, such as the GLA's strategic housing land availability assessment study

The six themes are:

Bexley's growth – sustainable growth and place making

Bexley's homes – mixed and balanced communities

Bexley's economy – including town centres

Bexley's character – including good design and heritage

Bexley's infrastructure – transport, community, digital and waste

Bexley's environment – open space, biodiversity, climate change

The preferred policy approaches are accompanied by explanatory text on why the policy is needed and how to implement the policy in practice where further detail is required.

Some requirements from higher-level policy and guidance are not covered by this document as they are addressed elsewhere within the Development Plan or national policy and are therefore not repeated.

A key diagram has been included in this consultation paper, but not a draft policies map. A local plan policies map, produced once a local plan is adopted, illustrates geographically the application of policies in a development plan, and is supported by such other information to best explain the spatial application of development plan policies. A draft policies map will be available at the next stage of local plan preparation.

Purpose of a local plan

A local plan contains planning policies that are used to make decisions on planning applications. A local plan is composed of one or more documents, also called development plan documents (DPDs). The current Local Plan for Bexley consists of the Bexley Core Strategy (2012) and policies that have been retained from the Unitary Development Plan (2004), as well as an adopted policies map showing land use designations and site allocations. These documents can be found on the Council's website¹.

A single development plan document (DPD) is now being prepared to form the Bexley Local Plan. This DPD will contain both strategic and development management policies, as well as spatial land use designations that will, amongst other things, identify sufficient development sites to meet housing and other infrastructure requirements.

These documents are subject to a statutory preparation procedure. The stage that London Borough of Bexley is currently at with local plan production is known as 'Regulation 18' where there is an opportunity for interested parties and statutory consultees to consider early plan proposals before a draft local plan is produced. Community engagement on this emerging document is being carried out in accordance with the Bexley's [Statement of Community Involvement](#) (SCI).

The new Local Plan will gain material planning weight as it progresses through the formal stages towards adoption.

Context

The National Planning Policy Framework (NPPF) 2018 sets out that 'the purpose of the planning system is to contribute to the achievement of sustainable development.' There are three overarching objectives to achieving sustainable development: economic, social and environmental. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in the NPPF. Government guidance, including the NPPF, sets out matters for local planning authorities to consider when preparing local plans.

The Mayor's London Plan contains, in its policies, requirements for local planning authorities to consider local approaches where evidence suggests.

A Local Plan must be consistent with national policy and in general conformity with the London Plan and will provide a sound local approach to development within its boundaries. Therefore, this document is being prepared within the context of constant change at national and regional level.

At a local level, the Council has a duty to produce a local plan or plans addressing the above. The plan provides the basis for delivering sustainable development in the borough, as it sets

¹ <https://www.bexley.gov.uk/services/planning-and-building-control/planning-policy/planning-policy-and-guidance>

out the broad policies and principles for development. Bexley's new Local Plan will address strategic policies, development management (detailed) policies and site allocations.

The new Local Plan, once adopted, will support the delivery of the Bexley Growth Strategy and provide greater certainty to developers and stakeholders as to where the Council would like development to take place and to what local standards development should achieve.

Background

The Bexley Growth Strategy was adopted by the Council in December 2017 and sets out how Bexley can deliver growth in a sustainable way creating sustainable, healthy, high quality neighbourhoods where people choose to live, play, learn and earn. It identified the areas that have the potential to grow the most and the new infrastructure necessary to make sure these areas will work properly.

The Growth Strategy has informed the spatial elements of this Preferred Approaches document, which seeks to deliver the ambitious growth agenda based on supporting infrastructure. It reflects the principles of and locations for development including housing, employment and retail whilst preserving and improving the best elements of the borough.

This document is also the culmination of an evidence led process over the last 12 months which has included the commissioning of a range of evidence base studies such as the strategic housing market assessment (SHMA), a strategic flood risk assessment (SFRA), a retail capacity study and a green infrastructure study. Many of these studies are still ongoing and the document reflects emerging findings from this work.

As well as strategic and detailed policies the document assesses a range of sites on their suitability for key uses such as housing, retail, employment and infrastructure. Over 100 potential sites have been put forward through the strategic housing land availability assessment (SHLAA), a public 'call for sites' conducted in mid-2017 and various borough nominations.

Duty to Cooperate

The Localism Act 2011, subsequent regulations and the NPPF introduced a duty on Local Planning Authorities and other agencies to co-operate with each other to address strategic issues relevant to their areas. Bexley has and will continue to work closely with other local planning authorities and relevant public bodies during the production of this Local Plan on strategic matters. A Statement of Common Ground is being prepared and will be made available at the publication stage (Regulation 19) of this Local Plan.

Next steps

The next procedural statutory stage in local plan preparation is known as 'pre-submission publication' or Regulation 19, when a draft local plan that is intended to be submitted to the Secretary of State is published. Following on from publication is a six-week period when representations may be made on the soundness of the proposals in the plan (e.g. are they justified and realistic, and consistent with national policy?). Publication of Bexley's Draft Local Plan is expected to take place in autumn 2019.

**Part I: *preferred
approaches for
strategic and
development
management
policies***

1. Bexley's growth: *delivering sustainable communities*

Setting the context: Bexley's growth narrative

Related local strategies

Bexley Growth Strategy (December 2017)²

#BrilliantBexley, Shaping our future together (Bexley Corporate Plan 2017 – 2025)³

*Connected Communities 2019 – 2023*⁴

- 1.1 Many different small communities together form the London Borough of Bexley. One of the characteristics of Bexley is that people who live in the borough tend to identify strongly with their local neighbourhoods, such as Welling, Bexleyheath or Erith.
- 1.2 Bexley is a stable borough, with people tending to settle and establish themselves in the area. Residents are committed to the local neighbourhood and enthusiastic in their contributions to their communities. There are a wide range of active community and voluntary groups, spanning support groups, the arts, sport and the environment.
- 1.3 The ONS mid-2017 population estimate for Bexley is 246,124. This has increased from 218,300 in 2001 (Census) and is predicted to increase to around 300,000 by 2040. The population of Bexley will change significantly over the next few decades. North of the borough will grow significantly, and Bexley will become more diverse.
- 1.4 Belvedere, Erith and Thamesmead East show the larger populations in 2011 with 12,000 residents each. However, the largest populations are predicted to change by 2020 to Belvedere, Crayford and Erith with over 13,500; but by 2030 Erith stands out with a much higher population of almost 17,000. The population of Christchurch is expected to grow to match that of Belvedere and Thamesmead East.
- 1.5 By 2041, it is predicted that Erith will remain the highest population area in the borough, with over 17,000 residents, with Christchurch and Crayford following with almost 15,000 each. Erith has the largest growth by volume and percentage.
- 1.6 Regionally, London's growing population is driving a renewed interest to the east. Locally, Bexley's population is also increasing significantly. Currently, this growth in the size and nature of the population has largely been accommodated by intensification in the use of the existing housing stock, creating additional pressures on local services, including education.
- 1.7 In order to address these changes homes, jobs and infrastructure will need to be created and planned for in a sustainable way.

Proposed objectives for the local plan

- 1.8 In line with government guidance, the key spatial objective of a local plan is to set out the broad locations and specific allocation of land for different purposes; through designations showing areas where particular opportunities or considerations apply (such as protected habitats) and through criteria-based policies, in order to aim to meet

² <http://www.bexley.gov.uk/sites/bexley-cms/files/2018-02/Bexley-Growth-Strategy.pdf>

³ <http://www.bexley.gov.uk/sites/bexley-cms/files/2017-11/BrilliantBexley-Shaping-our-future-together-2017-to-2025.pdf>

⁴ <http://www.bexley.gov.uk/sites/bexley-cms/files/2019-01/Connecting-communities-draft-strategy-2019-23.pdf>

the objectively assessed development and infrastructure needs of the area and achieve sustainable development.

- 1.9 The approaches to strategic and development management policies and to spatial land use designations presented in this consultation paper all are intended to contribute to meeting this key local plan objective, with consideration also given to sites put forward from Bexley's call for sites exercise, sites identified through the Mayor of London's strategic housing land availability assessment, and from Council officers through collaboration with landowners and developers.
- 1.10 The policy approaches are supported by the following objectives of sustainable development. By abiding by these core objectives, growth can be positively shaped to the advantage of the people who live and work in the borough, ensuring that it unlocks a range of benefits whilst planning out any potential negative impacts.

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

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

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



SP1 Placemaking

Related local strategies and evidence – why we need this policy

- 1.11 Bexley's Corporate Plan has significantly influenced the content of the preferred approaches in this consultation paper, to manage the amount and location and phasing of growth in the borough that will make growth sustainable.
- 1.12 All Council published, and emerging key plans and strategies will be referenced throughout the document where appropriate.

Preferred strategic policy approach for placemaking

Principles of sustainable development

Sustainable development is synonymous with good growth. It ensures we create lasting places that work economically, socially, and environmentally in the long term to the lasting benefit of their residents and businesses.

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

- transport-orientated development where higher density mixed-use development is concentrated around public transport nodes, thereby making the most efficient use of the best-connected land;
- High quality, sustainable employment areas in accessible locations offering a range of high quality jobs;
- safe, walkable neighbourhoods where everyday facilities are reached by walking and cycling, reducing car use, improving the environment and promoting health;
- lifetime communities which offer a range of housing types enabling people to stay local and close to family – building strong, stable, self-supporting communities and promoting mental health; and
- high quality environments with safe and pleasant open spaces, well designed buildings and an outstanding cultural and heritage offer.

Implementation of this policy approach

1.13 The Council will seek to deliver the principles of sustainable development through the final adopted Bexley Local Plan and the development management process. The Plan should be read in its entirety.

Proposed vision for sustainable growth

Bexley will play a key part in helping London grow sustainably, whilst respecting the borough's overall character, heritage and identity. New and existing communities will be strong, healthy, sustainable, cohesive and prosperous.

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

Good growth will be secured by focussing new residential development on a series of well-connected public transport nodes in and around town centres and underused employment sites, making the most of Bexley's riverside location and industrial heritage.

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

The borough's valued suburban heartland, heritage and quality open spaces will be preserved and enhanced.



SP2 Sustainable growth

Related local strategies and evidence – why we need this policy

- 1.14 In line with the proposed vision, good growth will be secured by focussing new residential development on a series of well-connected public transport nodes, making the most of Bexley's riverside location and industrial heritage. Key growth areas and proposed transport improvements are shown in the key spatial diagram (Figure 1). These include Belvedere, Erith, Thamesmead, Slade Green and Crayford that hold significant development potential given the right conditions as well as town centres and employment areas.
- 1.15 An evidence-led approach is being undertaken, based on identifying future housing and employment needs and managing the release of some industrial land together with the densification of remaining industrial areas. In addition, there are existing residential areas where estate renewal can deliver higher density housing. Finally, town centres in the borough can play their part as the desired locations for shops, community facilities, new employment opportunities and additional housing.

Preferred strategic policy approach for sustainable growth

Commitments for sustainable growth

1. The Council, through its policies and decisions, will aim to:
 - a) reflect the presumption in favour of sustainable development contained throughout the National Planning Policy Framework and provide locally specific requirements;
 - b) contribute to meeting the Mayor's housing targets for London through an approach that is right for Bexley, reflecting Bexley's local objectively assessed need for housing and future commitments for infrastructure; and,
 - c) achieve sustainable growth in homes, jobs and services to create a network of healthy, well-connected, high quality, desirable places where people want to live, play, learn and work in line with the vision of the local plan, implementing the principles of sustainable growth
2. All new proposals for development must conform with the following principles of securing sustainable growth in Bexley, where appropriate:
 - a) Strengthen and diversify the local economy by:
 - i. reinforcing the network of vibrant and successful town centres;
 - ii. increasing inward investment in new high technology and creative sectors supported by state of the art digital connectivity; and
 - iii. improving access to jobs in Bexley, London and the wider south east through the development of local skills.
 - b) Protect and enhance the natural and built environment by:
 - i. adapting to and mitigating the impacts of climate change and flood risk; and
 - ii. optimising the efficient management of existing and future resources and waste.

- c) Create high quality, safe and well-connected healthy lifetime communities by:
- i. offering a choice of living styles that appeal across generations; and
 - ii. providing necessary infrastructure, local services, and cultural and education facilities.

Locations for sustainable growth

3. The London Plan Opportunity Areas of Bexley Riverside and Thamesmead & Abbey Wood will be the primary locations for growth, with Opportunity Area Planning Frameworks (OAPFs) developed for them. Thamesmead, Belvedere, Erith, Slade Green and Crayford will accommodate most of the growth whilst the areas around Bexleyheath, Welling and Sidcup town centres will accommodate more modest growth.
4. Development outside of these areas should demonstrably contribute to sustainable development, respect local character and is supported by the required infrastructure.

Implementation of this policy approach

- 1.16 Sustainable growth will be achieved by focusing new housing and employment development, along with accompanying services and facilities, in the London Plan Opportunity Areas⁵, as well as locations in and around the borough's main town centres and transport hubs.
- 1.17 Whilst many of these locations are reasonably accessible, without a step-change in public transport infrastructure by the Mayor, Transport for London and central Government, opportunities for significant growth will be constrained. Some of the borough's town centres that lack railway stations, such as Blackfen and Belvedere (Nuxley Village), and some railway stations that are not part of town centres, such as Albany Park and Falconwood, are not considered to be locations for sustainable growth. It is also important to note that some of Bexley's town centres, such as Bexleyheath and Sidcup, have railway stations that are located a long walking distance away from the centre (approximately 20 and 15 minutes' walk respectively).
- 1.18 The current London Plan target for Bexley is 4,457 new homes over a ten-year monitoring period (2015 – 2025), which is a housing target of 446 new homes per year. A new housing target, expected to be significantly higher, will be set by the Mayor when his draft new London Plan is published, timetabled for late 2019, following on from its public examination and the findings of the Planning Inspectorate Panel.
- 1.19 It is therefore vital that we take control of this change and ensure that the housing growth is delivered in a way that meets the needs of Bexley's residents, whilst protecting the best elements of Bexley's character. Where higher levels of infrastructure are achieved, such as an extension of Crossrail to Ebbsfleet, the Council will implement the vision for sustainable growth set out in the Bexley Growth Strategy.

⁵ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/opportunity-areas>

Key spatial diagram for Bexley



Figure 1: Key spatial diagram

2. Bexley's

homes:

*promoting mixed
and balanced
communities*

- 2.2 This chapter sets out Bexley’s approach to ensuring that housing provision meets the needs of Bexley’s population and that housing types and tenures reflect local circumstances, whilst also contributing to the growth of London as a whole. Preferred policy approaches address housing need and supply, loss of housing and specific types of housing, such as for older people and students.



SP3 Meeting Bexley’s housing needs

Related local strategies and evidence – why we need this policy

Bexley Strategic Housing Market Assessment (SHMA) (currently in preparation)

Bexley Housing Strategy (currently in preparation)

- 2.3 The Council seeks to encourage the provision of homes that are genuinely affordable to local people. Bexley is typified as a suburban outer London borough dominated by predominately privately owned, inter-war, low density residential neighbourhoods. As a result of demographic change, Bexley is experiencing increased demand for homes, decreasing affordability, rising homelessness with its associated need for more temporary accommodation, as well as issues around providing suitable dwellings for particular groups such as the elderly.
- 2.4 House prices in the borough have risen significantly in recent years and residents are experiencing affordability issues arising from the relationship between local incomes and house prices. Since 2011, Bexley’s median house price has increased by 62% compared with wage increases of 5% meaning that the average house price is now ten times the average wage in Bexley, putting home ownership out of reach for many Bexley residents.
- 2.5 Whilst the private rented sector meets the needs of many people, and will play an increasingly important role in the plan period, there are still those that will need to be supported through social rented housing stock
- 2.6 Without addressing these issues, it is likely that there will be continuing pressure for temporary accommodation, which is becoming an increasing financial burden for the Council to bear.

Preferred strategic policy approach for meeting Bexley’s housing needs

In order to create high quality, safe and well-connected lifetime communities, which offer a choice of living styles that appeals across generations, new homes should be provided that are available to households across a range of incomes and sizes.

1. It is the Council’s aspiration to achieve 50% genuinely affordable housing, as a proportion of all new provision across the borough, over the plan period. To achieve this, the Council will:
 - a) seek a balance between unit sizes on affordable and market housing schemes;
 - b) work with registered providers to support the regeneration of housing estates;
 - c) support proposals for sensitive suburban intensification;

- d) support proposals to return vacant homes back to use; and,
- e) monitor the demand for self-build or custom build accommodation in the borough and plan accordingly.

2. Development proposals for new housing must:

- a) be well designed, appropriate for the area, high quality, sustainable and should take account of the impacts of cumulative development;
- b) make the most effective and efficient use of land, in particular seeking to achieve appropriate densities in highly accessible locations with good transport links, service provision and regeneration potential; and
- c) achieve all relevant space, accessibility, environmental, and housing amenity standards.

Implementation of this policy approach

- 2.7 The Bexley Housing Strategy (currently in preparation) will set out the Council's housing priorities over the next ten years and how we will work with partners to deliver these.
- 2.8 The Bexley Strategic Housing Market Assessment (SHMA) (currently in preparation) will guide the affordable housing target for the borough. The target will be set across the borough as a whole, to be affordable over the plan period, taking into account provision derived from private schemes, payments in lieu from small sites, and developments from registered providers of social housing⁶.
- 2.9 'Low cost' rent includes the London affordable rent and social rent products; intermediate housing products include London Living Rent⁷ and London Shared Ownership⁸.
- 2.10 The Council will monitor the demand for self or custom-build accommodation through the self-build register. Those interested in registering can do so on the Council's website⁹.



DP1 Housing supply

Related local strategies and evidence – why we need this policy

Bexley Strategic Housing Market Assessment (SHMA) (currently in preparation)

Bexley Housing Strategy (currently in preparation)

- 2.11 It is important that new housing built in the borough is in the right locations and of the right types to ensure that what is built helps to meet the needs of local residents. The National Planning Policy Framework (NPPF) 2018 and the draft new London Plan seek to encourage a greater number of homes to be provided on small sites where previously

⁶ <https://www.gov.uk/government/publications/current-registered-providers-of-social-housing>

⁷ <https://www.london.gov.uk/what-we-do/housing-and-land/renting/london-living-rent>

⁸ <https://www.london.gov.uk/city-hall-blog/buy-your-first-home-shared-ownership>

⁹ <https://www.bexley.gov.uk/services/planning-and-building-control/planning-policy/technical-documents>

affordable housing would not have been required. In order for Bexley to achieve its affordable housing target, small sites will have to contribute to the provision of affordable housing within the borough.

- 2.12 The private rented sector and purpose-built build to rent schemes are playing an increasingly important role in meeting housing need in the borough and have the potential to meet the needs of those who chose not to or are unable to purchase their own home.

Preferred detailed policy approach for providing a supply of housing

1. In residential development proposals with a capacity of 10 or more (gross) dwellings, the Council will seek a minimum contribution of 35% of dwellings to be affordable housing, with a tenure mix of 30% low cost rented and 30% intermediate and the remaining 40% to be determined by the Bexley Housing Strategy,). In particular:
 - a) for schemes of more than 25 (gross) dwellings, the affordable housing contribution should be delivered on-site; and
 - b) for schemes between 10 and 25 dwellings, either on-site provision or a payment in lieu will be acceptable.
2. In residential schemes with a gross capacity of between two and nine (inclusive) dwellings, a tariff will be applied in order to achieve a contribution to affordable housing in the borough.
3. For both affordable and market schemes, a mix of dwelling sizes, including family housing, will be sought in accordance with the Bexley Strategic Housing Market Assessment in order to meet overall need throughout the plan period.

Viability

4. Development proposals that do not meet the affordable housing requirements above will be refused unless justified by a by a full, normally un-redacted viability assessment when a planning application is submitted. The assessment will be made publicly available and will be independently evaluated at the cost of the applicant.

Implementation of this policy approach

- 2.13 An up-to-date Strategic Housing Market Assessment and viability testing will set the percentage target mix for affordable housing. Bexley will seek to ensure that the size and type of both market and affordable dwellings reflects overall need throughout the housing market cycle.
- 2.14 On schemes with a capacity of more than 25 (gross) dwellings, affordable housing provision should be provided on-site. Financial contributions will be acceptable, but only when on-site provision and all potential off-site options have been fully explored and discounted to the satisfaction of the Council. Site capacity figures will have regard to the density guidance in the Design SPD (currently in preparation).
- 2.15 It is acknowledged that in Bexley on small to medium schemes between 10 and 25 dwellings, it is often impracticable to provide affordable housing onsite; therefore, a

payment in lieu of onsite provision will be acceptable as a way of meeting the affordable housing contribution.

- 2.16 The draft new London Plan suggests that minor development can contribute to affordable housing through a tariff approach, further details of which will be set out in a supplementary planning document.
- 2.17 The exact mix on each site will vary according to the location of the development, the character of the surrounding area and the need to ensure an appropriate range of tenures in the locality.
- 2.18 The Council will use Existing Use Value Plus (EUV+) as the comparable Benchmark Land Value when assessing the viability of a proposal. An alternative approach should only be considered in exceptional circumstances which must be robustly justified by the applicant in line with the Mayor's Affordable Housing and Viability SPG. Purpose built private rented schemes will be assessed under a specific viability approach that recognises the distinct economics of this sector.
- 2.19 Ensuring the transparency of a viability assessment is supported in the Mayor's Affordable Housing and Viability SPG¹⁰. In very exceptional circumstances there may be legitimate reasons for keeping limited elements of viability information confidential. In this instance the developer is required to follow the guidance set out in the Mayor's Affordable Housing and Viability SPG.
- 2.20 The Council aims to maximise every opportunity to deliver affordable housing. Where housing schemes are approved on the basis of an affordable housing offer below policy requirements, there will be provision for a re-appraisal of viability when the scheme has been completed and largely occupied, or a mid-term review in the case of longer phased schemes, or for schemes with a late start. Where viability has improved, the applicant will be expected to make further affordable housing provision up to the maximum policy shortfall.
- 2.21 The Council will support proposals for new purpose built private rented sector accommodation where such schemes meet local need and requirements of the London Plan.
- 2.22 Further guidance with regards to affordable housing calculations will be provided in supplementary planning documents and will reflect the preference for on-site provision.



DP2 Housing for older people

Related local strategies and evidence – why we need this policy

Bexley Strategic Housing Market Assessment (SHMA) (currently in preparation)
Bexley Housing Strategy (currently in preparation)

¹⁰ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance-and-practice-notes/affordable-housing-and-viability-supplementary-planning-guidance-spg>

- 2.23 The population of older residents in Bexley is expected to increase, for example over 65s by 40% by 2036. Emerging evidence suggests a need to continue to diversify the range of older persons housing provision, whilst some older people want to stay in their own homes there will be a need for specialised housing for older people.
- 2.24 This policy approach seeks to ensure that it is of the best quality and in the right location to meet Bexley's identified needs. Widening the choice in alternative housing options for older people could help to free up larger homes for families whilst ensuring that the specific needs of Bexley's older residents are met.
- 2.25 The needs of older people are changing. Changing aspirations and longer life expectancy means that different levels of care are needed, whilst also ensuring that people can stay independent for as long as possible. The need for specialised provision in a safe, supportive environment is increasing, reflecting the rise in the number of people who live with dementia and other debilitating conditions.

Preferred detailed policy approach to providing housing for older people

1. Proposals for new specialist housing for older people will be supported where:
 - a) there is an identified need in the borough for the tenure and type of accommodation proposed;
 - b) standards of HAPPI to be met ensure the scheme is suitable for the intended occupants; and
 - c) the scheme is sustainably located near public transport, shops, local services, community facilities and social networks for residents, carers and visitors.
2. Proposals for residential care establishments that fall under use class C2 will need to demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 or any subsequent amendments.
3. Any loss of specialist housing for older people will be resisted except where the applicant can demonstrate that there is no longer an established need in the borough.
4. Specialist housing for older people that falls under use class C3 will be expected to provide an affordable housing in line with policy requirements.

Implementation of this policy approach

- 2.26 New specialist housing for older people includes sheltered accommodation (C3), extra care accommodation (C3) and residential/nursing care homes (C2). The draft new London Plan has further detail in draft Policy H15.
- 2.27 HAPPI (Housing our Aging Population: Panel for Innovation) design principles¹¹ should be incorporated into the design of all types of specialist housing for older people. Further details can be found on the Housing Learning and Improvement Network (Housing LIN) website.

¹¹ <https://www.housinglin.org.uk/Topics/browse/Design-building/HAPPI/>

- 2.28 Specialist housing for older people, including those with shared facilities, will be required to provide affordable housing where the accommodation is arranged as separate dwellings rather than care homes or institutions. A dwelling is a self-contained unit with a lockable front door that has its own bathroom and kitchen. Each self-contained unit should be counted as a dwelling for the purposes of calculating affordable housing provision.
- 2.29 In the case of sheltered and extra care accommodation a mix of tenures will be encouraged. A more detailed breakdown of identified local need for older people will be set out in the Bexley Housing Strategy.



DP3 HMOs and live/work units

Related local strategies and evidence – why we need this policy

- 2.30 A house of multiple occupation (HMO) is defined in planning legislation as a house or flat occupied by a certain number of unrelated individuals who share basic amenities such as a kitchen and bathroom. Certain larger HMOs currently need to be licenced and a public register of licences granted is published by the Council.
- 2.31 HMOs are an important source of lower cost housing within the private rented sector, but a number of them clustered in any one area can have an adverse impact of local amenity. The Council is working to extend control of HMOs to ensure they provide suitable accommodation where required. This includes an extension of the licensing regime to include smaller HMOs and the introduction of additional planning controls through an Article 4 Direction. The Article 4 Direction came into force on 24 September 2017 setting out that planning permission is now required for a change of use from residential (use class C3) to a small-scale HMO (use class C4).
- 2.32 We will support the need for a specific policy approach to live/work units will be identified through the emerging Bexley Strategic Housing Market Assessment (SHMA). Notwithstanding this it is important to ensure that the standard of accommodation meets the usual requirements for normal residential dwellings.

Preferred detailed policy approach for providing and assessing houses of multiple occupation and live/work units

Houses of multiple occupation

1. Development proposals for new houses of multiple occupation (HMOs) will be supported subject to:
 - a) the adverse impact of the accommodation on the local area; and
 - b) the quality of the accommodation that is proposed.
2. Large scale HMOs that fall under the sui generis use class will be expected to provide an affordable housing cash-in-lieu contribution in line with policy requirements.

Live/work accommodation

3. Live work units will be expected to meet all living and space standards of normal C3 residential accommodation.
4. Non-self-contained live/work units will be considered as HMOs and will be assessed under the criteria of parts 1 and 2 of this policy approach.

Implementation of this policy approach

- 2.33 When assessing the impact and quality of the proposed HMO on the local area, issues such as , highway safety, residential amenity of future and neighbouring occupiers, refuse arrangements, Bexley's HMO Living and minimum space standards¹² and the Rent it Right Scheme¹³. This policy may also consider the communal Collective Living concept¹⁴ subject to evidence.
- 2.34 The consideration of large scale HMOs that should make appropriate contribution towards affordable housing will be defined and identified in the *Bexley Strategic Housing Market Assessment* (currently in preparation).
- 2.35 HMO Legislation can be found in the published Management of Houses in Multiple Occupation (England) Regulations 2006¹⁵ and the Licensing and Management of Houses in Multiple Occupation (Additional Provisions) (England) Regulations 2007¹⁶.
- 2.36 A self-contained live work unit is defined as a single unit (e.g. studio or one bedroom) consisting of both a commercial and a residential component that is occupied by the same resident (composite B1c/C3 use). The live work unit shall be the primary dwelling of the occupant. All other live work units will be considered as HMOs.
- 2.37 Consideration will be given as to whether conditions are applied which seek to secure a continuing ratio between workspace and living space. In addition, conditions preventing sub-division and restricting residential occupation to those employed in the linked workspace will also be considered.



DP4 Loss of housing

Related local strategies and evidence – why we need this policy

Bexley Strategic Housing Market Assessment (SHMA) (currently in preparation)

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

¹² <https://www.bexley.gov.uk/sites/bexley-cms/files/2017-06/Standards-for-licensable-HMOs.pdf>

¹³ <https://www.bexley.gov.uk/services/housing/rent-it-right-promoting-bexleys-private-renting>

¹⁴ https://ldn.coop/wp-content/uploads/2015/01/Co-operate_not_Speculate_2017.pdf

¹⁵ <http://www.legislation.gov.uk/uksi/2006/372/contents/made>

¹⁶ <http://www.legislation.gov.uk/uksi/2007/1903/contents/made>

Preferred detailed policy approach for avoiding the loss of housing

1. Development resulting in the net loss of all or part of a dwelling will generally be resisted, except where:
 - a) it would replace a ground floor residential unit within a town centre with an appropriate ground floor town centre use;
 - b) it would replace significantly substandard units with fewer, high quality units; or
 - c) the loss would allow for the provision of a community facility that is suitable for residential areas, subject to no significant adverse impacts on neighbouring properties.
2. The loss of housing, through estate regeneration, may be considered acceptable where it is re-provided as part of a wider programme by the provider and the overall amount of affordable housing would not be reduced within borough.

Implementation of this policy approach

- 2.39 A significantly substandard dwelling is determined by having regard to the following; current space, layout, ceiling height or amenity standards as set out in local or regional guidance and cannot be reconfigured to do so. A high-quality dwelling is one that meets these standards as a minimum and exceeds them where possible. The number of substandard dwellings to be lost and replaced with higher quality dwellings will be considered on a case by case basis.



DP5 Traveller accommodation

Related local strategies and evidence – why we need this policy

Bexley Strategic Housing Market Assessment (SHMA) (currently in preparation)

- 2.40 The Council is required by national planning policy¹⁷ to set criteria to provide a basis for decisions on applications for traveller accommodation. The London Plan requires boroughs to actively plan for Gypsies and Travellers' accommodation needs to protect existing Gypsy and Traveller accommodation capacity.

Preferred detailed policy approach for traveller accommodation

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

¹⁷

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

- a) complying with the requirements of other relevant policies, including policies that seek to protect development from flood risk and designated areas, such as metropolitan green belt from inappropriate development; and,
 - b) ensuring there are no significant adverse impacts on the locality including:
 - i. the character and appearance of the site and surrounding area;
 - ii. the residential amenity of neighbouring properties; and
 - iii. the local highway network.
2. Any proposal for a new site should:
- a) provide suitable access to health services and schools; and,
 - b) be of suitable environmental quality (such as noise and air quality) to not unduly affect the health and wellbeing of potential residents.

Implementation of this policy approach

- 2.41 Any new gypsy and traveller sites will not be considered as suitable locations where development would be in an area of flood risk (Environment Agency Flood Zones 2 and 3¹⁸).
- 2.42 Availability of government grant will be explored to assist with the maintenance and, where necessary, delivery of gypsy site. Proposed improvements to existing pitches will be supported.

¹⁸ <https://flood-map-for-planning.service.gov.uk/>

3. Bexley's

economy:

strengthening our

prosperity

- 3.2. Bexley expects to play an important role in London's future economy. However, to ensure that growth is sustainable, a variety of matters are addressed in this chapter, such as Bexley's approach to designated industrial land, supporting increased diversity of the local employment offer and an improvement to workforce skills.
- 3.3. The vitality and viability of the borough's town and neighbourhood centres will not just rely on growth and will depend on responding flexibly to changes in national retail and leisure trends. Preferred policies in this chapter set out a more flexible approach to uses in town centres to ensure they remain strong and successful over the plan period.



SP4 Employment growth, innovation and enterprise

Related local strategies and evidence – why we need this policy

Bexley Employment Land Review (currently in preparation)

- 3.4. Bexley has an established industrial land base, and a well-performing town centre network. A policy approach is needed to support the continued prosperity and development of these employment locations. It is essential that sufficient employment land is set aside to accommodate job growth. This ensures the most viable and sustainable areas remain the focus for future economic development.
- 3.5. Currently, the borough's employment land is mainly connected to traditional industrial activities, particularly in respect of some larger employment sites that help to facilitate Bexley's regional role in sectors like logistics, recycling and waste management, and also support niche strengths such as food processing. These employment sites, some of which have safeguarded wharves, are often located within Bexley's London Plan Opportunity Areas.
- 3.6. Some existing employment areas and sites are not well suited to the needs of modern business, as they suffer from poor public realm and ageing infrastructure. This policy approach will provide a mechanism for the Council to proactively evolve its offer of business premises, such that it can attract the most beneficial mix of modern employers, including those of emerging growth sectors. There is a need to stimulate land-use intensification in the most sustainable employment locations, including the Belvedere Industrial Area, and in and around the boroughs town centres.

Preferred strategic policy approach to achieving employment: growth, innovation and enterprise

1. Bexley will continue to play a key role in contributing to London's economic growth and prosperity. The Council will promote sustained economic development and employment growth by:
 - a) protecting designated strategic industrial locations (SIL), as defined in the policies map, for industrial type activities set out in policy DP6;

- b) protecting designated locally significant industrial sites (LSIS), as defined in the policies map, for industrial and related functions set out in policy DP6; and,
 - c) seeking to secure development proposals that enhance and better integrate transport accessibility between Bexley's housing and employment locations.
2. The Council will assist in developing a strong and sustainable local economy, so as to contribute to London and the Thames Gateway regeneration. It will aim to ensure that residents of all abilities are provided with opportunities to access training and a variety of local jobs and enable local businesses to draw upon a wide range of skilled workers and employment premises. The Council will achieve these aims by:
- a) supporting development proposals that diversify the local employment offer, particularly in bringing higher-quality and more knowledge-based jobs to the borough, both within town centres such as Bexleyheath, and designated employment locations;
 - b) requiring development proposals to intensify land-uses to optimise the use of land;
 - c) supporting development proposals that increase employment densities and broaden the mix of business uses in employment areas;
 - d) reducing residents' need to travel long distances by supporting the creation of a diverse local economy that offers a wide range of well-connected local job opportunities, particularly in Bexley's London Plan Opportunity Areas and town centres;
 - e) ensuring that new development improves the quality of employment areas and town centres, including the public realm, to make them more suitable and attractive locations for modern business;
 - f) improving the local skills base, especially by ensuring that education and training facilities, such as Learning & Enterprise College Bexley, are available to residents, and by supporting the development of a Place and Making Institute in the borough;
 - g) encouraging businesses and developers, through planning obligations, to use locally sourced labour and where viable, to provide apprenticeships and on-the-job training for residents seeking to improve their skills;
 - h) supporting the provision of workplace crèches at or near places of training and employment;
 - i) facilitating growth of the visitor economy to support local business, particularly by promoting the borough's historic, cultural, recreational and environmental assets; and
 - j) working with partners to secure investment that supports the local economy.

Implementation of this policy approach

- 3.7. Improvements to retained employment locations should include more sustainably designed buildings and sites, where the benefits add appeal to prospective tenants and allow businesses to grow. Development proposals should not compromise the integrity or effectiveness of designated locations to accommodate employment in accordance

with the agent of change principle¹⁹ set out in the National Planning Policy Framework (NPPF) 2018.

- 3.8. Opportunities will be taken to intensify and co-locate business uses in order to release surplus employment land for much needed housing and supporting infrastructure. Industrial land consolidation will be carried out as part of the strategically coordinated process that is integral to the development of this Local Plan. A detailed approach to optimising sites including a preferred plot ratio will be set out in the Design SPD (currently in preparation).
- 3.9. This strategic approach will ensure that industrial floor space capacity is appropriately managed across the borough as a whole. The baseline and methodology for this approach will be set out in Bexley's employment land review, which is currently in preparation.
- 3.10. Local Plan policies will facilitate the managed release of designated employment land through the assessment of sites, the setting of detailed boundaries of designated employment areas, and the setting out of considerations to guide future uses on the released sites. Planning Frameworks prepared for Bexley's London Plan Opportunity Areas (known as OAPFs) will provide further detail and guidance for land that will be released for other uses, and land that will remain in industrial use.



DP6 Designated industrial locations

Related local strategies and evidence – why we need this policy

Bexley Employment Land Review (currently in preparation)

- 3.11. This policy provides support for intensification and modernisation of industrial locations to meet expected future business needs. This will encourage business growth and investment to include modern high-quality business accommodation and improve the effectiveness of the employment offer, providing a diversity of jobs and improved skills levels.
- 3.12. An employment land review is currently in preparation, and the findings from this evidence will inform the assessment of current Local Plan designated Primary and Secondary Employment Areas. For clarity, the London Plan designation notations of Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) will replace the current Local Plan designations. This approach is set out in **Part II: preferred approaches to spatial policies and land use designations**.

¹⁹ NPPF. Para 182. Page 52 MHCLG. 2018. <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Preferred detailed policy approach to appropriate uses within designated industrial locations

1. Development proposals for the intensification, renewal and modernisation of business uses on employment land will be supported.

Non-conforming uses

2. Proposals that would result in a net loss of land or buildings for Class B uses on designated land will not be permitted.
3. Extensions, alterations, intensification or any other form of development for non-class B uses on designated industrial land will not be supported.

Strategic Industrial Locations (SIL)

4. In designated Strategic Industrial Locations (SIL), as identified on the Local Plan Policies Map, the following uses will be permitted and safeguarded:
 - a) Class B1c;
 - b) Class B2; and,
 - c) Class B8
5. Proposals for waste management and disposal installations will usually be permitted, provided that the use does not impede the effective operation of other nearby businesses in the SIL or the primary function of the SIL as a business area.
6. In the Foots Cray Business Area, B1a offices will be permitted.

Locally Significant Industrial Sites (LSIS)

7. In designated Locally Significant Industrial Sites (LSIS), as identified on the Local Plan Policies Map, the following uses will be permitted and safeguarded:
 - a) Class B1c;
 - b) Class B2; and,
 - c) Class B8.

Temporary uses

8. The Council will support the temporary occupation of empty buildings and cleared sites by temporary uses for a maximum of three years that shall not be renewed, where they contribute to regeneration; enhance the character and vitality of the area; and, where they do not harm the operation of the remainder of the estate.

Implementation of this policy approach

- 3.13. The amount of existing industrial floor space within strategic industrial locations and locally significant industrial sites will be assessed and a baseline figure set, which will be used to review and revise the existing boundaries of the borough's designated primary and secondary employment areas. Land to be safeguarded for industrial uses will be identified in this Local Plan and set out on its accompanying Policies Map.
- 3.14. Notwithstanding the above uses, on sites in the SIL where non-B-Class operations are already in existence, proposals should seek to provide B-Class operations. Proposals

involving a quantum of floor space to be used for display and sales should demonstrate that those uses are clearly ancillary to a primary Class B use.

- 3.15. A concentration of large office premises is in the Foots Cray Business Area and a healthy and well-functioning office market has been identified in this location, commanding the highest office rental values in the borough, reflecting the area's good transport links and supply of purpose-built premises of good quality. It is important to protect this unique and successful office location in Bexley, specifically considering the very limited office development in recent years, with the majority of stock elsewhere comprising older second-hand space, for which demand is low.
- 3.16. Sui generis uses (uses that do not fall into a use category prescribed by the Use Classes Order 1987, as amended) that are complimentary to industrial uses will be considered on their individual merits having regard to the objectives and policies for each area and the appropriateness of the use in each location. Proposals for waste management and disposal installations will usually be permitted, provided that the use does not impede the effective operation of other nearby businesses in the SIL or the primary function of the SIL as a business area. These would not be considered appropriate in LSIS.
- 3.17. Small scale walk-to services, such as a workplace crèche or café, which meet the essential day-to-day needs of industrial occupiers in the SIL or LSIS, will generally be permitted, provided that the proposed use is necessary to support industrial activity and it would not adversely affect the industrial status or operation of the area.
- 3.18. To ensure an appropriate balance of employment uses, the Council will restrict further expansion of retail floor space in designated industrial locations to instances only where the use is demonstrated to be ancillary to a primary Class B use.
- 3.19. Non-conforming uses prevent the opportunity to maximise industrial capacity within SIL/LSIS and potentially cause harm to appropriate uses through the agent of change principle.



SP5 Successful town centres

Related local strategies and evidence – why we need this policy

Bexley Retail Capacity Study (currently in preparation)

Bexley Town Centres Strategy (currently in preparation)

- 3.20. Evidence shows that town centres now function as much more than a retail destination, providing a large range of services, facilities, employment and experiences for local residents in an accessible location. The Council wishes to ensure that this expanding role is encouraged, allowing a greater diversity of town centre uses and therefore reducing the need to travel.
- 3.21. Bexley's town centres should be able to respond rapidly to changes in trends for leisure and retail uses to ensure they remain lively and viable places, with low vacancy rates and healthy footfalls.

- 3.22. The requirements of national guidance have changed towards a more balanced offer of retail and leisure within town centres protecting the town centre first approach, including the use of sequential and impact tests for appropriate developments.
- 3.23. The London Plan also sets out a town centre hierarchy, of which Bexley's network is a part. The policy approach will ensure that Bexley's town centres continue to grow and develop in a way that supports and strengthens the current and emerging town centre network hierarchy for the borough.

Preferred strategic policy approach to supporting successful town centres

1. To realise a network of successful town centres, the Council will work with key stakeholders including the Mayor of London and Business Improvement Districts (BIDs), to maintain and enhance the vitality and viability of the borough's hierarchy of town centres. In particular, the Council will:
 - a) support proposals for main town centre uses in Bexley's defined town and local centres, including residential-led development on appropriate sites;
 - b) ensure that all new development is appropriate in scale, design and location, and does not negatively impact on the hierarchy in accordance with national and regional policy and local need;
 - c) maintain primary shopping areas (PSAs) as the place where retail is concentrated, as designated on the policies map;
 - d) seek to secure a healthy mix of shop sizes and types, as well as encourage the introduction of pop-up shops and other appropriate temporary uses where they support the vitality and viability of the centre;
 - e) apply the town centre sequential test to all relevant developments as set out in national and regional policy and the retail impact assessment on new developments and redevelopments over a locally set threshold of 280m² gross;
 - f) support an evening economy across our town centres, and a night-time economy in Bexleyheath, with new development supporting the creation of a comfortable, safe, attractive and accessible day and evening environment;
 - g) support an attractive town centre through guidance provided in the Design SPD;
 - h) work with partners to enhance existing markets and, where appropriate, to establish new markets;
 - i) promote the provision of Shopmobility²⁰ schemes or similar to ensure maximum accessibility for all;
 - j) seek to ensure that the vitality and viability of the borough's designated neighbourhood centres are maintained and enhanced in order that they continue to provide a level of service of neighbourhood significance; and,
 - k) develop a town centre strategy for each town centre in accordance with London Plan requirements.

²⁰ <http://www.transportforall.org.uk/personal/mobility/>

Implementation of this policy approach

- 3.24. New development in or around town centres will be required to positively contribute to the town centres' viability and vitality, as well as helping create a safe, attractive and accessible environment, both during the day and evening. The evening economy is considered to be those leisure activities that tend to finish around 11pm. The night time economy refers to establishments with late night licences that can run into the early hours of the morning, particularly at weekends.
- 3.25. Residential development within town centres is supported above ground floor level or outside of the primary shopping area, where this does not harm the viability and vitality of the town centre. It is recognised that residents living in town centres should anticipate a different level of amenity that those in primarily residential areas. Active street frontages (such as frequent doors and windows) should be secured where there are ground floor residential frontages within a town centre.
- 3.26. Early findings from the Draft Retail Capacity Study suggest a local impact assessment threshold for retail and leisure development of 280m² gross is appropriate for Bexley. This applies to new and replacement gross retail floor space (the redevelopment of existing floor space alongside additional floor space) where this is outside of an existing centre.
- 3.27. This ensures that a town centre first approach is maintained towards cumulative incremental increases in out-of-centre retail stores that could materially change the nature of a whole scheme through small extensions.
- 3.28. Shopmobility schemes should use innovative approaches, such as the use of E-assist pedal scooters where possible rather than reliance on full Electric mobility scooter.



DP7 Development within town centres

Related local strategies and evidence – why we need this policy

Bexley Retail Capacity Study (currently in preparation)

- 3.29. The London Plan identifies a range of measures boroughs should undertake in relation to town centres, including setting out policies for each type of area within centres. The National Planning Policy Framework (NPPF) 2018 requires boroughs to make clear the range of uses permitted in town centres and Primary Shopping Areas (PSAs).
- 3.30. Town centres are places where a wide range of uses help to ensure vitality and viability is maintained. This policy sets out the approach to uses by location within a centre.
- 3.31. To ensure that a healthy balance of uses is maintained, the Council will actively manage through the planning process the concentration of different use classes (under the Use Class Order) within different areas across town centres by designating PSAs. PSAs are a defined area where retail development is concentrated. In this way it is possible to manage the distribution of retail and non-retail uses to ensure the borough's town centres remain attractive places to visit.

- 3.32. Town centre designations are being reviewed as part of this Local Plan. At this stage it is envisaged that the PSA and town centre boundaries are sufficient enough tools to manage the range of uses across town centres and will therefore replace the current designated core and non-core frontages. Changes to boundaries and PSAs will reflect the current shopping patterns, the changing nature of the role and function of town centres, and the more diverse mix of uses that contribute to this, including residential.

Preferred detailed policy approach to proposed development within town centres

1. The Council will promote a diversification of town centre uses, including retail, community, leisure, employment, residential, cultural and recreational uses, whilst avoiding an over concentration of any one non-A1 use.
2. Changes of use that would result in a net loss of ground floor main town centre uses within the designated town centre boundary will be resisted.
3. Changes of use from A1 in the Primary Shopping Area (PSA) should ensure that:
 - a) the use contributes to the vitality and viability of the town centre;
 - b) a significant percentage of the units in the primary shopping area will remain in A1 retail use;
 - c) the proposed use has an active frontage that would be immediately accessible from the street; and,
 - d) the proposed use would not result in two or more adjoining units of A5 or particular sui generis uses including: mixed A3/A5, betting offices/shops, pay day loan shops, and pawn brokers, with a maximum of 10% of units with these uses collectively, and in any event, no one use above 5% of units, across the town centre.

Implementation of this policy approach

- 3.33. A hierarchy of town centres and the definitions of each type are set out in the second part of this Local Plan, in conjunction with the hierarchy set out in the London Plan. The Retail Capacity Study (currently in preparation) will be used as evidence to inform the definition of town centre boundaries and Primary Shopping Areas (PSAs) and the allocation of future retail capacity. A differentiated approach may be appropriate for each town centre or hierarchy level. This will include:
- Major Centres
 - District Centres
 - Local Centres
- 3.34. Main town centre uses are defined in the Glossary of the NPPF. These include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

- 3.35. It should be noted that the Council is unable to determine exactly what the final use of a shop may be. For example, permission may be granted for an 'A1 use' retail shop, but no distinction is made as to whether this shop is, for example, a hairdresser, a newsagent or a charity shop.
- 3.36. There are also certain changes of use that are automatically permitted without the need to apply for planning permission. More information can be found on the Government's Planning Portal website²¹.
- 3.37. As a general rule of thumb, a shopping unit is that part of the unit facing the main road. One unit is considered to have a linear width of between five and ten metres. Anything below or above this width will be calculated proportionately (i.e. a shop front with a width of 12 metres will be considered two units and less than five metres will be considered half a unit).
- 3.38. Guidance on creating active shopfronts, including window displays, will be set out in the Design SPD (currently in preparation).
- 3.39. It would be considered appropriate for access doorways and entrances to be located at ground floor level for accommodation above.
- 3.40. Some sui generis uses are not considered to be town centre uses and will therefore be assessed on a use-by-use basis taking into account recent changes in the Use Class order regarding betting shops and pay day loan shops. When any secondary use becomes more than just ancillary to the primary use it becomes a mixed use sui generis unit.
- 3.41. The Council will support light industrial B1c within Bexley's town centres which is incorporated as part of a mixed-use unit with a significant element of retail use.



DP8 Provision of main town centres uses beyond town centres

Related local strategies and evidence – why we need this policy

Bexley Retail Capacity Study (currently in preparation)

- 3.42. The London Plan states that boroughs should identify and promote the complementary offers of the smaller centres in the network including neighbourhood centres and local shopping parades. These play a key role in meeting 'walk to', every day needs and are often the core of healthy lifetime neighbourhoods.
- 3.43. The NPPF states that local planning authorities should set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.

²¹ <https://www.planningportal.co.uk>

- 3.44. This policy approach seeks to ensure that local people have immediate and convenient access to services and facilities to meet their day-to-day needs through the maintenance of the borough's supply of retail provision.
- 3.45. This policy approach addresses out of centre development that can significantly harm existing town centres to the point at which they would no longer be commercially viable. The requirements of national guidance and regional policy support a town centre first approach and managing development in this way will ensure that new development supports and strengthens existing town centres.

Preferred detailed policy approach to proposed development in designated neighbourhood centres, small parades and local shops

Neighbourhood centres and small parades

1. Changes of use from A1 in designated neighbourhood parades will be supported if:
 - a) the use positively contributes to the vitality and viability of the parade;
 - b) the proposed use would include an active frontage that would be immediately accessible from the street;
 - c) the proposed use would not result in two or more adjoining units of A5 or particular sui generis uses including: mixed A3/A5, betting offices/shops, pay day loan shops, and pawn brokers, with a maximum of one unit or 10% of units with these uses collectively, across the neighbourhood centre;
 - d) the proposed use would not result in more than one unit of A5 or particular sui generis uses including: mixed A3/A5, betting offices/shops, pay day loan shops, and pawn brokers, across the small parade; and,
 - e) at least one convenience retail unit remains in use in the parade.

Local shops

2. The creation of small walk-to services (less than 100m² gross in total) in new larger residential developments will be supported where this not a town centre within 10 minutes' walking distance.
3. Changes of use from individual A1 convenience shops will only be permitted where it can be demonstrated that an alternative A1 convenience shop is available within reasonable walking distance from the existing unit.

Implementation of this policy approach

- 3.46. If there is evidence that certain uses are negatively affecting the vitality and viability of Bexley's town centres, then this policy will seek to restrict them. These uses could be hot food take-away shops, betting shops, payday loan shops, pawnbrokers and amusement arcades, amongst others. In addition, the London Plan sets out policies with regard to A5 hot food takeaway uses.
- 3.47. A convenience shop is considered to sell everyday items such as food, drinks, and household items, and should be at least one full width shopping frontage (minimum of five metres).

- 3.48. The town centre hierarchy defines the scale and network of centres across the borough. This approach is set out in ***Part II: preferred approaches to spatial policies and land use designations***.
- 3.49. Larger residential developments where the creation of walk-to services is encouraged are considered to be of 300 residential units or more.
- 3.50. Protecting local shops will ensure that existing retail (A1) use local shops located outside of the designated centres and neighbourhood parades continue to serve local communities. The walking distance to these local shops is considered to be 800m (about a 10 min walk).

4. Bexley's character:

*reflecting our
diversity and
heritage through
high quality
design*

- 4.2. The principle of design covers a wide range of matters that should be applied to all types of development. The policy approaches in this chapter set out Bexley's strategic and detailed requirements for ensuring high quality design in the borough. Chapter 6 considers policy approaches for environmental protections and enhancements.
- 4.3. Bexley is characterised by a number of specific features worthy of protection and enhancement, including its heritage, suburban character and areas of family friendly housing. This chapter details how these characteristics will be preserved and how new development is expected to achieve this.



SP6 Principles of good design

Related local strategies and evidence – why we need this policy

Bexley Local Characterisation Study (currently in preparation)

- 4.4. Good design is a key aspect of sustainable development and is indivisible from good planning. It should contribute positively to making places better for people. National and regional policy makes clear that local authorities should not attempt to impose a certain architectural style, but rather to establish principles to determine whether good design is being followed. A key consideration is the local character and context and reinforcing local distinctiveness.
- 4.5. This policy seeks to ensure that new development has regard to the local area's character and heritage, thus ensuring that the character of Bexley's neighbourhoods retain their authenticity whilst instilling a unique sense of place.

Preferred strategic policy approach to placemaking through good design

The Council will continue to expect the highest quality standards of design in Bexley, whilst respecting Bexley's varying types of character. Design should respect the existing character and context but need not be constrained by what already exists.

1. The Council will seek to ensure that:
 - a) the best elements of Bexley's character are protected; and
 - b) all development within the borough is of high quality design, contributes positively to the local environment, enhances social cohesion and wellbeing and considers the principles of inclusive and active design.
2. The Council will masterplan future development, where appropriate, to ensure it achieves the objectives of sustainable development and proposals for developments in these areas will need to demonstrate that they will fit satisfactorily into the masterplan.
3. For higher density residential developments, design proposals that consider using more traditional and human-scaled typologies including terraced housing, maisonettes, and courtyard apartments should be provided.
4. Further advice and guidance applying to all development will be set out in Bexley's Design SPD, which will include the Council's approach to densities.

Implementation of this policy approach

- 4.6. Good design identifies fundamental elements of character and builds upon them, enhancing local distinctiveness. Design should not reinforce existing poor character; character should be understood in a broader sense than “what’s currently on the ground” and can look to clues such as historic development and topography amongst others. Good design creates variety and adds identity taking inspiration from its surroundings.
- 4.7. Development should contribute to a high-quality public realm which is comprehensible at a human scale following the healthy streets principles to create a streetscape that engages the pedestrian and helps to create a meaningful transition between the public, semi-public, and private realm. Principles of dementia and autism friendly design should be applied.
- 4.8. Active Design guidance²² has been produced by Sport England in 2015 which established ten principles for ensuring that active and healthy lifestyles are supported and enhanced through the built environment.
- 4.9. It is important to ensure that piecemeal development does not prejudice the proper planning of a large development whether or not the large development site is formally identified in site allocations. In most cases, it is expected that layout, open space, access and infrastructure will be the prime issues.
- 4.10. This policy seeks to achieve higher levels of density through alternative and more traditional housing typologies by requiring developers to demonstrate that “similar densities” cannot be achieved using design approaches other than towers.
- 4.11. Tower blocks are not considered appropriate for Bexley. Where a tower is proposed, the burden of proof is on the developer to demonstrate how the development would make a positive contribution to character and context at the local (street) to town to strategic (skyline) levels. It requires towers to have a strong relationship with the street. It also highlights a number of potential environmental impacts that must be overcome.
- 4.12. A review is being carried out of Bexley’s current planning guidance on design, including the published Design for Living SPD²³, Bexley Sustainable Design & Construction Guide SPD²⁴, and the remaining saved Design and Development Control Guidelines from the Bexley Unitary Development Plan. Relevant updated guidance from these documents will be incorporated into the Bexley Design SPD (currently in preparation), which will also be informed by the Bexley Local Characterisation Study (currently in preparation).

²² Active Design’ – Sport England guidance about building activity into design, published 2015

[<https://www.sportengland.org/facilities-planning/active-design/>]

²³ <http://www.bexley.gov.uk/sites/bexley-cms/files/2017-11/Design-for-living-Bexleys-residential-design-guide-adopted.pdf>

²⁴ <http://www.bexley.gov.uk/sites/bexley-cms/files/2017-11/Bexley-sustainable-design-and-construction-guide-adopted.pdf>



DP9 Achieving high quality design

Related local strategies and evidence – why we need this policy

Bexley Local Characterisation Study (currently in preparation)

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

Preferred detailed policy approach to achieving high quality design

1. The Bexley Design SPD will provide guidance and best practice in achieving high quality design. Development proposals for new buildings, extensions and alterations, conversions, changes of use and public and private spaces will be expected to:

Character

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

Landscaping

- b) apply the principles of urban greening to ensure that there is no net loss of green cover;
c) include opportunities for public art where suitable;

Privacy, outlook and adverse impacts

- d) ensure that appropriate levels of privacy, outlook, natural light and other forms of amenity are provided as part of new residential development;
e) ensure existing properties' amenity is appropriately protected;
f) ensure that all proposed development and uses, including food and drink, industrial and commercial, do not unacceptably affect residents or occupiers of either the proposed development or of neighbouring properties by means of noise, odour, vibration and light spill or other disturbances;

Quality of residential accommodation

- g) provide adequate useable on-site external amenity space (communal, semi-private and private) and appropriate child play space;
h) meet appropriate standards in respect of internal accommodation;

Crime

- i) apply the principles of designing out crime, whilst maintaining an attractive, connected environment; and,

Advertisements

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

Implementation of this policy approach

- 4.14. The Design SPD (currently in preparation) will contain detailed guidance and further information on how the policies of this Local Plan can be applied to matters of design, for all types of development, in the local context. This will include addressing appropriate density, design for specialist housing; extensions and conversions, including basement development; and additional detail on housing design standards.
- 4.15. Criteria should be implemented to proposals where they are relevant and appropriate. Depending on the nature of the proposal, not all criteria will be relevant in all cases. A matrix style checklist may be developed to help understand the differences in design requirements for extensions and large developments. Conversions are the development of two or more dwellings from a lesser number of dwellings.
- 4.16. Ensuring that materials are complimentary to the surrounding area does not mean they have to match. They should be of an appropriate style that is compatible with, and does not jar or clash with, the locality. Appropriate landscaping and active frontages, such as entrances and windows along the façade, can enhance the street scene.
- 4.17. New development should take responsibility for mitigating the impact of existing noise and other nuisances in accordance with the agent of change principle²⁵ set out in the NPPF. In addition, the draft new London Plan includes draft policy D12, providing further guidance on applying the agent of change principle.

Character

- 4.18. The character of an area is made up of both the buildings and the spaces around them. Scale is considered to be relative to the locality and context, massing is considered in terms of volume and is a free-standing measurement.

Landscaping

- 4.19. Urban Greening can play a vital part in Bexley's green infrastructure network, improving air quality, reducing the risk of flooding and helping to mitigate the effects of the urban heat island. Urban greening can include walls and roofs covered in plants, street trees and small pocket parks in-between buildings. The principles of the Urban Greening Factor (UGF) in the new London Plan should be adhered to in major developments, including it at the start of the design process. Bexley will consider the inclusion of a local UGF in the Design SPD (currently in preparation).

Privacy, outlook and adverse impacts

- 4.20. Privacy is important to enable residents to feel comfortable in their own homes. Innovative design solutions to achieve a high standard of privacy, amenity and outlook are encouraged.
- 4.21. Amenity space makes an important contribution to the character of an area through the setting of buildings in their locality. The measure of this space should include only

²⁵ NPPF. Para 182. Page 52 MHCLG. 2018. <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

function elements such as gardens, balconies, terraces and roof gardens and exclude areas for vehicle circulation or parking and incidental green spaces. Bexley's Design SPD (currently in preparation) will set out standards regarding the amount of usable on-site amenity space.

- 4.22. Developers are required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment and demonstrate that noise levels within the proposed development emitted from nearby uses would be at an acceptable level. Identified impacts should be mitigated through design. The layout, orientation, design and use of buildings will ensure that operational noise does not adversely affect occupants or neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces. Where necessary, development is required to robustly demonstrate how conflict with existing uses will be avoided, through mitigation measures.

Crime

- 4.23. Design has an important role to play in preventing crime and reducing criminal activity and should be designed-in at the start of the process. Careful consideration designing out crime can prevent or reduce incidences of crime without compromising the enjoyment, usability and attractiveness of the development. More information can be found in *Designing out crime: A designer's guide* by The Design Council.

Advertisements

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



DP10 Development within residential gardens

Related local strategies and evidence – why we need this policy

Bexley Local Characterisation Study (currently in preparation)

- 4.25. With a declining number of large sites available for housing development, smaller sites across the borough have increasingly become subject to development pressures. Infill and back land development can provide an important source of new homes, where these sites meet certain criteria, to ensure the protection of environmental features and an acceptable level of amenity for adjacent and future residents. The character of an area can be adversely affected by infill, back land and similar developments both individually and cumulatively.

- 4.26. In addition, such proposals may include gardens, front, side or back, and/or incidental open space that, if development were permitted, could lead to a substantial loss of amenity for the residents of those existing dwellings in the vicinity.
- 4.27. Many gardens in the borough combine with adjacent gardens to form green corridors. Back gardens offer an environment relatively free of vehicles and their associated noise and pollution, and thus make an important contribution to the quality of life in the borough, both in terms of their amenity and recreational value, and in terms of their ecological function. Since the largest proportion of residential gardens in the borough consist of soft landscaping with lawns, mature trees and shrubs and flower beds, they have important environmental benefits.

Preferred detailed policy approach to development within residential gardens

1. Proposals for new dwellings in residential gardens should:
 - a) have a separate access from the original property;
 - b) not adversely affect the privacy and amenity of residents of neighbouring properties;
 - c) retain distinctive landscape and nature conservation features, such as trees, hedgerows, and ponds, and provides additional landscape features on the existing and proposed property; and,
 - d) ensure the existing property retains sufficient private amenity space.

Implementation of this policy approach

- 4.28. The development of gardens does not fall under the 'previously developed land' category (as defined in the draft new London Plan) and is purely the redevelopment of private residential gardens. Each proposed development on garden land will be considered on a site by site basis and the new development will need to ensure enhanced quality of soft landscaping.



DP11 Building heights

Related local strategies and evidence – why we need this policy

Bexley Local Characterisation Study (currently in preparation)

- 4.29. The need to use land efficiently and to its full potential in order to provide more homes across all tenures will require an increase in development density in appropriate locations across the borough. The principle of public transport-orientated development (also referred to as transit-oriented development, or TOD) is that development around key transport nodes will be of higher density, reducing in density the further from the transport node.
- 4.30. Given that Bexley is currently a borough of relatively low density and few taller buildings when compared to other parts of London, it is important to have a detailed policy to guide proposals for buildings of height within the borough.

Preferred detailed policy approach to tall buildings and building heights

Tall buildings in Bexley are considered to be 15 metres in height or more.

1. The height of a proposed building should reflect other design and policy requirements, including the requirement to have regard to the existing or emerging character and context of the area.
2. Within 200 metres of Abbey Wood and Belvedere railway stations tall buildings shall not normally be more than 45 metres in height.
3. Proposals for all tall buildings outside of part 2, above, shall not normally be more than 25 metres in height.
4. Proposals for tall buildings, above 15 metres in height should comply with the tall buildings policy in the London Plan.

Implementation of this policy approach

- 4.31. 15 metres in height is typically considered to be between four and six residential storeys and 25 metres is typically eight residential storeys and 45 metres is typically 13 to 15 residential storeys. Taller buildings may have a place in Bexley, but only where they respect the character of their local areas and any potential designated local views. It is clear that height should be an output of other considerations. Buildings should not be designed to reach certain heights.
- 4.32. While the majority of the borough is not considered appropriate for tall buildings, potential may exist for such development to be considered, subject to further detailed analysis and meeting various criteria, which will be set out in the master planned areas in site allocations. Criteria could include PTAL ratings, access to local services and facilities, historic environment, local character, topography, environmental considerations, including flood risk, the design quality of the proposal amongst others.



DP12 Protected views

Related local strategies and evidence – why we need this policy

- 4.33. The draft London Plan Policy HC3 requires development plans to identify locally significant views and to set out what it is about the view that is significant.
- 4.34. Early findings from the Bexley Local Characterisation Study suggest that there are parts of the borough that possess sufficient architectural, townscape, landscape or environmental quality to consider the designation of protected local views.
- 4.35. Potential designated views include:
 - Crayford and Erith Marshes:
 - a. from the rising land of the Howbury Moated Grange across the marshes and out to the Thames
 - b. from Bob Dunn Way over Joyce Green Farm and out to the Darent

- c. from tower blocks in Thamesmead and Erith across the marshes and out to the Thames and the Dartford Crossing
 - Lesnes Abbey:
 - a. from the ruins out towards the Thames incorporating the iconic Thamesmead tower blocks and industrial structures
 - b. from the bottom of the woodland across south east London towards docklands culminating in the modern towers of Canary Wharf
- 4.36. If protected local views are designated through the preparation of the Local Plan, a policy is required to assess applications for development that may affect such designations. As such, the following development management policy is proposed:

Preferred detailed policy approach to development proposals affecting protected local views

1. Development proposals that will have a significant adverse impact on the aesthetic and character of a protected view will be resisted.
2. Development in the foreground and middle ground of a protected view should not be overly intrusive, unsightly or prominent to the detriment of the view.
3. Development proposals in the background of a protected view should give context to landmarks and not harm the composition of the view as a whole.
4. Any existing or proposed viewing places within the development should be accessible and managed so that they enhance people’s experience of the protected view.

Implementation of this policy approach

- 4.37. Assessment of the impact of development in the foreground, middle ground or background of a protected view or the setting of a landmark will be made with regard to the significant features of local views that warrant their designation. These significant features will be identified and explained in supplementary documents produced for the local views. Assessments consider the effects of distance and atmospheric or seasonal changes.
- 4.38. ‘The Grange’ provides views across both Dartford and Crayford Marshes and out to the Thames. River defence bunds at Crayford and Dartford Marshes provide changing extensive views across the marshes, the Darent, of surrounding housing and industry, of the Thames and of developments on its northern bank. Bob Dunn Way provides views over Joyce Green Farm and of the Darent.



SP7 Heritage assets

Related local strategies and evidence – why we need this policy

- 4.39. The historic environment forms part of Bexley’s suburban identity and cultural heritage. It incorporates a wide variety of assets and can help support the borough’s communities, particularly through tourism, leisure and recreation.

- 4.40. Archaeology, specifically the remains below the ground, provides evidence of the evolution of development and settlements in this area. All remains are unique and represent a finite and non-renewable resource.
- 4.41. Bexley's heritage and archaeological assets comprise registered historic parks and gardens, scheduled ancient monuments, listed buildings and structures, non-designated heritage assets of local architectural and historic interest (the Local List), conservation areas, and archaeological priority areas. All of these assets contribute to the heritage of our built environment and add to the attractiveness of the borough.
- 4.42. This policy approach seeks to ensure that Bexley's heritage assets are preserved and enhanced and their contribution to the borough's identity is recognised. If appropriate, they will be identified on the Local Plan policies map (e.g. conservation areas, areas of archaeological search).

Preferred strategic policy approach to managing Bexley's heritage assets

1. The Council will manage its heritage and archaeological assets, whilst seeking opportunities to make the most of these assets; including adapting to and mitigating the effects of climate change. This will enhance the local sense of place and support the revitalisation and development of the borough, including promoting the visitor economy. This will be achieved by:
 - a) promoting the borough's heritage assets, such as Danson Mansion, Hall Place and Gardens, Crossness Beam Engine House and Red House;
 - b) reviewing the status of existing and identifying new heritage and archaeological assets;
 - c) applying the National Planning Policy Framework (NPPF) 2018 and London Plan requirements for development proposals affecting heritage assets to conserve and enhance the significance of heritage assets, their settings, and the wider historic environment, and the requirements to protect assets from development that is likely to adversely impact on the significance, integrity, character or appearance of those assets or their settings;
 - d) protecting the internal features of Council owned non-designated heritage assets where they contribute to the asset's significance;
 - e) supporting historic restoration schemes through partnership working and seeking funding to enhance and utilise heritage and archaeological assets in an appropriate and sympathetic manner; and,
 - f) retaining, in situ, archaeological evidence within sites, wherever possible. Where archaeological evidence cannot be retained, the appropriate levels of archaeological investigation and recording should be undertaken prior to the redevelopment of the site.

Implementation of this policy approach

- 4.43. The borough has over one hundred entries for statutorily listed buildings and structures. These include the Grade 1 listed Danson Mansion, Hall Place and Gardens, Crossness Beam Engine House, and Red House and its well head. There is also an active record

of locally listed buildings within the borough that are considered to have historic or architectural merit at the local level. Information will be detailed in the Historic Environment Record.

- 4.44. The Council will seek opportunities to support the identification of heritage assets in the borough, as well as supporting restoration of historic assets, for example, through grants where they are available. There are also a number of specific projects being undertaken in the borough to preserve and enhance Bexley's heritage and archaeology, including works to the Crossness Beam Engine House.
- 4.45. The borough also has a wealth of archaeological remains, which represent a storehouse of historic information, including evidence of the evolution of development and settlements in the borough. Archaeological sites should be retained in situ wherever possible, and an appropriate level of archaeological investigation and documentation should be undertaken. This policy approach will also provide a mechanism to manage new archaeological evidence.
- 4.46. The Council supports regeneration and development schemes that make use of historic assets in an appropriate and sympathetic manner. It will also keep under review its heritage and archaeological assets. This includes its appraisals and management plans for the borough's conservation areas, locally listed buildings reviews and the Heritage at Risk Registers. Research has indicated that Bexley's heritage faces various challenges, including small incremental changes to buildings, low quality maintenance, and environmental impacts such as traffic congestion and graffiti.



DP13 Development proposals affecting a heritage asset

Related local strategies and evidence – why we need this policy

- 4.47. It is recognised that heritage assets can make a strong contribution to the local economy and an asset's ability to create a sense of place and local identity is valued highly in Bexley.
- 4.48. 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.
- 4.49. It is recognised that heritage assets can make a strong contribution to the local economy and an asset's ability to create a sense of place and local identity should be valued.
- 4.50. Bexley maintains an active list of over 400 buildings and structures of local historic value, which contribute significantly to the character of the borough. Whilst these have no statutory protection, the council recognises their importance and will seek their retention.
- 4.51. Bexley currently has 23 conservation areas across the borough. This detailed policy approach explains how the strategic policy requirement to conserve and enhance

heritage assets is applied to conservation areas. It signposts the area appraisal and management plans, which establish the special characteristics of each conservation area and provide more detailed guidance on what is considered appropriate and inappropriate within the area.

- 4.52. The process for identification, designation and review of conservation areas sits outside of the Local Plan. However, these areas will be identified on the policies map and in the conservation area appraisals.

Preferred detailed policy approach for development proposals affecting a heritage asset

Impact on asset or setting

1. Development proposals with the potential to directly or indirectly impact on a heritage asset or its setting should meet NPPF requirements to describe the significance of the asset and demonstrate how the proposal conserves or enhances the significance of the asset.
2. Development proposals on sites with existing heritage assets, particularly listed or locally listed buildings, should incorporate those assets. Outline applications will not generally be acceptable for developments that include heritage assets.
3. The NPPF and Bexley's Development Plan policies regarding proposals which have an adverse impact on a heritage asset or its setting will be applied.

Change of use

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

Demolition

5. There is a general presumption against any proposal for development that demolishes a heritage asset in part or whole. Proposals to demolish buildings within conservation areas will be considered with regards to the NPPF approach to determining harm and will generally be refused unless it can be demonstrated that the development proposal would enhance the special character of the area; demolition will not be approved until consent for the replacement building is agreed.

Listed buildings

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

Locally listed buildings

7. Any proposed alteration to a locally listed building or other non-designated heritage asset must have special regard to the asset's contribution to the streetscape.
8. Any proposed alteration to a locally listed building should conserve the particular characteristics that justify that structure's identification.

Conservation areas

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

Implementation of this policy approach

- 4.53. Heritage assets include: listed and locally listed buildings and other structures; conservation areas; registered parks and gardens; scheduled ancient monuments; archaeological remains; and any other non-designated asset which the local authority identifies as having historic or architectural significance. A complete list can be found in the Council's Historic Environment Record (a live document that is updated outside of the Local Plan process).
- 4.54. A development proposal will be considered to conserve a heritage asset if it would result in no impact on the asset, or an impact that is not adverse. A development proposal will be considered to enhance a heritage asset if it would restore or reveal a feature of significance.
- 4.55. Bexley currently has over 100 buildings on the National Heritage List for England. Development proposals to alter the building or its use in a way which could impact on the special character of the listed building require Listed Building Consent; this detailed policy approach will apply to both planning applications and applications for Listed Building Consent.
- 4.56. Inappropriate alterations may irreparably damage the architectural or historic integrity of the building and will not be acceptable. It will therefore be expected that all original features of architectural or historic interest, both internal and external shall be retained. Alterations to these important buildings require the greatest skill and care in design and implementation in order to avoid damage to historic fabric and to ensure that any works are in keeping with the remainder of the building and its setting.
- 4.57. 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.

- 4.58. The test of substantial harm to registered parks and gardens is based on Historic England advice.
- 4.59. The primary heritage consideration for applications for development affecting a locally listed building is how it will be viewed from the public realm and how it will contribute to the streetscape. Particular care should be paid to the impact of external alterations. The Council will strongly encourage the protection of internal features where they contribute to the structure's designation.
- 4.60. The Council will prepare an Article 4 Direction removing permitted development rights from locally listed buildings and a presumption against demolition of locally listed buildings.
- 4.61. The Local List is actively kept under review. Residents, local amenity groups, and other stakeholders can nominate additions or deletions to the Local List at any time, which triggers a case-by-case basis review of the particular building. Further information can be found on the Council's website.
- 4.62. Not all elements of a conservation area contribute to its significance, and often by allowing the replacement or alteration of a building, a conservation area can be improved or enhanced, especially by encouraging high quality design through new development.
- 4.63. Alterations or extensions to buildings within Conservation Areas should respect the design, scale and materials of the original building and harmonise with the location. Any proposals will be assessed on the extent to which they respect and respond 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.

5. Bexley's

infrastructure:

*providing support
for good growth*

- 5.2. Good growth is predicated on supporting infrastructure. This chapter sets out the policy approaches to ensuring that future development is supported by the associated requirements for transport, parking, and community infrastructure as well as more specific needs such as digital infrastructure and waste management.
- 5.3. Once infrastructure is in place it should be protected for future generations. This chapter sets out Bexley's approach to ensuring that these facilities are protected where a need is identified.



SP8 Bexley's transport network

Related local strategies and evidence – why we need this policy

Bexley's Local Implementation Plan

- 5.4. Inadequacies in the borough's public transport services have been a matter of concern for some years. However, Bexley's position on the transport network and in the Thames Gateway sub region provides great potential transport improvement opportunities.
- 5.5. The improvement of public transport links has been identified as the top regeneration priority for the borough. It is also a key factor in encouraging modal shift from the use of the private car, with associated benefits for congestion and air quality.
- 5.6. The entire borough is currently outside the London Underground and Docklands Light Railway network and is not serviced by any form of tram or rapid transit system. Hence, Bexley has low public transport accessibility levels compared to many other parts of London and, consequently, higher car ownership and usage compared to many other parts of London and this introduces environmental, health and equality issues.
- 5.7. Despite existing bus and rail connections and support for cycling and walking initiatives, the car will continue to play an important role in Bexley and increased traffic flows will result in greater traffic congestion, especially on the main radial routes (A2 and A20) and on the local road network where it meets these radial routes.

Preferred strategic policy approach to Bexley's transport network

1. The Council will work to achieve a comprehensive, high quality, safe, integrated and sustainable transport system which makes the most of existing and proposed transport infrastructure within the borough and seeks to ensure a much improved and expanded role for sustainable transport through the following actions:
 - a) increasing the capacity, frequency, accessibility and safety of established bus and rail facilities;
 - b) working with the Crossrail to Ebbsfleet (C2E) partnership to secure the potential extension of C2E, including the protection of the land required for the scheme in accordance with existing and future Safeguarding Directions, and the managing of development to preserve and enhance the deliverability of the scheme;
 - c) supporting the improvement of interchange facilities within the borough's major town centres through area-based schemes and other initiatives;

- d) promoting improvements in north-south transport provision, including facilitating junction improvements, clearer signing, and enhanced bus services and facilities – in particular, improved connections will be sought between Crossrail at Abbey Wood and population and employment centres to the south and south east;
- e) initiating or supporting the future development of major new transport infrastructure proposals within or affecting Bexley, including an extension of Docklands Light Rail (DLR) to Belvedere, Bus Rapid Transit (BRT) from North Greenwich to Slade Green, river passenger services and road and rail crossings – the Council will explore, by continued negotiations with TfL, a firm basis for the further progression of these emerging schemes;
- f) improving the efficiency and promoting the sustainability of freight movement in the borough, the protection of viable safeguarded wharves on the River Thames, and ensuring the construction and preservation of rail freight interchange facilities and new wharves where this does not unduly prejudice other objectives of the Local Plan;
- g) encouraging walking and cycling within the borough through implementation of local and strategic walking and cycling programmes, travel plans, local safety schemes, the provision of facilities within development proposals, and environmental improvement projects;
- h) developing priority road schemes, where they assist regeneration and/or reduce congestion, whilst generally promoting modal shift away from the use of the car;
- i) effectively maintaining and managing the existing highway network, including car parking, to ensure the free flow of traffic, improve the environment, in particular air quality, and promote safety, health and wellbeing;
- j) encouraging a new transitional approach to providing and managing residential car parking within new developments in areas where parking needs may reduce over time through improved connectivity
- k) opposing the change of use or redevelopment of existing railway station car parks and car parks that perform a wider town centre function unless suitable replacement spaces are provided, and,
- l) promoting the concept of Healthy Streets²⁶ in planning decisions.

Implementation of this policy approach

- 5.8. Bexley's Local Implementation Plan seeks to address local transport issues and needs. It is clear that a combination of measures is required to improve Bexley's transport network. This includes the amount and distribution of future growth, managing the existing transport network and investing in new infrastructure. The Council therefore supports the London Bus Priority Network and the securing of 12 carriage trains on existing lines.
- 5.9. The two transport improvement corridors (Figure 2) that meet at Abbey Wood highlight the importance of improving access across the London Plan Opportunity Areas and into Kent and improving north/south links within the borough.

²⁶ <https://www.london.gov.uk/what-we-do/health/transport-and-health/healthy-streets>

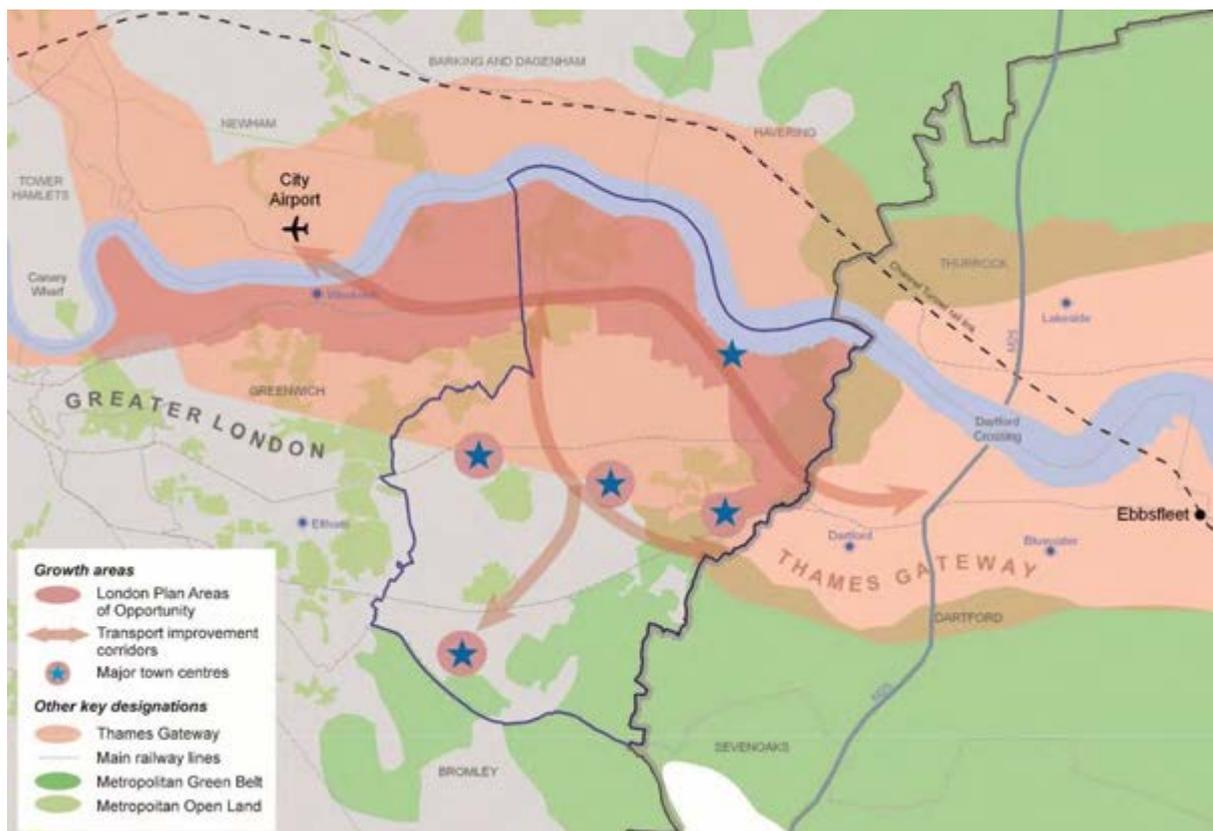


Figure 2: Transport improvement corridors (image taken from the Bexley Core Strategy)

- 5.10. Although no existing or proposed river crossings are located within the borough to facilitate north-south links, cross River Thames traffic plays an important role in Bexley’s travel patterns. The Council is supportive of proposed improvements that will ease congestion, improve connectivity and enhance resilience of the existing crossings at Blackwall and Dartford. Additional River Thames crossings are also supported in principle subject to no significant adverse impacts within the borough, such as increased traffic flows.
- 5.11. The Mayor of London, the Port of London Authority and the Council are also committed to improving Bexley’s wharves on the River Thames for freight operation, and a safeguarding review is currently taking place. A proposed strategic rail freight interchange facility is being considered by the Planning Inspectorate at Howbury Park, and if approved, will provide a significant sub-regional hub.
- 5.12. The Council is promoting a number of road schemes, which are set out in the spatial section (Part II) of this document. In addition, the Council’s Parking Strategy seeks to contribute to the competitiveness, regeneration and environmental quality of the borough through the appropriate amount, location and design of parking facilities.
- 5.13. Transitional approaches to residential car parking, as identified in the Bexley Growth Strategy, can include off-plot parking and/or the leasing of parking spaces.
- 5.14. The Healthy Streets Approach has been adopted by Transport for London and the London Mayor. It seeks to help Londoners use less cars and walk, cycle and use public transport more, to help create a vibrant, successful city where people can live active, healthy lives.



DP14 Sustainable transport

Related local strategies and evidence – why we need this policy

- 5.15. Shared mobility reflects the changing way in which we choose and use cars, with many people recognising that it is not necessary to own a car. There are alternatives to private car ownership such as car club membership, car sharing, hire bikes and these continue to become more viable, particularly through the application of smart technology – apps, smartcards, online booking systems and mobile phones – that make them easier to use.

Preferred detailed policy approach to achieving sustainable transport

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

Walking

- a) identify and implement accessible, safe and convenient direct walking routes to town centres, transport nodes and other key destinations;
- b) promote and improve pedestrian wayfinding;
- c) provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use and that new development improves pedestrian amenity;
- d) encourage a higher quality pedestrian and street environment through the promotion of healthy streets;

Cycling

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

Public transport

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

Shared mobility (smarter travel)

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

Implementation of this policy approach

- 5.16. Cycle parking should be designed and laid out in accordance with the guidance contained in London Cycling Design Standards, part of Transport for London's (TfL) online Streets Toolkit²⁷, and any guidance produced by the Council.
- 5.17. Implementing these measures through new development will create improved access to goods, services and opportunities and also reduce the necessity for vehicle parking, freeing up land for other uses and making our streets more attractive and healthy.
- 5.18. A statement to show how these points have been addressed should be supplied at pre-application stage for discussion with the Council or included as part of a transport assessment submitted alongside a planning application.
- 5.19. The Design SPD (currently in preparation) may set out detailed guidance for different types of developments on the requirements set out in this policy.



DP15 Parking management

Related local strategies and evidence – why we need this policy

- 5.20. The London Plan sets out maximum parking standards to encourage the uptake of sustainable modes of transport, although provisions are made for Outer London boroughs to set higher parking requirements in areas that have a low level of public transport accessibility and provision. This approach is also supported by the National Planning Policy Framework (NPPF) 2018, which states that local authorities should take into account a number of considerations when setting local parking standards. This should include local car ownership levels and the availability of public transport.
- 5.21. Many areas within the borough are only accessible by private transport. Even where public transport accessibility levels (PTAL) are high, this does not reflect the choice of modes available, the reliability of the service, or the direction of travel routes. The dispersed pattern of services can mean dependence on the car remains high. Against this backdrop, the Council has concerns that a lack of parking in Bexley, particularly for residential and employment uses is creating traffic flow, safety and amenity issues through excessive on-street parking.
- 5.22. This parking policy approach seeks to help the viability of development, particularly in town centres and employment areas, and secure a sustainable environment.

²⁷ <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>

Preferred detailed policy approach to parking management

1. The Council will seek to balance the need for parking and the environmental impact of traffic movement and parked vehicles. Therefore, proposals for development will generally be expected to provide parking in accordance with the London Plan standards, except in the case of:
 - a) Residential development, where the maximum standards within areas with public transport accessibility levels (PTALs) of 0-2 should be:
 - i. up to 2 spaces per unit for 4 or more bedrooms;
 - ii. up to 1.5 spaces per unit for 2 to 3 bedrooms; and
 - iii. 1 to less than 1 space per unit for development consisting mainly of 1-bedroom flats.
 - b) For major residential applications, a minimum parking level within the maximum standard may be required.
 - c) Industrial development (B2-B8 use classes), where demand is predicted to exceed London Plan standards parking should be provided in line with projected need, calculated via a transport assessment. Applicants should demonstrate they have minimised parking requirements through a delivery and servicing plan.
 - d) Residential care homes (C2 category of the Use Class Order 2015) where the maximum standard should be:
 - i. 1 car space for every 6 residents (for visitors);
 - ii. resident staff, as new dwellings standard above; and,
 - iii. non- resident staff 1 car space for every 2 staff full time equivalents (FTE). Further spaces may be required to support additional demand at changes of shift, to be determined through a Transport Statement/Assessment.
2. Parking-free/parking-restricted residential development may be acceptable for developments:
 - a) that fall outside a Controlled Parking Zone (CPZ) or Restricted Parking Zone (RPZ), but only where it can be demonstrated through a parking survey that there is sufficient on-street parking capacity; or
 - b) within a CPZ or RPZ, in which case the development proposal will need to be accompanied by a parking survey and where the applicant will normally be required to enter into a legal agreement to restrict future occupiers from obtaining on-street parking permits.

Implementation of this policy approach

- 5.23. Developments must provide a level of parking, which does not significantly impact on residential amenity, safety, vehicle, cycle or pedestrian flow or access and is appropriately maintained, managed and enforced to achieve these outcomes. This may include mitigating the loss of existing parking where necessary. Parking brought forward in connection with major development proposals will need to be accompanied by a Car Parking Design and Management Plan, which will allow the flexible management of the parking spaces. The preferred approach set-out above will ensure

that parking standards are locally appropriate. With regards to minimum standards, this will depend on the scale of the development and local factors including parking stress and general highway conditions.

- 5.24. The policy approach is generally in line with London Plan maximum parking standards, although the Council has considered higher levels of residential parking in areas that have a lower level of public transport accessibility to address specific on-street parking issues such as overspill and inappropriate parking, which may affect safety, amenity, accessibility and congestion. In line with both NPPF and London Plan guidance, the Council will take into consideration the particular characteristics of a development and the actual level of public transport accessibility when deciding whether to apply this flexibility.
- 5.25. Outside of the borough's relatively few areas that have a higher PTAL, development proposals will need to demonstrate through a parking survey that sufficient on-street capacity is available to justify limited or no on-site parking. Surveys will need to include all publicly available parking areas normally within a 200m walking distance of the site. In order to encourage low car ownership and protect the amenity of residents a legal agreement will be required to restrict future occupiers from obtaining parking permits in a CPZ where there is limited or no on-site parking. The scope of the parking surveys must be agreed in advance with the Council.
- 5.26. A transport assessment or statement may be required to determine the appropriate level of parking. For developments where transport assessments are required developers will be required to assess parking provision within the transport assessment, which should demonstrate that demand has been minimised.
- 5.27. Designated blue badge parking should be provided in line with the standards in the London Plan for all development types. In addition to car parking, consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments, and the safe storage of cycles/motorcycles across developments in general. Waiting and turning space should be available for ambulances, dial-a-ride vehicles etc.
- 5.28. The Council will support the bringing forward of car clubs and car sharing schemes in connection with new developments. Car clubs have the potential to reduce congestion and parking pressure, particularly in new low car parking developments.
- 5.29. Both active and passive provision for electric vehicle parking will be required in line with the standards in the London Plan and details agreed in accordance with Council guidance. In larger schemes these should be evenly distributed throughout the development. Mixed use town centre development will provide secure off-street space where possible as part of the development and on-street spaces as part of public realm improvements.
- 5.30. Developers should mark-out an appropriate proportion of spaces at non-residential developments for motorcycle parking, in line with the predicted usage as agreed through the Transport Assessment.



DP16 Impact of new development on the transport network

Related local strategies and evidence – why we need this policy

- 5.31. The NPPF aims to encourage the development of sustainable transport policies that support the reduction of greenhouse gas emissions as well as reduce congestion. The guidance therefore requires that local authorities do all that they can to ensure that opportunities to move goods and people using sustainable transport are maximised. Therefore, all developments which are likely to generate significant amounts of movement should be supported by a Transport Assessment or Transport Statement and a Travel Plan.
- 5.32. Ultimately, these measures will ensure that the impacts of development are appropriately managed and the opportunities to reduce travel demand and increase access to sustainable transport modes have been taken up as far as practicable and to reduce the need for major transport infrastructure.

Preferred detailed policy approach to the impact of new development on the transport network

1. Proposals that reduce the need to travel and improve access to sustainable modes of transport will be supported.
2. Proposals should not have a significant negative effect on the safety of any users, including vulnerable users of the transport network such as pedestrians and cyclists.
3. Proposals should not have a significant negative impact on the operation or efficiency of the Local and Strategic transport network, the public transport system or local amenity.

Implementation of this policy approach

- 5.33. The above policy approach embraces the concept that development proposals must not have a severe impact on transport network operation and efficiency, as set out in the NPPF. It is also important that developers consider transport impacts on local amenity.
- 5.34. Developers should identify the impacts of development on the transport network and associated mitigation measures through Transport Assessments. This could include, for example, facilities to assist vulnerable road users, such as crossings, cycle ways and footpaths. Transport Assessments should include a Construction Management and Logistics Plan, a Delivery and Servicing Plan and a Travel Plan. Transport Statements, which have a less extensive scope than full transport assessments can be produced for smaller developments that are also likely to have a material impact upon the surrounding transport network. Detailed requirements will be set out within the Council's SPD guidance relating to transport.
- 5.35. The purpose of Travel Plans, Delivery and Servicing Plans, and outline Construction Logistics plans are to encourage more efficient use of the transport system and reduce

private vehicle use. This is achieved through the identification and implementation of various measures such as car sharing or the scheduling of deliveries outside of peak traffic times. Such measures can make a significant and cost-effective contribution to mitigating development impacts on the transport network. Further guidance is available from TfL²⁸.

- 5.36. There will be instances where applicants will need to mitigate issues that are directly attributable to their proposal, such as public transport accessibility, highway safety or capacity. This could include off-site highway improvements to pedestrian and cycle routes to enable access to a local station for example. By doing so an otherwise unacceptable proposal may be made acceptable.
- 5.37. Where measures are required to address impacts upon highway safety, network efficiency, or amenity (including measures to reduce travel demand, improve access to sustainable modes and monitor outcomes), the Council will expect that the measures be secured either by condition or that the applicant enter into a legal agreement regarding their provision.
- 5.38. The Council will support development proposals that are phased in line with the provision of enabling transport infrastructure or services. The Council encourages developers to engage in pre-application discussions on transport matters at the earliest possible stage. This will help to achieve right first-time applications, reducing the risk of abortive work and associated costs and delays.



DP17 Road hierarchy

Related local strategies and evidence – why we need this policy

- 5.39. The road hierarchy is used to establish design principles that influence the use and management of the highway network, particularly in connection with development proposals.

Preferred detailed policy approach for development proposals affecting the road hierarchy

1. Development proposals should not result in:
 - a) inappropriate road use as defined in the road hierarchy, taking into account the function of adjacent roads; or
 - b) severe cumulative adverse impacts on the operation of roads in the area.

Implementation of this policy approach

- 5.40. The road hierarchy will be shown on the local plan policies map, and more information will be set out in the Design SPD (currently in preparation).

²⁸ <https://tfl.gov.uk/info-for/urban-planning-and-construction/guidance-for-applicants>



SP9 Community infrastructure and services

Related local strategies and evidence – why we need this policy

Bexley Community Infrastructure Levy
Bexley Planning Obligations Guidance SPD
Bexley Infrastructure Delivery Plan

- 5.41. Social and community infrastructure and services act as a key contribution to creating and maintaining strong, cohesive, healthy and sustainable communities. They can act as focal points for new and existing communities and can help to give an area a sense of identity.
- 5.42. It is important that the provision of social and community infrastructure addresses the needs of existing and future residents, of all ages. This includes protecting and enhancing existing facilities and services, where there is demand, and enabling the creation of new facilities and services that are suitably located in strategic locations and town centres with good public transport and access.
- 5.43. Any development generating additional demand for infrastructure should appropriately contribute to meet the associated increase in demand. It will also be important to ensure that the provision of social and community facilities continues to reflect the needs of a changing and diverse population, in the most accessible locations.
- 5.44. To support the creation of sustainable, healthy and inclusive communities, the Council has planned for the growth in jobs and homes set out in this Local Plan. This includes consideration of the amount of development proposed, the type of development, its distribution around the borough, and when it is expected to be built. Consideration has also been given to the impact of new development in relation to provision of existing and future infrastructure, services and facilities.
- 5.45. The policy approach below sets out how Bexley will plan and monitor the proposed growth in terms of its impact on infrastructure, services and facilities. An Infrastructure Delivery Plan sets out the measures that will accommodate the growth in this respect. Continued delivery and monitoring of developments also requires working in partnership with those who fund or provide infrastructure, facilities and services.

Preferred strategic policy approach for ensuring the provision of community infrastructure and services

1. The Council will ensure the identification, development, completion, safeguarding and monitoring of infrastructure and services that are required to support housing and employment growth in the borough so as to make a positive contribution to creating a strong, cohesive and sustainable community. This will be achieved through:
 - a) addressing the needs of existing and future residents, of all ages, by ensuring the protection and improvement of existing facilities and services and the creation of new facilities and services in accessible locations, including town centres, with good transport connectivity;

- b) working with partners such as the Mayor of London, Crossrail Limited, utility companies, developers, registered social housing providers, the NHS, voluntary sector, other Council departments and/or adjacent boroughs to develop, integrate, implement and monitor relevant infrastructure and service development projects and programmes, particularly in the borough's identified London Plan Opportunity Areas and town centres and where applicable, the wider Thames Gateway; and,
- c) ensuring developers contribute to the reasonable costs of new services and infrastructure made necessary by their development proposals through the use of planning obligations and/or the community infrastructure levy.

Implementation of this policy approach

- 5.46. Major developments may be required to accommodate new infrastructure as part of mixed use proposals where practical and feasible, where a deficiency is identified through the Infrastructure Delivery Plan. Development proposals in locations where new infrastructure is planned must also be compatible with, and provide the necessary safeguards and network links for, the future infrastructure project, as appropriate.
- 5.47. The Council's Infrastructure Delivery Plan will provide more detail on social and community infrastructure requirements and demonstrates how the Council will work with partners to identify any gaps in provision and how these gaps can be addressed. The Infrastructure Delivery Plan will be regularly updated by the Council to ensure this is a working document.
- 5.48. For the purposes of this policy approach, types of social and community infrastructure uses are set out in Table 1.

Social and community services and facilities types	
Education	early years provision, primary, secondary, and further and higher education including adult learning
Health	primary and secondary health care; hospitals; GPs, dentists and pharmacies
Emergency	police and judicial facilities, ambulance services, fire brigades and any lifeboat or river rescue requirements along the borough's navigable rivers
Neighbourhood	Community centres, halls and meeting places; public houses; youth, children and family services (including play facilities); facilities for the elderly and disabled; public toilets, water fountains and civic spaces
Leisure	Libraries; sports; leisure; recreation; arts; theatres; places of worship; heritage and visitor attractions

Table 1: Social and community facilities

- 5.49. It is important to note that this is not an exhaustive list, as there may be additional services or facilities arising from development that could fit into one of more of the five categories listed above. These are publicly funded or subsidised services and or facilities that are universally available, or that offer a general public benefit. Individual

proposals for social and community facilities will be considered by the Council on a case by case basis.

- 5.50. The Bexley Community Infrastructure Levy and the Bexley Planning Obligations Guidance SPD will be kept under review to ensure infrastructure delivery meets future Local Plan growth requirements and to accommodate any changes to the national and regional framework in this respect. The Council will also ensure that a process and timetable for delivery of infrastructure remains in place and that, contributions are monitored and distributed as developments are implemented.
- 5.51. Through the Infrastructure Delivery Plan (IDP), the Council will monitor the amount of growth in Bexley, and any potential impact on services, so that the long-term delivery of sustainable development can be achieved. Where there may be some services and facilities that have existing deficiencies or gaps in their services and funding, the Council will continue to work with these partners to ensure that the critical infrastructure and services to support new development are provided.
- 5.52. Where possible the Council will make sure necessary improvements to infrastructure are made a priority as funding opportunities and investment programmes come forward, which will help to provide a more sustainable, inclusive and healthier community.
- 5.53. The IDP is a living plan, which will be subject to national, regional and local priorities. It will need to be adapted where lead delivery agencies may change their responsibilities, or where any shortfall in funding is secured sooner than anticipated. It is expected that the IDP will be reviewed regularly and will continue to be a key piece of evidence for future Local Plan documents.



DP18 Providing and protecting community infrastructure

Related local strategies and evidence – why we need this policy

- 5.54. Social and community infrastructure comprises many different types of services and facilities, including health, education, social services, leisure, heritage, culture, open space and the public realm, all of which are vital to the identity and function of the borough, as well as its attractive and distinctive character. It is essential that this is maintained and enhanced so that the borough retains its diversity and vitality.
- 5.55. This policy approach is integral to helping to deliver the vision of Bexley's Local Plan and is supported by the London Plan.

Preferred detailed policy approach to providing and protecting social and community infrastructure

Providing

1. Proposals for new social and community infrastructure (as set out in table 1 above) or for the enhancement or expansion of existing infrastructure will generally be supported,

particularly the provision of health, physical activity, leisure and education facilities. In all cases, proposals should be:

- a) sustainably located, ideally close to the local community the facility is intended to serve and within areas of high public transport accessibility, such as town centres, particularly where the proposal is likely to generate a significant volume of traffic;
 - b) easily accessible to all by a range of sustainable travel modes, including walking, cycling and public transport;
 - c) of an appropriate character, size and scale to meet the needs of the community; and,
 - d) designed to be as flexible, adaptable and capable of multi-use as possible.
2. Proposals for education (including early years) facilities and places of worship should provide a Travel Plan to assess any traffic issues and ways to resolve these as a result of the development
 3. Proposals for new or expanded Education facilities should be designed to reflect the community needs assessments.
 4. Proposals need to demonstrate that they are supported by the relevant service provider

Protecting

5. The Council will not permit the loss of existing social and community infrastructure²⁹ except where:
 - a) it can be demonstrated that there is no current or future need for the existing premises or land for any community use and that it no longer has the ability to serve the needs of the community; or
 - b) alternative community facilities for the specific end user that meet current or future needs are provided, within the relevant area; or,
 - c) it is part of an agreed strategic programme of estate management.

Implementation of this policy approach

- 5.56. The Council is supportive of development proposals for the provision of new social and community infrastructure or for the enhancement or expansion of existing infrastructure, where the need exists. This is especially true of proposals that enable the multiple uses of facilities i.e. the sharing of facilities, equipment or resources across different sectors of the community. Multi-use social and community infrastructure offers local communities increased opportunities to access a wider range of facilities in the local area and can help to improve health, social and cultural wellbeing.
- 5.57. Existing facilities may need to be extended or upgraded so that they are adaptable and able to meet the changing needs of the borough's population. Existing services should be maintained whilst the upgrade or replacement is taking place. New development can provide the opportunity to facilitate this.
- 5.58. Social and community infrastructure should be provided within easy reach by walking and public transport for the community that they serve. This is particularly important for facilities attracting large numbers of people or drawing users from a wider catchment

²⁹ publicly funded or subsidised services and or facilities that are universally available, or that offer a general public benefit

area, which should be located in sustainable, accessible locations, ideally using existing vacant community facilities.

- 5.59. Generally, town centres are the most accessible locations in the borough, although it is recognised that some social and community infrastructure is not required to be located in areas of high public transport accessibility, for example emergency services or early years provision.
- 5.60. The provision of new and/or enhanced infrastructure should be designed to meet the needs of their intended occupants, taking into account any appropriate regulations and national design and space standards, including disabled access.
- 5.61. This policy approach encourages all available facilities to be used to their full potential, provided that it is within safe, accessible and appropriate environment for the activity taking place.



DP19 Decentralised energy

Related local strategies and evidence – why we need this policy

- 5.62. The NPPF states that local planning authorities should design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts.
- 5.63. The London Plan states that boroughs should develop more detailed policies to support the development of renewable energy in London. All renewable energy systems should be located and designed to maximise effectiveness and minimise any potential impacts on biodiversity, the natural environment and historical assets and to avoid any adverse impacts on air quality.
- 5.64. The Council is working closely with partners, including the GLA, on the development of a heat network within the borough. This decentralised energy network will capture affordable low carbon heat from waste to energy facilities, supplying it to residential and commercial buildings in the Bexley Riverside area, in the form of hot water and/or steam through a system of pipes to where it is needed.
- 5.65. Feasibility work is continuing in regard to this potential heat network, in order to deliver significant economic, environmental and social benefits. These include facilitating inward investment and new jobs, providing affordable low carbon heat to residents, businesses, industries and the public sector, helping to tackle fuel poverty by reducing heating costs and reducing London's carbon footprint, in line with London Plan policy.
- 5.66. The Bexley Energy Masterplan³⁰ was commissioned to determine the potential for a district heat network in Bexley and centred on the north of the borough, focussing on the area surrounding the Riverside Resource Recovery (RRR) Energy from Waste facility. The study showed that the primary opportunity for a heat network is for the RRR facility to supply heat to the Peabody Thamesmead housing estate, the Belvedere

³⁰ <https://www.bexley.gov.uk/sites/bexley-cms/files/Bexley-Energy-Masterplan.pdf>

Growth Area, and growth and employment land developments on the route west along Yarnton Way.

Preferred strategic policy approach for decentralised energy networks

1. Proposals for the development of decentralised energy network infrastructure and related apparatus in the borough in a designated heat network priority area will be supported. The Council will support the provision of infrastructure, including safeguarding routes and land for such use where necessary.
2. Proposals for major developments that produce heat and/or energy should consider how they can contribute to the supply heat in a designated heat network priority area or demonstrate that this is not technically feasible or economically viable.

Implementation of this policy approach

- 5.67. Renewable energy schemes will be strongly promoted in the borough and encouraged as part of development proposals where they are effective, viable and practical.
- 5.68. Applications for renewable energy generation will be expected to demonstrate how the proposal has been sensitively designed to integrate into the local environment, minimising any potential negative impacts, both physically and environmentally.



DP20 Heat Network Priority Areas

Related local strategies and evidence – why we need this policy

- 5.69. The Council will require all new developments, and where possible via a retrofitting process in existing developments, to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently; and using energy generated from renewable sources in line with London Plan and national policy.
- 5.70. The north of Bexley has been identified as a Heat Network Priority Area on the London Heat Map³¹. These identify where in London the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and consumers.

Preferred strategic policy approach to development proposals in heat network priority areas

1. Where there is a designated heat network priority area, all major development proposals must:
 - a) connect all units to the network, or commit to connect to the network;
 - b) provide sufficient space in a suitably accessible location for on-site energy centres or plant rooms to accommodate the connection to the heat network; and,

³¹ <https://maps.london.gov.uk/heatmap/>

- c) provide connections as appropriate to the site boundary, or safeguard a route within the site for future connection to the heat network

Implementation of this policy approach

- 5.71. An energy strategy should be submitted to the Council demonstrating that a site wide network will link all buildings on the site including full details of the main energy centre and should a connection to the Riverside Resource Recovery (RRR) heat network prove feasible, the strategy should commit to connecting to the RRR network.



DP21 Telecommunications equipment

Related local strategies and evidence – why we need this policy

- 5.72. The Council supports the expansion of electronic communication networks, including telecommunications and high-speed broadband and will facilitate the growth of this 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.

Preferred detailed policy approach to development proposals for telecommunications

1. Proposals for telecommunications and associated equipment will be supported, including masts, cabinets and other related equipment, and should be located so as to minimise any adverse effects ensuring that:
 - a) sharing facilities has been fully considered;
 - b) they are sited and designed to minimise their visual impact and appearance, including through the choice of materials and colour;
 - c) they do not cause undue harm to the character or appearance of the associated building or area;
 - d) appropriate, planting and landscaping has been incorporated to help screen installations; and
 - e) there is no undue harm to highway safety or the functionality of other street furniture.
2. Provide self-certification to the effect that a mobile phone base station when operational will meet the International Commission on Non-Ionising Radiation Protection (ICNRP) guidelines.
3. Provide a statement for each site indicating its location, the height of the antenna, the frequency and modulation characteristics and details of power output and where a mobile phone base station is added to an external mast or site, confirmation that the cumulative exposure will not exceed the ICNIRP guidelines.

Implementation of this policy approach

- 5.73. The criteria set out in this policy aim to minimise the intrusion of equipment by promoting shared use of masts, locating equipment on existing structures (e.g. tall buildings) and seeking the most sensitive location and design of equipment.
- 5.74. Much of the development undertaken by code systems operators is permitted development but some development requires prior approval of details of the siting or appearance of the equipment. In determining full planning applications, the Council will take account of Government guidance including in statutory regulations as relevant.



SP10 Sustainable waste management

Related local strategies and evidence – why we need this policy

Southeast London Joint Waste Planning Technical Paper

- 5.75. Unitary waste authorities such as Bexley have a key role to play in the management of waste, set out in Government policy and in the London Plan.

Preferred strategic policy approach for sustainable waste management

In new development, the Council will ensure that waste is managed in ways that protect human health and the environment and will follow the principles of the waste hierarchy as set out in the Waste Management Strategy for Bexley. Where opportunities arise, this principle will also be applied to existing development, for example for flats above shops where it can be challenging to segregate waste.

1. The Council will support sustainable waste management by:
 - a) Implementing the waste hierarchy in its approach to future waste management;
 - b) meeting its waste apportionments and other requirements, such as the Mayor's recycling or composting targets, including collaboration with the other London boroughs as appropriate;
 - c) safeguarding for waste uses strategic waste management sites;
 - d) supporting regionally significant waste management infrastructure, including the Crossness Sewage Treatment Works; and,
 - e) considering the use of planning contributions, including from the borough's community infrastructure levy, to provide better waste management for existing development.

Implementation of this policy approach

- 5.76. Targets for recycling and composting have been set in the Council's waste management strategy, in line with national and regional guidance, and local circumstances and these will be reviewed as appropriate. The waste hierarchy and waste apportionment targets are set out in the London Plan.

5.77. The waste hierarchy (Figure 3³²) provides a framework of how waste management can be made more sustainable. The aim is to move up the waste hierarchy by moving away from a reliance on disposal to increased recovery, recycling, composting, reuse and ultimately waste reduction. It is recognised that a mix of options is generally needed to arrive at the most balanced environmental, social and economic solution.

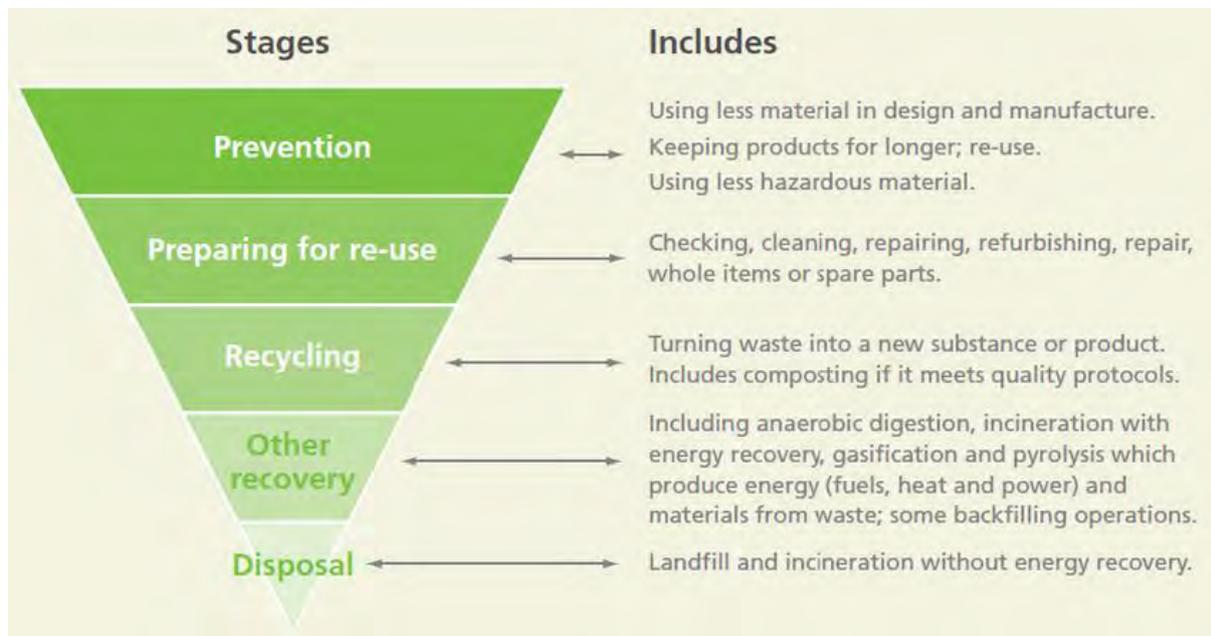


Figure 3: Illustrating the waste hierarchy

5.78. The Council will identify and safeguard strategic sites suitable for waste management uses in partnership with the Southeast London Joint Waste Planning Group (London Boroughs of Bexley, Bromley, Lewisham, Southwark, Royal Borough of Greenwich, and the City of London) in order to meet their pooled waste apportionment targets, set by the Mayor of London. These sites will be set out in the Southeast London Joint Waste Planning Technical Paper and designated on the local plan policies map.



DP22 New waste management facilities and extensions and alterations to existing sites

Related local strategies and evidence – why we need this policy

5.79. There is currently a range of strategic and smaller waste facilities in the borough, licensed to store and process various waste streams.

³² Figure 3 courtesy of Kieve, Daniel & Allen, Ben & Kretschmer, Bettina & Smith, Claire & , IEEP. (2013). SHIFTING AWAY FROM CONVENTIONAL BIOFUELS - Sustainable alternatives for the use of biomass in the UK transport sector.

Preferred detailed policy approach for new waste management facilities

1. Development proposals for new waste management facilities, or for extensions and alterations to existing facilities, must demonstrate that they will contribute to the Council's strategic approach of moving waste up the waste hierarchy.
2. Appropriate locations for waste management facilities will be identified within Strategic Industrial Locations, and development proposals should ensure that all opportunities for locating in these areas have been investigated before pursuing applications elsewhere.
3. Development proposals will be assessed using locally specific criteria, having regard to the requirements of the EU Directive, the Government's policies on waste and the Mayor's London Plan, including impacts of the proposal on the local environment and residential amenity. Proposals for new facilities, extensions and alterations should be well designed and contribute positively to local character.

Implementation of this policy approach

- 5.80. Criteria for considering the potential impact of the development proposal for a new facility, an extension or alteration are set out in the National Planning Policy for Waste and the London Plan. The Council will apply these to its designated employment areas to determine the best locations within industrial land for waste management facilities.
- 5.81. Proposals for development of waste management facilities will be assessed to determine that they are in an appropriate location, and then assessed against local criteria including: amenity considerations, traffic impacts and the existence of protective designations such as nature conservation and protection of water resources.



DP23 Waste management in new development

Related local strategies and evidence – why we need this policy

- 5.82. In order to facilitate recycling, to meet London Plan waste management targets, while protecting visual and residential amenity and public health, proposals for residential development should include detailed consideration of waste arising from the occupation of the development including consideration of how waste will be stored, collected and managed.

Preferred detailed policy approach for waste management in new development

1. Development proposals should ensure that:

Flatted development

- a) there is adequate space within each flat/apartment for the temporary storage of waste generated by that flat/apartment allowing for the separate storage of recyclable materials;
- b) there is adequate communal storage for waste, including separate recyclables, pending its collection;

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

Other residential development

- g) there is adequate space within each residential property for the temporary storage of waste generated by that flat/apartment allowing for the separate storage of recyclable materials; and
 - h) there is adequate external storage for waste, including separate recyclables, pending its collection.
2. All relevant proposals should be accompanied by a recycling & waste management strategy which considers the above matters and demonstrates the ability to meet local authority waste management targets.

Implementation of this policy approach

- 5.83. The London Plan sets requirements for waste management in all types of development. The London Waste and Recycling Board's Waste Management Planning Advice for New Flatted Properties 2014 also provides guidance.
- 5.84. Local guidance will be set out in Bexley's Design SPD (currently in preparation) and developers and applicants are expected to liaise with the Council's waste services team where there are any difficulties with layouts of schemes.
- 5.85. Other residential development includes HMOs, live/work accommodation and residential institutions, including specialist housing for older people, and student accommodation.



**DP24 Contaminated land and development
and storage of hazardous substances**

Related local strategies and evidence – why we need this policy

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

Preferred detailed policy approach for contaminated land and development and storage of hazardous substances

1. Where development is proposed on contaminated land or potentially contaminated land, a desk study and site investigation are required including appropriate proposals for remediation, where required.
2. The HSE will be consulted on developments for hazardous installations and development proposals within the relevant consultation zones for existing hazardous installations.

Implementation of this policy approach

- 5.87. Bexley has a long history of industrial and other development and land contamination is one of the legacies of this. Therefore, the Council will require applicants to survey sites that are known or suspected to be contaminated to determine the source of any pollutants and any remedial measures necessary to prevent these causing hazards either during construction or through subsequent use of the site. Desk study and site investigation should be carried out in line with current guidance.
- 5.88. In addition, there are installations in the borough, such as gasometers and associated pipelines, where there is a requirement to notify the Health and Safety Executive (HSE) if a proposed development falls within a specific distance of these installations.
- 5.89. The Council may require applicants to enter into an appropriate condition/legal agreement to ensure that the necessary remedial measures are made.

**6. Bexley's
environment:
*protecting and
enhancing our
natural resources***

- 6.2. The quality of Bexley's environment is determined by how ongoing growth and development can be balanced with the sometimes conflicting need to manage the borough's key resources. This chapter sets out Bexley's approach to protecting the natural environment and ensuring that future development maintains and enhances green infrastructure and its associated biodiversity. Bexley's approach to mitigating and adapting to climate change is also detailed in this chapter, recognising the importance of responding to the risks of flooding and pollution as well as embracing approaches towards sustainable design such as living roofs.



SP11 Green Infrastructure

Related local strategies and evidence – why we need this policy

Bexley Green Infrastructure Study (currently in preparation)

- 6.3. National and regional policy seeks to contain development to previously developed land and protect open spaces. This policy approach seeks to address open space deficiencies and ensure that Bexley remains a 'green' borough, well served by a network of high quality, safe and accessible open spaces, offering a range of opportunities and providing attractive relief to the built form.
- 6.4. The areas designated as Metropolitan Green Belt (MGB) and Metropolitan Open Land (MOL) play a variety of important functions in Bexley. Inappropriate development, as defined by central government guidance, will be resisted, unless very special circumstances apply.
- 6.5. New developments have an important part to play in the protection and enhancement of Bexley's open spaces and waterways. This includes contributing towards open space provision, making a positive contribution to green infrastructure and the public realm, and enhancing biodiversity. Open spaces also have a significant impact on health and well-being.

Preferred strategic policy approach to the provision of green infrastructure

1. Bexley's green infrastructure, including open spaces and waterways will be protected, enhanced, restored and promoted as valuable resources to provide a healthy integrated network for the benefit of nature, people and the economy. Future development is required to support the delivery of a high quality, well connected and sustainable network of open spaces. In particular, this will be achieved by:
 - a) protecting Metropolitan Green Belt and Metropolitan Open Land from inappropriate development;
 - b) resisting harmful development of gardens;
 - c) keeping under review existing allotments and encouraging provision of space for community gardening, including for food growing, within new developments;
 - d) working in partnership, seeking funding and supporting projects to promote the restoration and enhancement of open spaces, public realm and the waterway network within the borough;

- e) implementing the priorities outlined in relevant borough strategies or studies on open space, green and blue infrastructure including, where appropriate, rivers and waterways restoration;
- f) supporting the role waterways can play as tools in place making and place shaping, and contribute to the creation of sustainable communities;
- g) supporting the creation of new cycling and walking routes to connect publicly accessible open spaces to main destination points, such as town centres, public transport hubs, schools, health facilities, community facilities, other publicly accessible open spaces and water spaces;
- h) seeking opportunities in new development to provide new open space and play space, and ensuring all new developments, where possible, make a positive and appropriate contribution to green infrastructure, and where appropriate, the public realm, either through direct provision of new open space or improvement of existing open space through planning obligations;
- i) protecting and enhancing the biodiversity, heritage and archaeological values of open spaces, including the Thames, Cray and Shuttle rivers and their tributaries within the borough;
- j) providing opportunities within waterside development for river restoration and the protection and enhancement of biodiversity;
- k) protecting significant green wildlife corridors, seeking opportunities to increase connectivity between the network of green spaces and habitats to enhance biodiversity and promote accessibility wherever appropriate; and,
- l) using good urban design to reduce air pollution, integrating green infrastructure into development where there are opportunities to mitigate poor air quality on a local scale.

Implementation of this policy approach

- 6.6. Green infrastructure includes the metropolitan green belt, metropolitan open land, open spaces, trees, green links, biodiversity designations and rivers. Public realm includes the parts of the borough, whether publicly or privately owned that are available without charge for everyone to use, including parks, squares and streets.
- 6.7. Green wildlife corridors and links between green spaces increase the value of green infrastructure to people and to biodiversity. In particular, increased connectivity of habitats may help animals and plants to move between areas of suitable habitat, which is increasingly important in a changing climate.
- 6.8. Waterways are also rich sources of biodiversity and archaeology. A number of waterways cross or originate within the borough. Bexley's waterways provide or have the potential to provide various benefits including environmental and ecological health, transport, recreation and amenity.
- 6.9. The Council also seeks the enhanced provision for biodiversity in open spaces, as supported by the Biodiversity Action Plan, and identifies local quality and accessibility standards. Partnership working and using funding opportunities to support projects will provide opportunities to protect and enhance Bexley's open spaces and waterway network.

- 6.10. The River Thames and the River Cray are part of the Mayor of London’s Blue Ribbon Network, where development to increase use for transport, sport and leisure activities, particularly in areas of deficiency, is supported. In addition, waterside development will be expected to have particular regard to the contribution that could be made by the waterway network.
- 6.11. When seeking open space and play space opportunities in new development, the Council will have regard to its green infrastructure, open space, indoor and outdoor sports facilities and recreation studies. The strategies developed from these studies will set a framework for the future planning and management of open spaces, outdoor sport and recreation facilities by encouraging developers, Council services and other partners to plan for the future delivery and implementation of open space improvements. Regard will also be given to the London Plan requirements for play space provision and local guidance, if needed, will be set out in the Bexley Design SPD (currently in preparation).
- 6.12. Where it is not possible to provide new open space and/or play space provision, many new developments will have the potential to contribute to green infrastructure and the public realm, including through the use of planning obligations.



DP25 Health Impact Assessments

Related local strategies and evidence – why we need this policy

- 6.13. This policy approach seeks to ensure development contributes towards a healthy built environment in accordance with the London Plan and the Council’s spatial objectives set out in this consultation paper.

Preferred detailed policy approach for the requirement of health impact assessments

1. The following types of development are required to complete and submit a health impact assessment as part of the planning application:
 - a) major developments; and,
 - b) development proposals that contain any of the following uses:
 - i. education facilities;
 - ii. health facilities;
 - iii. leisure or community facilities;
 - iv. A5 uses (hot-food takeaways);
 - v. betting shops; and,
 - vi. publicly accessible open space.
2. Developments of a scale referable to the Greater London Authority (as set out in legislation) are required to complete and submit a detailed health impact assessment as part of the planning application.

Implementation of this policy approach

- 6.14. The health impact assessment should outline how the development could positively or negatively impact on the wider determinants of health and wellbeing and should identify actions to enhance the positive impacts and mitigate the negative impacts.
- 6.15. Health impact assessments should be undertaken using the recommended public health guidance, for example HUDU's latest Healthy Urban Planning Checklist³³. A health impact assessment can also be submitted as part of an integrated impact assessment. Developments of a scale referable to the Greater London Authority will be expected to complete a more extensive health impact assessment.



DP26 Access to open space

Related local strategies and evidence – why we need this policy

Bexley Green Infrastructure Study (currently in preparation)

Playing Pitch Strategy (currently in preparation)

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

Preferred detailed policy approach for access to and providing new open space

Maximising access to open space

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

Provision of new open space

2. New open space provided as part of a development should be inclusive and highly accessible to residents of the development and surrounding areas.

Implementation of this policy approach

- 6.17. The Council is currently undertaking an assessment of open space, which will include an assessment of deficiency, and an updated map, similar to Figure 4, will be produced.

³³ <https://www.healthyurbandevelopment.nhs.uk/wp-content/uploads/2017/05/Healthy-Urban-Planning-Checklist-3rd-edition-April-2017.pdf>

Bexley's open space deficiency areas could sometimes be improved through enhanced public access to existing open space as well as, or instead of, providing new areas of open space. Although a new development may be located very close to an open space, if there is no direct public walking route provided then often this open space can provide no benefit to these residents.

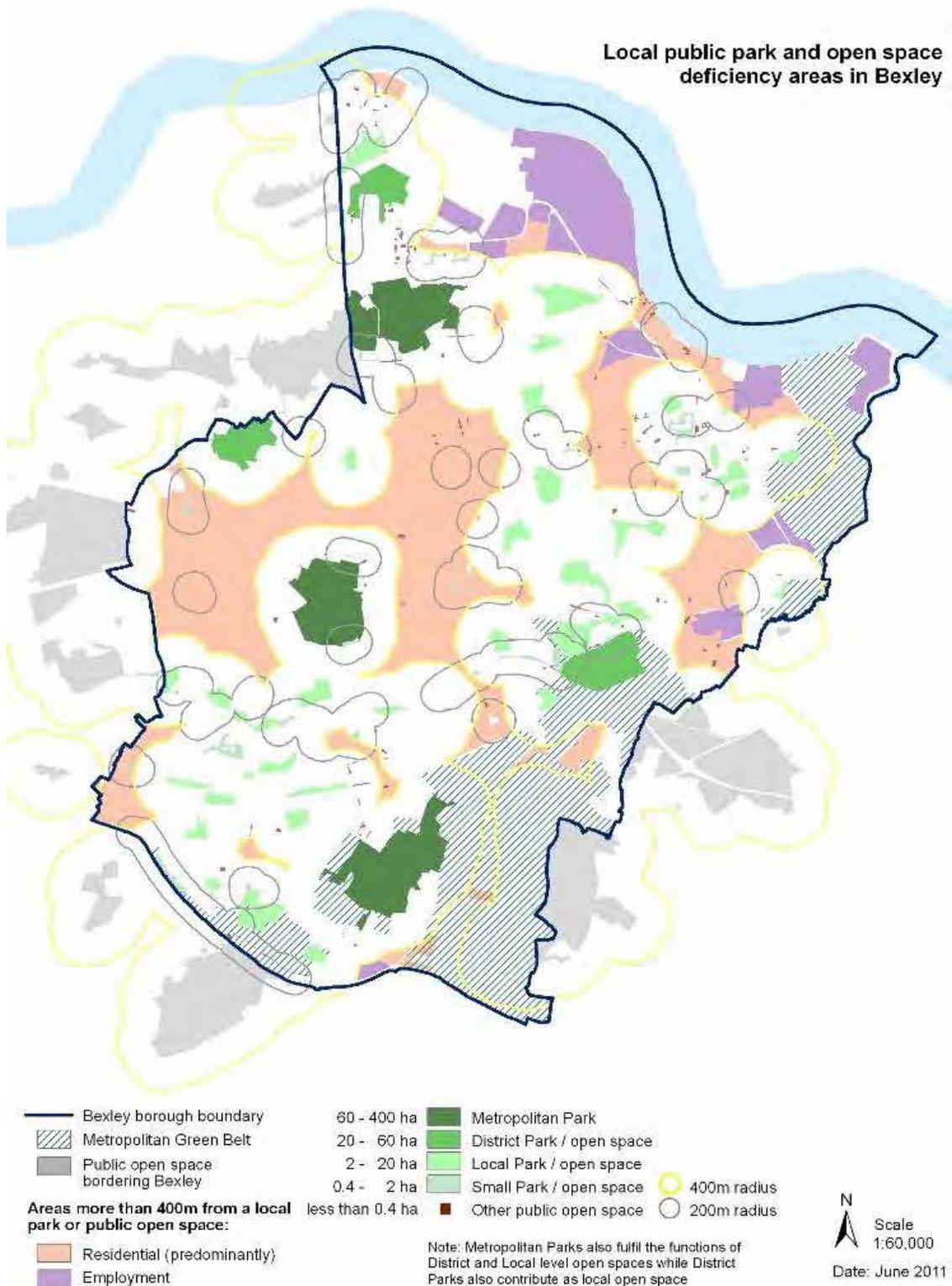


Figure 4: Local park and open space deficiency areas in Bexley

- 6.18. New or improved access can decrease the practical walking distance from an existing open space that may have previously only been accessible by car or public transport. By making it easier for pedestrians to cross barriers or walk along newly created routes, open space deficiency in the borough could be reduced. A suitable alternative access is considered to not increase existing walk times.
- 6.19. This policy also promotes innovative approaches to delivering new open spaces as well as locating parks in areas of the borough where accessibility to public open spaces is poor by creating smaller open spaces e.g. pocket parks, which could play a vital role in increasing accessibility.
- 6.20. Rivers and waterways fall under the definition of open space and it will be vital that new development alongside these spaces either maintains existing access or provides for new access including waterside walks.



DP27 Urban open space

Related local strategies and evidence – why we need this policy

Bexley Green Infrastructure Study (currently in preparation)

- 6.21. 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 use (whether active or vacant) the Council will favour alternative uses that would retain the generally open appearance of the land.

Preferred detailed policy approach for urban open space

1. Land designated as urban open space will be protected for uses that retain the open appearance of the land, such as:
 - a) predominantly open-air recreation, leisure, community activities, tourism, sport and physical activity;
 - b) allotments and nursery gardens;
 - c) cemeteries;
 - d) nature conservation; and
 - e) educational or community uses in large grounds.
2. Urban open space can be redeveloped for a beneficial alternative use where all of the following criteria are satisfied:
 - a) there is adequate provision of public open space within the area in which the site is situated or suitable replacement provision can be made elsewhere in the area;
 - b) need cannot be identified for the site's use for open air recreation, leisure or sport or other appropriate use of open space;

- c) the land has no significant or important visual amenity value as a landscape feature in providing attractive breaks in the built-up area; and,
- d) distinctive features of the open space, such as mature trees and woodland, are preserved as part of any development of the site.

Implementation of this policy approach

- 6.22. Where land designated on the policies map as urban open space is no longer needed for its use the Council will favour alternative uses that would retain the generally open appearance of the land.
- 6.23. 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.
- 6.24. The criteria in this policy approach are a checklist of the matters that will be considered 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.
- 6.25. A beneficial alternative use could be one that addresses a deficiency in the area. For example, a suitable replacement for a football pitch could be an alternative type of sports pitch.



DP28 Principles of Green Belt Development

Related local strategies and evidence – why we need this policy

- 6.26. Bexley's Green Belt encompasses open areas of land that play a variety of important functions in Bexley. As well as being open, the Green Belt has high levels of nature conservation, landscape, recreation and historic value. It also provides the vital function of containing the further expansion of built development. The quality and character of these areas are deserving of protection and enhancement, both for local residents and visitors.

Preferred detailed policy approach to the Metropolitan Green Belt and Metropolitan Open Land

The National Planning Policy Framework (NPPF) 2018 and Bexley's Development Plan policies will be applied to proposed development within the Green Belt and Metropolitan Open Land.

Implementation of this policy approach

- 6.27. Bexley's Green Belt boundaries will be shown on the Policies Map. When 'very special circumstances' exist regarding development proposals within the Green Belt local

criteria may be required to ensure that the development respects local character and the open nature of the Green Belt.



SP12 Biodiversity and geological assets

Related local strategies and evidence – why we need this policy

Bexley Sites of Importance to Nature Conservation (SINC) Report 2016

Bexley Green Infrastructure Study (currently in preparation)

- 6.28. Biodiversity covers the variety of flora and fauna within a certain area. A high level of biodiversity is generally considered to be desirable for a number of reasons, including species retention, flood alleviation, pollution amelioration, environmental quality, mental health and child development – in other words, quality of life. Therefore, the Council is keen to preserve areas rich in biodiversity or areas which promote vulnerable or rare species. Geology is primarily focussed on rocks, sediments, soils, the landscape, topography and processes that act on the landscape.
- 6.29. Bexley has a rich biodiversity. The borough contains eight sites of metropolitan importance, 40 sites of borough importance, and 12 sites of local importance for nature conservation, as well as four local nature reserves. A list of these sites can be found on the biodiversity pages of the Council's website.
- 6.30. The Bexley Biodiversity Action Plan sets out those habitats and species that London Borough of Bexley has adopted as key priorities in terms of biodiversity action. Notwithstanding the extensive network of biodiversity sites, the borough contains areas deficient in nature conservation.
- 6.31. This strategic policy approach seeks to ensure that biodiversity is protected and enhanced, whilst seeking to avoid adverse impacts from development on species and sites of nature conservation value. Bexley is home to a number of important wildlife species and habitats, which are noted within the United Kingdom Biodiversity Action Plan, the London Biodiversity Action Plan and Bexley's Biodiversity Action Plan. The policy approach recognises the important contribution of sites of importance for nature conservation and geodiversity value in the borough.
- 6.32. Natural open space is important in shaping Bexley's character and identity and can provide services which are increasingly important in our changing climate. Certain habitats such as wetlands can reduce the impacts of water run-off and hence reduce flood risk and pollution of waterways, and trees and planting can provide a valuable shading effect in summer and insulation effect in winter. The introduction of features such as green roofs can provide insulation as well as improving the biodiversity value of a development.

Preferred strategic policy approach to the protection and enhancement of biodiversity and geological assets

1. The Council will protect and enhance the Borough's biodiversity assets, whilst complying with national and regional policy by:
 - a) ensuring development in Bexley does not adversely affect the integrity of any European site of nature conservation importance;
 - b) protecting, conserving, restoring, and enhancing Bexley's Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), local nature reserves and green wildlife corridors, thus securing measurable net gains for biodiversity;
 - c) resisting development that will have a significant adverse impact on the population or conservation status of protected or priority species as identified by legislation or in the UK, London and local biodiversity action plans;
 - d) protecting and enhancing the natural habitat as far as practicable, seeking biodiversity enhancements, net gains for biodiversity and improved access to nature, particularly in areas of deficiency, through new development, including new residential development and projects that help deliver the green infrastructure strategy – preference will also be given to enhancements which help to deliver the targets for habitats and species set out in the London Plan and local biodiversity action plans and strategies;
 - e) recognising the value of landforms, landscapes, geological processes and soils as contributors to the geodiversity of the borough, and evaluating whether it is appropriate to designate any Regionally or Locally Important Geological Sites (RIGS or LIGS) in the borough;
 - f) establishing clear goals for management of identified geological sites to promote public access, appreciation and interpretation of geodiversity;
 - g) enabling environmental education opportunities at the borough's schools, and investigating opportunities to involve the wider community in biodiversity or geodiversity restoration and enhancement through projects; and
 - h) seeking opportunities to provide for greening of the built environment.

Implementation of this policy approach

- 6.33. Applicants should consider whether a proposed development is likely to affect a SSSI and choose whether to seek pre-application advice from Natural England. This will allow any potential impacts to be considered within the planning application and so minimise the risk of delays at the formal planning stage. Natural England's Impact Risk Zone (IRZ) Assessment tool helps inform whether a proposed development is likely to affect a SSSI. This uses a GIS layer to define the potentially damaging developments and activities, to help provide an important first line of defence for conserving natural features. Consideration will also be given to potential impacts on the Thames Estuary and Marshes SPA through increased visitor pressure and reduced water quality, and on Epping Forest SAC through reduced air quality.

- 6.34. Some species of plants and animals are afforded legal protection, for example under Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended). Others are identified as priority species in a Biodiversity Action Plan, such as the UK or London Biodiversity Action Plans, or a borough Biodiversity Action Plan. The protection and enhancement of Bexley's wildlife habitat is the main way in which the populations of such important species can be maintained. However, it is not possible to conserve all species through habitat protection alone, and it is therefore necessary to protect the species themselves from the adverse effects of planning proposals.
- 6.35. Developments which might have the potential to adversely impact a Special Protection Area (SPA) or Special Area of Conservation (SAC) outside the borough will be required to submit Habitat Regulations Assessments. Applicants should seek advice from Natural England as to whether a Habitat Regulations Assessment would be required.
- 6.36. Taking action at a local level and through specific developments will also be supported. For example, trees and planting can provide a valuable shading effect in summer and insulation effect in winter. The introduction of features such as green roofs can provide insulation as well as improving the biodiversity value of a development.



DP29 Landscaping and invasive species

Related local strategies and evidence – why we need this policy

- 6.37. Planting new trees and shrubs, especially of native species, can help to soften the harsh lines of new built development and add interest to the design.
- 6.38. Invasive non-native species (INNS) are one of the largest threats to global biodiversity after habitat loss and destruction. They cost the British economy an estimated £1.7 billion annually.

Preferred detailed policy approach for landscaping and invasive species

1. Development proposals will be required to provide a high standard of landscaping and design, having regard to the character of the surrounding area, and will be required to:
 - a) protect habitats and features of landscape or nature conservation importance;
 - b) avoid planting 'potentially invasive, non-native species', and where found on a site, appropriate measures to remove these species must be taken; and,
 - c) ensure sustainable planting for the long term that is supported by an appropriate maintenance plan.

Implementation of this policy approach

- 6.39. Planting schemes should be selected according to their suitability for local growing conditions (soil, temperature ranges, rainfall, sunlight and shade), the ability to attract wildlife (e.g. nectar rich planting) and conserve water. This will need to be evidenced in a Design and Access Statement and soft landscaping plans to ensure the right plants are located in the right place.
- 6.40. Further guidance will be included in Bexley's Design SPD (currently in preparation).

- 6.41. Many animal and plant species are sensitive to climatic factors, so changes in temperature and rainfall could also affect flora and fauna, selection of species should also consider the species long term sustainability in a changing climate.
- 6.42. Potentially invasive non-native species are defined in Schedule 9 of the Wildlife and Countryside Act 1981 (as amended). The London Invasive Species Initiative (LISI) has been created to help address these environmental and economic problems within the Greater London area and have compiled a list of species of concern in London.
- 6.43. Development sites where invasive non-native species are present (most commonly Japanese knotweed) require coordinated and considered action to ensure that there is no breach of relevant legislation or no threat of spread. The following steps should be followed:
- i. early detection;
 - ii. create a site plan;
 - iii. control;
 - iv. contain;
 - v. keep records and monitor.
- 6.44. The LISI website should be referred to and the guidance provided should be followed. The Great Britain Non-Native Species Secretariat (NNSS) and the Invasive Non-Native Specialists Association (INNSA) provides further guidance.
- 6.45. Within Bexley the following non-native species are regularly encountered on development sites, and are considered to be inappropriate on planting schemes (this list is not exhaustive):
- buddleia davidii
 - Spanish bluebell
 - False-acacia is listed under Schedule 9 of the WCA with respect to Scotland only. However, its planting should be avoided in Bexley.
- 6.46. Where they are present on a development site, appropriate methods should be used to ensure they are removed.
- 6.47. For development sites within 250m of a designated SINC, green wildlife corridor or green/blue infrastructure, native plant species of local provenance should be used in landscape schemes.



DP30 Trees and hedges

Related local strategies and evidence – why we need this policy

- 6.48. The benefits of trees include improved mental health, contributing to the beauty and quality of the street scene, providing shade and cooling to offset the ‘heat island effect’, providing habitats, mitigating against the risk of surface water flooding, reduction in noise pollution, filtering pollutants from the air and preventing shrinking and heave during hotter weather.

Preferred detailed policy approach for trees and hedges

1. Proposals for new development should:
 - a) incorporate native trees and hedges wherever possible and appropriate;
 - b) protect, increase the provision of and ensure long term retention of all trees, including street trees and hedges, of amenity, nature or landscape conservation value on development sites or elsewhere where they might be at risk;
 - c) provide replacement trees, of equal quality, including street trees and hedges where the loss of, or impact on trees and hedges in a development is considered acceptable;
 - d) provide new tree and hedge planting as part of a landscaping scheme in appropriate cases; and,
 - e) protect 'veteran' trees and ancient woodland where they are within close proximity to the development site.

Implementation of this policy approach

- 6.49. Where trees or hedges are present on a proposed development site, a landscaping scheme should be submitted alongside the planning application which makes provision for the retention of existing trees and hedges that are important by virtue of their significance within the local landscape or to nature conservation. Their significance may be as a result of their size, form and maturity, or because they are rare or unusual, form part of ancient woodland, have a veteran tree status or protected under a tree preservation order.
- 6.50. Younger trees that have the potential to add significant value to the landscape character in the future should also be retained where possible. Their retention should be reflected in the proposed development layout, allowing sufficient space for new and young trees to grow to maturity, both above and below ground.
- 6.51. Due to the environmental importance of trees, implementing at least a '1 for 1' replacement rate of equal quality is required for any tree affected by a development. Where the Council is convinced these cannot be incorporated onsite, the Council will accept the provision of a replacement tree on a suitable site, as close to the development as possible. The Council will also expect developments to incorporate additional trees wherever possible.
- 6.52. Not all hedges are beneficial to the environment and, in certain cases, planting the wrong type of hedging plants can lead to difficulties. Hedge heights can sometimes detract from the reasonable enjoyment of a home or garden. Part 8 of the Antisocial Behaviour Act 2003 gives local authorities powers to determine complaints submitted by householders in respect of a neighbour's high hedge. Further information and advice on high hedges can be found on the Council's website³⁴.

³⁴ <https://www.bexley.gov.uk/services/planning-and-building-control/planning/trees-and-hedges>



DP31 Biodiversity in new developments

Related local strategies and evidence – why we need this policy

- 6.53. Bexley contains a wide variety of wildlife habitats, including woodland, heathland, reed beds, rivers and streams, ponds, lakes, marshes, grassland and "wasteland" – the latter a term usually given to the open, flower-rich habitat which develops on brownfield sites. Bexley's Sites of Importance for Nature Conservation (SINC) Report³⁵ contains details of those sites that are considered to be of high importance within the borough.
- 6.54. Habitats also play a vital part in human well-being. Residential gardens including front gardens are of importance in terms of providing habitat and wildlife corridors, and contribute extensively, especially in outer London, to green infrastructure.
- 6.55. Bexley is also home to a number of different plant and animal species. Some of these are rare or declining and are of regional or national importance. A species does not have to be rare or threatened to be interesting and important. They may have strong cultural significance, or simply look or sound beautiful. Key species in Bexley include black poplar, lesser calamint, bluebells, wild daffodil, common lizard, kingfisher, newts, skylark, stag beetle and water vole.
- 6.56. Any development has the potential to impact (both negatively and positively) on local biodiversity through its effects on nature conservation features. Nature conservation features can be defined as having dual functions of contributing to local biodiversity and providing opportunities for people to experience and benefit from them.
- 6.57. The benefits to local people provided by nature conservation features can be far ranging. They include valuable ecosystem services such as mitigating the damaging effects of air pollution and climate change, as well as aesthetic and amenity benefits.

Preferred detailed policy approach for biodiversity in new developments

1. Development proposals are required to protect and conserve biodiversity by:
 - a) retaining existing habitats and features of biodiversity value, or if this is not possible:
 - i. replacing them within the development; as well as incorporating additional measures to restore biodiversity features where possible;
 - ii. securing measurable net gains for biodiversity, where appropriate; and,
 - iii. taking opportunities to help connect and improve the wider ecological networks, green corridors and stepping stones for wildlife.
2. Development proposals are required to submit an ecological impact assessment, where the site directly or indirectly affects (including all development on or adjacent to):
 - a) sites of importance of nature conservation (SINCs);
 - b) local nature reserves;

³⁵ <http://www.bexley.gov.uk/sites/bexley-cms/files/2019-01/Sites-of-Importance-for-Nature-Conservation-SINC-Report-2016.pdf>

- c) priority and protected habitats; or,
 - d) where priority and protected species are likely to be affected.
3. Where an ecological impact assessment is not required, major developments must submit an ecological assessment, including details of ecological enhancement features.
 4. Minor developments are strongly encouraged to incorporate ecological enhancements (such as bird and bat boxes into the building fabric); and to prepare an ecological assessment – where a minor development directly or indirectly affects a green corridor an ecological assessment should be provided.

Implementation of this policy approach

- 6.58. All development including minor development, such as rear extensions, has the ability to provide biodiversity measures such as green roofs, walls and habitat features (e.g. bat and bird boxes). Urban living bird species such as swifts have been in decline, particularly in recent years as modern building design no longer allows for nesting spaces without the addition of bird boxes. The Council encourages bird and bat boxes to be incorporated directly into the building fabric.
- 6.59. Development is required to maximise the provision of 'living building' elements. 'Living building' elements need to contribute to local biodiversity through the provision of priority habitats, and/or features for priority species, as identified in Biodiversity Action Plans and strategies.
- 6.60. The Ecological Impact Assessment (EclA) principles and process should be followed from the start of the design process. Principles include avoidance, mitigation, compensation and enhancement. These principles and process should be used to produce assessments and reports for all developments that may impact on ecological features such as habitats, species and ecosystems, irrespective of the scale of the project. The level of detail required will inevitably be proportionate to the scale of the development and complexity of its potential impacts. Should compensation be sought, it would be at the level required to adequately offset the impact on the SINC or protected/priority species, for example, through the provision of an alternative site or habitat.
- 6.61. To achieve net gain for biodiversity development must leave biodiversity in a better state than it was before development took place; this can be achieved through genuine collaborative working between developers, local government, local groups and land owners. Biodiversity measures should support nature conservation priorities in the long-term. Applications should detail how ecological enhancements have been included in the development proposals Net gains for biodiversity will have to be demonstrated when a planning application is submitted.
- 6.62. An Ecology Assessment should include: information assessing the characteristics and situation of the site, including a data search from Greenspace Information for Greater London CIC (GiGL) and additional data sources, where appropriate; details on how the proposals meet the policy requirements, including measures for wildlife habitats and features aimed at enhancing the built environment for particular species.

- 6.63. Ecological Assessments, surveys and reports submitted with planning applications should be prepared by qualified ecologists in accordance with Chartered Institute of Ecology and Environmental Management (CIEEM) technical guidance and British Standards. A professional directory containing lists of qualified ecologists can be found on the Environmental Data Services directory and the CIEEM websites. Natural England Standing advice should also be referred to. Should guidance be supplemented in future, the Council would expect this to be followed.
- 6.64. Development proposals will be assessed in line with the mitigation hierarchy, which seeks to firstly assess the impact, avoid harming biodiversity, and reduce harm through mitigation and, as a last resort, compensate for any harmful effects, and provide enhancements.



DP32 Living roofs and greening of development sites

Related local strategies and evidence – why we need this policy

- 6.65. Living building elements such as living roofs can enhance biodiversity, both directly through planting and indirectly through the provision of habitats. They also have flood reduction, climatic and air quality benefits, helping to remove CO₂ from the air and reduce temperatures. The provision of living building elements is considered particularly beneficial in areas of sub-standard air quality or in areas at particular risk of experiencing the urban heat island effect. This includes areas of green space deficiency, areas of high density development with clusters of tall buildings and areas experiencing high levels of pollution.
- 6.66. Living roofs and walls offer a range of environmental benefits and are an important element of the sustainable design and construction of a building. Living roofs can enhance Bexley's biodiversity by creating habitats and providing opportunities to actively encourage flora and fauna. Living roofs can contribute to mitigating the effects of climate change by reducing the urban heat island effect, which results in higher temperatures in built up urban areas due to absorption and conversion of heat from impermeable surfaces. Living roofs can also reduce the volume of surface rainwater runoff from the roof, therefore reducing the risk of flooding from intense rainfall. Living walls may also improve the thermal insulation and cooling properties of a building and can provide visual and amenity benefits.
- 6.67. Sustainable drainage systems provide an opportunity for biodiversity as well as practical drainage management.

Preferred detailed policy approach for living roofs and the greening of development sites

1. Development proposals are required to maximise the provision of living building elements, which need to contribute to local biodiversity through the provision of priority

habitats, and/or features for priority species, as identified in Biodiversity Action Plans and strategies.

2. New build development proposals should be designed to incorporate living roofs and walls at the earliest design stages including soft landscaping and sustainable drainage systems.
3. Conversions and extensions are encouraged to be designed to incorporate living roofs and walls where appropriate, including soft landscaping and sustainable drainage systems.

Implementation of this policy approach

- 6.68. Any pitch of roof is suitable for living roofs, however; surfaces greater than 45° will require technology similar to that used for living walls. Steeply pitched roofs require more complex designs and installation methods. It is important to design living roofs into a development proposal from the outset to minimise costs.
- 6.69. Architects and designers need to be fully aware of green roof Codes of Practice to ensure quality designs that deliver all the potential benefits to the urban environment. The planning, implementation and maintenance of all the different types of green roof is covered in the UK Green roof Code of Practice. The GRO Green Roof Code is a code of best practice providing guidance on green roof design, specification, installation and maintenance to ensure that the benefits of green roofs are maximised. The requirements of the GRO Green Roof Code should be met. Should this guidance be supplemented in future by more robust guidance, the council would expect the most up to date and robust guidance to be followed.
- 6.70. Vertical greening and living walls should be used in conjunction with living roofs. These will help to future proof the urban environment against challenges such as; overheating, air pollution, surface flooding and lack of biodiversity.
- 6.71. Different types of design support different habitats and species according to the type of vegetation and substrate they contain. A varying substrate depth can provide a range of habitats and species. Consideration should be given to Biodiversity Action Plans when designing green roofs and walls. The design needs to take into account the depth of the substrate which can help to maximise the biodiversity benefits.



DP33 Blue corridors, waterways and waterfront development

Related local strategies and evidence – why we need this policy

- 6.72. Water spaces play an important role within the urban area, supporting ecosystems, providing open space, residential moorings and providing transport networks. Waterways are valuable public assets, contributing to the borough's cultural and built heritage and encouraging physical and healthy outdoor activities which are essential to our health and wellbeing.

- 6.73. Within Bexley, there are a number of watercourses including the Rivers Cray and Shuttle. The Thames, London's most famous natural feature, creates a wildlife corridor running right across the capital, and is extremely important for species such as fish, birds and bats. The River Thames flows along the north of the borough, and the River Darent along the northeast. Additionally, there is a network of smaller streams, dykes and ditches within the borough and 'lost rivers' such as the Wansunt and Stanham that now run in tunnels, beneath Crayford.
- 6.74. The policy approach sets out the development management considerations that relate to the nature conservation interest and quality of the River Thames which is a strategically important feature of London, and to the special character of Bexley's blue infrastructure.
- 6.75. The watercourses in Bexley are a unique aspect of the borough, many of which are designated Sites of Importance for Nature Conservation. Consideration must be given as to how they can be positively incorporated, maintained and enhanced as part of any future development. The opportunity to enhance the quality of the built and natural environment should be taken through, for example, positive incorporation of the marsh dyke systems in development proposals. With careful design, the outlook onto these biodiversity rich areas will be enhanced.
- 6.76. The River Thames in the borough has several important functions to play in terms of potential contribution to transport, contribution to nature conservation interest, flood defence, archaeology and other heritage assets. It is a Site of Importance for Nature Conservation of Metropolitan Importance and an Area of Archaeological Priority. These interests should be protected and enhanced by new development.

Preferred detailed policy approach for blue corridors, waterways and waterfront development

1. All development proposals adjacent to Bexley's waterways including the shoreline of the Thames and other watercourses, lakes, ditches and dykes across the borough will be required, where appropriate, to:
 - a) activate space to and along the waterfront;
 - b) maintain existing public access to and along the water and/or provide new access to and along the water where none exists;
 - c) use water spaces for transport, cultural, recreational and leisure activities and other water-related uses;
 - d) enhance the appearance and quality of the water space including:
 - i. de-culverting watercourses where practical
 - ii. improving nature conservation value for wildlife
 - iii. improving visual connections with important features, considering the design and landscaping of the adjacent area
 - iv. preserving the openness and character of the water spaces
 - e) provide suitable setbacks from water space edges to mitigate flood risks and to allow waterside walkways and cycle paths;

- f) contribute to the restoration of the river walls and embankments; and,
- g) avoid the loss of water spaces.

2. Development proposals should not adversely affect:

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

River Thames and the Thames Policy Area

3. Development proposals adjacent to the River Thames are required to enhance the area's links with the river, and contribute to the completion of the Thames Path, a continuous public riverside footpath and cycleway.

Implementation of this policy approach

- 6.77. River corridors will be protected by the incorporation of undeveloped buffer zones. The Environment Agency requires undeveloped buffer zones alongside watercourses to help protect them.
- 6.78. Pollution of the waterways must be avoided. Methods to avoid polluted runoff, for example from petrol chemicals and salts into waterways, need to be considered in planning applications adjacent to waterways.
- 6.79. Restoration of the river walls, embankments and wharfs should be designed to improve their biodiversity value, taking into account sea level rise.
- 6.80. The Marine Management Organisation (MMO) should be referred to for guidance on any planning activity that includes a section of coast or tidal river. All planning decisions that relate to the UK marine area must be made in accordance with the UK Marine Policy Statement. The MMO is also responsible for issuing marine licences under the Marine and Coastal Access Act 2009. A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high-water springs mark or in any tidal river extent of the tidal influence. Any works may also require consideration under The Marine Works (Environmental Impact Assessment) Regulations (as amended). Early consultation with the MMO is advised.
- 6.81. Development within the Thames Policy Area (as defined on the policies map) should consider the most up to date relevant published guidance.



DP34 Green wildlife corridors

Related local strategies and evidence – why we need this policy

Bexley Sites of Importance to Nature Conservation (SINC) Report 2016
Bexley Green Infrastructure Study (currently in preparation)

- 6.82. Linking many of Bexley's Sites of Importance for Nature Conservation, Green Belt and other green spaces and waterways is a network of green wildlife corridors. This network allows some species with specialised habitat requirements to extend their distribution into parts of London where they would otherwise not be present. The rivers, canals road and rail-side land are important components of these corridors and are a great benefit to London's biodiversity.
- 6.83. Delivering an improved network of green wildlife corridors should be in accordance with the Council's emerging Green Infrastructure Strategy and build upon the principles of the Mayor of London's All London Green Grid SPG. The Council is committed to avoiding habitat fragmentation and increasing connectivity.
- 6.84. Green wildlife corridors are of importance in enabling species to colonise, re-colonise and move between sites. Creating and enhancing linkages between sites will provide a local and regional biodiversity network of wildlife corridors and green infrastructure. The fragmentation of habitat through urban areas, including roads is a key factor in the decline of certain species. New development can provide an opportunity to reduce habitat fragmentation.

Preferred detailed policy approach for green wildlife corridors

1. Development proposals within or adjacent to a designated green wildlife corridor will be required, to protect, conserve, restore and enhance wildlife movement by:
 - a) providing an ecology assessment demonstrating a net biodiversity gain;
 - b) creating and enhancing ecological network linkages and/or enhancements between and through the development site and the corridor where appropriate; and,
 - c) examining opportunities to increase wildlife and aesthetic value and visual connections with important features.
2. Development proposals on land adjoining a green wildlife corridor shall provide suitable access and links to it wherever possible and appropriate; and make a positive contribution to the Green wildlife Corridor in respect of its environment, biodiversity, visual amenity, movement networks or functioning and its setting.
3. Development will not normally be permitted where it would damage the continuity of the wildlife habitat within the corridor.

Implementation of this policy approach

- 6.85. Bexley's Sites of Importance for Nature Conservation (SINC) 2016 Report contains details of green wildlife corridors which are of strategic importance within the borough.
- 6.86. The Ecological Impact Assessment process should be followed from the start of the design process. An Ecology Assessment should include: information assessing the characteristics and situation of the site, including a data search from Greenspace Information for Greater London CIC (GiGL) and additional data sources, where appropriate. Details should be provided on how the proposal meets the policy requirements, including measures for wildlife habitats and features aimed at enhancing

the built environment for particular species. These features should contribute to the function of wildlife corridors.

- 6.87. Proposals should demonstrate how net gains for biodiversity are to be achieved through development to ensure that biodiversity is left in a better state than before. These net gains will have to be demonstrated when a planning application is submitted.
- 6.88. Opportunities should be taken to link designated sites, existing wildlife corridors, commuting routes and other green spaces to create integrated wildlife corridors. The Council is committed to reducing habitat fragmentation from new development and increasing ecological connectivity. This is an essential part in the planning and design of developments to improve habitat connectivity, which supports the net biodiversity gain principle.
- 6.89. Development proposals should consider features such as living walls and roofs, hedgerows, tree networks, wildlife corridors and wildlife crossing points to improve connectivity for wildlife through developments.
- 6.90. Where possible, new transport routes should include wildlife crossing points, at locations near to existing wildlife corridors, commuting routes and nature conservation sites. These crossing points or eco-passages can be in the form of different types of underpass (tunnels and culverts). Incorporation of eco-passages into the road network at key locations can reduce the impacts of roads on the fragmentation of habitat and improve connectivity.



SP13 mitigating and adapting to climate change

Related local strategies and evidence – why we need this policy

Bexley Strategic Flood Risk Assessment, Levels 1 and 2 (currently in preparation)

Bexley Local Flood Risk Management Strategy

Bexley Sustainable Drainage Design and Evaluation Guide (currently in preparation)

- 6.91. Climate change is a global issue; the Paris Agreement 2015 brings almost all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects. The Council signed up to the Nottingham Declaration in 2001, stating its commitment to tackling climate change. Action to help tackle climate change must be taken a local level in Bexley.
- 6.92. This will be achieved by mitigating the causes of climate change through reducing emissions and sequestering carbon; and, adapting to the effects of climate change by reducing vulnerability and adjusting to change. While a number of policies in this plan will help in this regard, this strategic policy approach brings a number of key requirements together.
- 6.93. One of the effects of climate change is an increased risk of flooding and approximately a quarter of the borough is at risk from flooding. The risk is not just from the Rivers Thames, Cray and Shuttle, but includes surface water flooding. As such, particular

parts of the borough are at greater risk than others. The policy below sets out the preferred approach to dealing with areas that are at risk.

Preferred strategic policy approach for mitigating and adapting to climate change

1. The Council will actively pursue the delivery of sustainable development by:
 - a) Investigating opportunities for the funding and development of decentralised energy networks in the borough;
 - b) Administering a carbon offset fund, ring-fencing payments to implement projects that deliver greenhouse gas reductions;
 - c) Supporting Integrated Water Management (IWM) through a coordinated and holistic approach to land and water management, including managing water storage, supply, wastewater, flood risk, quality of watercourses and water bodies and the wider environment;
 - d) Supporting green infrastructure such as living roofs and the greening of development sites, and the contribution green infrastructure can make to managing flood risk and surface water, and to the mitigation of the urban heat island effect;
 - e) Following the sequential approach to flood risk management advocated in national planning policy and its associated practice guidance;
 - f) Applying the recommendations of Bexley's Strategic Flood Risk Assessment and the Bexley Sustainable Drainage Design and Evaluation Guide;
 - g) Applying the recommendations of Bexley's Local Flood Risk Management Strategy;
 - h) Supporting the protection of key infrastructure assets, such as Crossness Sewage Treatment Works, from the risks of flooding; and,
 - i) Working with the Environment Agency and others to ensure the recommendations of the TE2100 Plan are implemented in new and existing developments, to keep communities safe from flooding in a changing climate and improving the local environment.

Implementation of this policy approach

- 6.94. The Council will promote and support the requirements and targets set out in national and regional planning policy and guidance, in particular the requirements set out in the Mayor's London Plan regarding reducing carbon dioxide emissions, as well as flood risk management and sustainable drainage methodologies.
- 6.95. The Building Research Establishment Environment Assessment Method (BREEAM) provides national sustainability standards for residential and non-residential buildings in order to assess their environmental performance. The Home Quality Mark is one way of demonstrating the standard of a new residential dwelling, which includes measures for low carbon dioxide, sustainable materials, good air quality and natural daylight. The Council strongly encourages all schemes, including self-contained residential proposals, to use the Home Quality Mark. If BREEAM/Home Quality Mark is replaced or amended during the lifetime of the plan, the equivalent replacement requirements will be applied, subject to discussion with our sustainability service. The

Council may set out more detailed guidance in the Bexley Design SPD (currently in preparation).

- 6.96. Planning for water provides opportunities to design the urban environment to be greener, healthier, more biodiverse and more resilient to climate change. Identifying the best type of and locations for integrated water management measures, such as sustainable drainage systems and rainwater harvesting, should start from the master planning stage, informing the design process.
- 6.97. Securing appropriate IWM interventions for new developments can provide multiple benefits, including reduced risk from flooding, increased water efficiency and reduced water stress, clean and good quality water environment, enhanced biodiversity, enhanced blue and green infrastructure, improved public spaces and places, contributing health and wellbeing, mitigating and adapting to climate change, using resources more sustainably and effectively, enables new housing and facilitating economic growth and regeneration.



DP35 Mitigating climate change

Related local strategies and evidence – why we need this policy

- 6.98. All development proposals should plan for, adapt to, and mitigate the impacts of climate change. Proposals should meet the sustainable design and construction requirements and targets outlined in national and regional planning policy.

Preferred detailed policy approach for mitigating and adapting to climate change

1. All new non-residential development and non-self-contained residential accommodation over 500m² floor space (gross) must meet or exceed BREEAM 'excellent' rating;
2. all major non-residential refurbishment of existing buildings and conversions of 500m² or greater (gross) floor space must meet at least BREEAM non-domestic refurbishment 'excellent' rating;
3. all new non-residential development and non-self-contained residential accommodation from 50m² up to 500m² (gross) floor space should seek to achieve a BREEAM 'Very Good' rating;
4. The sustainable retrofitting of existing development with provisions for the reduction of carbon emissions will be supported.
5. All major development proposals must demonstrate how Integrated Water Management (IWM) has been considered within the scheme. Development that would give rise to water pollution is unacceptable.

Implementation of this policy approach

- 6.99. As a minimum, all self-contained residential proposals will be strongly encouraged to meet the Home Quality Mark.

- 6.100. Major residential and major non-residential development will require an energy assessment. Minor non-residential development will be strongly encouraged to prepare an assessment.
- 6.101. With regards to IWM major development proposals are considered to be 10 homes or more or additional floor space of 1,000m² for non-residential development.



DP36 Flood risk management

Related local strategies and evidence – why we need this policy

Bexley Strategic Flood Risk Assessment, Levels 1 and 2 (currently in preparation)

Bexley Local Flood Risk Management Strategy

Bexley Sustainable Drainage Design and Evaluation Guide (currently in preparation)

- 6.102. In Bexley flooding can be from a variety of sources such as ground water, surface water, sewer flooding and river flooding. A Strategic Flood Risk Assessment (SFRA) for Bexley was undertaken in two distinct parts to reflect the two levels of SFRA presented by national guidance, and a new SFRA is currently in preparation to support the development of this Local Plan.
- 6.103. The purpose of the Level 1 SFRA is to provide an evidence base to support spatial planning decisions, and it contains an assessment of the risks of all types of flooding at a borough-wide scale as well as a series of recommendations to deal with a range of flood sources, whilst the SFRA (Level 2) supports the assessment of individual sites.
- 6.104. The Bexley Local Flood Risk Management Strategy includes an assessment of local flood risk, objectives for managing flood risk and proposed measures for achieving those objectives.
- 6.105. In addition, the Thames Estuary 2100 Plan was approved by the Government in November 2012. Local plans should be supported by a strategic flood risk assessment and develop policies to manage flood risk from all sources.

Preferred strategic policy approach for mitigating and adapting to climate change

Preferred detailed policy approach for flood risk management

1. Development and re-development must be used as an opportunity to reduce flood risk;
2. Development is required to provide a Flood Risk Assessment in line with national policy and Bexley's level 1 and 2 Strategic Flood Risk Assessments (SFRAs);
3. New developments in riverside locations are required to help reduce flood risk now and into the future. Development should act on the recommendations of the TE2100 Plan;

4. All development that is intended to be occupied within the tidal flood risk zone must include an internal safe refuge with a floor level set above the predicted 1 in 200 year plus climate change maximum predicted floor level;
5. any development in an identified flood risk zone must provide compensatory capacity to offset the building footprint;
6. Within the residual flood risk area where safe escape cannot be facilitated, a dry refuge within each building must be provided;
7. Habitable rooms in residential development, within the fluvial flood zones, should be set above the predicted 1 in 100 year plus climate change peak flood water level;
8. Within the fluvial flood risk zones development must include safe access and exit, although for development that is not residential an Emergency Plan may provide an acceptable solution;
9. Occupied basements are not considered appropriate in Flood Zones 2 and 3; and,
10. Development must not increase flood risk on site or off site, and exceedance flows must be considered and appropriately managed.

Implementation of this policy approach

- 6.106. Bexley is prone to flooding from many sources, and climate change could increase the probability and severity of flooding. The Environment Agency website shows the flood map for planning including the designation of flood zone 3, which addressed tidal and main river flooding. A Strategic Flood Risk Assessment (SFRA) for Bexley will be carried out in two distinct parts to reflect the two levels of SFRA presented by national guidance.
- 6.107. The borough-wide SFRA Level 1 report provides an evidence base to support spatial planning decisions at a borough-wide scale, including application of the sequential test, and will form part of the evidence base to support the Council's new Local Plan.
- 6.108. The borough-wide SFRA Level 2 report applies a sequential approach within the specific sustainable growth areas; at the site-specific level for sites identified through the site allocations process; and for the borough's designated employment areas. It also facilitates the application of the Exception Test. It will inform site allocations and changes to land use designations within the new Local Plan.
- 6.109. New development provides an opportunity to improve the riverside both when defences are raised and when they are repaired or replaced. The Environment Agency has developed guidance and can provide examples for improving the riverside. Significant public access and public amenity improvements, landscape improvements and environmental enhancements can be achieved at modest cost if they are included as part of an integrated riverside design that includes flood defences.
- 6.110. Corridors of land along the existing defence lines should be safeguarded. This should include space for vehicle access for maintenance and repair of the defences. The width of land that should be safeguarded for future flood risk management interventions on the River Thames should be at least sixteen metres. More space may be required

especially if wider enhancements are to be achieved, and the Environment Agency should be contacted to discuss specific sites.

- 6.111. New developments in riverside locations are required help reduce flood risk now and into the future and to act on the recommendations of the TE2100 Plan. This could include for example; raising existing flood defences, providing improved access to existing flood defences, safeguarding land for future flood defence raising and maintaining, enhancing or replacing flood defences to provide adequate protection for the lifetime of development.
- 6.112. Where possible opportunities should be taken to re-align or set back flood defence walls and improve the river frontage to provide amenity space, habitat, access and environmental enhancements. Financial contributions towards the anticipated costs of flood risk management infrastructure required to protect the proposed development over its lifetime should be secured.



DP37 Sustainable drainage systems

Related local strategies and evidence – why we need this policy

Bexley Strategic Flood Risk Assessment, Levels 1 and 2 (currently in preparation)
Bexley Local Flood Risk Management Strategy
Bexley Sustainable Drainage Design and Evaluation Guide (currently in preparation)

- 6.113. The NPPF states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk. The London Plan states boroughs should utilise surface water management plans to identify areas where there are particular surface water management issues and develop actions and policy approaches aimed at reducing these risks.

Preferred detailed policy approach for sustainable drainage systems

1. All developments should achieve greenfield runoff rates.
2. To minimise flood risk, improve water quality and enhance biodiversity and amenity all development proposals will be required to manage surface water through sustainable drainage systems (SuDS).
3. Wherever possible the natural drainage of surface water from new developments into the ground will be preferred. Surface water runoff should be managed as close to its source as possible in line with the following drainage hierarchy:
 - a) store rainwater for later use;
 - b) use infiltration techniques, such as porous surfaces;
 - c) attenuate rainwater in ponds, open water features, tanks or sealed water features for gradual release;
 - d) discharge rainwater direct to a watercourse;
 - e) discharge rainwater to a surface water sewer/drain; and
 - f) discharge rainwater to the combined sewer

Implementation of this policy approach

- 6.114. Development proposals on sites over a quarter hectare require a drainage strategy. Areas of the borough that are vulnerable to surface water flooding have different issues that need to be resolved by development proposals. These areas are mapped in the borough's local flood risk strategy. For most of these areas there are no flood defences in place and opportunities will need to be taken to accommodate sustainable urban drainage measures.
- 6.115. The Mayor's Sustainable Design and Construction Guide sets detailed standards with regards to use of sustainable drainage measures and the principles of flood resistant design. Bexley's Design SPD (currently in preparation) will contain detailed information with regards to managing surface water run-off and all development should incorporate sustainable urban drainage systems in accordance with these documents.
- 6.116. All SuDS must protect and enhance water quality by reducing the risk of diffuse pollution by means of treating at source and including multiple treatment trains where feasible. Schemes should be designed in accordance with the Bexley Sustainable Drainage Design and Evaluation Guide and relevant national standards and there must be long term operation maintenance arrangements in place for the lifetime of the development.
- 6.117. Large increases in impermeable areas for a site could contribute to a significant increase in surface water runoff, peak flows and volumes. In turn this could contribute to an increase in flood risk elsewhere. Examples for minimising surface water flooding in all development include maximising the use of soft landscaping, permeable surfacing materials, living roofs and walls and on-site rainwater storage.
- 6.118. Applicants are strongly encouraged to consider the requirements for SuDS, at the earliest opportunity, as this will enable their more effective integration and provision. SuDS should also be considered alongside the 'living building' requirements outlined in policy approach DP34 as SuDS can also have biodiversity and urban greening benefits.
- 6.119. If no sustainable drainage measures are proposed to be incorporated into the development, applicants must provide justification to demonstrate why it would not be practical or feasible.
- 6.120. Pumping in all cases is discouraged without robust evidence there is no alternative. Siphonic systems are discouraged in all circumstances unless robust evidence is provided there is no alternative.



DP38 Water quality, supply and treatment

Related local strategies and evidence – why we need this policy

Charlton to Crayford Integrated Water Management Strategy

- 6.121. Increased amounts of development can lead to reduced water quality through pollution of ground or surface water, including pollution to underground water resources. Poor water quality can have a range of environmental impacts including impacting on the boroughs wildlife.

Preferred detailed policy approach for water quality, supply and treatment

Water quality

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

Water supply and treatment

2. All development proposals must provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider, and ensure future access to the existing sewerage systems for maintenance and upsizing purposes.

Implementation of this policy approach

- 6.122. There is increasing concern for the protection of the water environment, which not only serves as a source of water but provides essential habitats and a valued resource for leisure and recreation. New development must ensure that there are no direct or indirect adverse effects on the quality of water supplies and it will not be permitted unless measures are included which would overcome any threat, to the satisfaction of the Council, in consultation with the Environment Agency (or equivalent) and other appropriate authorities.
- 6.123. Measures to avoid polluting the borough's waterways including groundwater resources will need to be included within a scheme where appropriate. Methods to avoid polluted runoff, for example from petrol chemicals and salts into waterways, need to be considered in planning applications adjacent to waterways, along with the use of SUDs.
- 6.124. Development should improve water quality and wildlife habitat; addressing issues such as wrong connections and removing pinch-points that can contribute to poor water quality and localised flooding.



DP39 Minerals exploration and extraction

Related local strategies and evidence – why we need this policy

National planning policy and guidance on minerals planning

Preferred detailed policy approach for minerals exploration and extraction

1. All proposals concerning minerals exploration and extraction will be expected to demonstrate that:
 - a) there will not be an unacceptable adverse impact on the natural, built and historic environment, on public health and safety, and the amenity and quality of life of nearby communities and suitable measures and controls will be put in place to mitigate any adverse impacts; and

b) there are satisfactory proposals for the restoration and aftercare of the site in order to ensure an appropriate and beneficial re-use; including recreational, leisure and other related uses that have a wider public benefit;

2. Restoration proposals should improve the environment, with particular regard to the quality of soil, water, biodiversity and geodiversity, as well as flood risk, land stability and landscape character.

**Part II: *preferred
approaches to
spatial policies and
land use
designations***

Introduction

7.1. Part II of this document sets out the Council’s spatial approaches to the opportunities, designations and constraints within the borough. These approaches have been informed by national and regional policy and guidance, the Bexley Growth Strategy and emerging local evidence. These spatial approaches, along with **Part I: preferred approaches for strategic and development management policies**, provide the basis for delivering sustainable development, also referred to as ‘Good Growth.’

Strategic growth locations



Figure 5: Key spatial diagram

- 7.2. Good growth will be secured by focussing new residential development on a series of well-connected public transport nodes, making the most of Bexley's riverside location and industrial heritage. These include parts of Erith, Belvedere, Thamesmead, Abbey Wood, Slade Green and Crayford that hold significant development potential given the right conditions (most importantly the delivery of key infrastructure), and around other town centres across the borough.
- 7.3. The emerging key spatial objectives of the new local plan for Bexley are illustrated in the key spatial diagram (Figure 5), identifying the proposed strategic growth locations, opportunity areas, town centres, and strategic transport network improvements.
- 7.4. Setting out areas designated for employment, retail, transport and housing that will provide the opportunity for growth is part of a proactive approach to development and change in the borough.
- 7.5. Proposed land use designations will be shown on a draft policies map at the publication (Regulation 19) stage of local plan preparation. Site assessments and proposed recommendations for land use designations have been set out in Appendix 2.

Bexley's homes

Allocation of housing sites

- 7.6. The allocation of sites for housing will be informed by the site assessment process in Appendix 2 of this document.
- 7.7. Sites for housing were assessed according to their suitability for a residential land use allocation, balancing the opportunities and constraints of the site, including accessibility, ownership, existing land use designations, environmental impact and physical constraints. Where the Council believes a site to be suitable for residential use this has been indicated.
- 7.8. At this stage, specific densities and site capacities have not been calculated. Once consultation feedback has been received on the site assessments, detailed site allocations, including development capacities, will be set out in the Draft Local Plan (Regulation 19 stage).

Allocation of traveller sites

- 7.9. A new SHMA for Bexley will include gypsy and travellers in the assessment in accordance with Housing and Planning Act 2016: Section 124: Assessment of accommodation needs.
- 7.10. In all approaches sites will be assessed against the criteria set out in the Government's planning policy for traveller sites³⁶ (or other relevant national policy), and other relevant policies within Bexley's development plan.
- 7.11. In the event that need is identified through a gypsy and traveller needs assessment, the Council will allocate pitches using the following approaches:

³⁶ <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

- a) review any existing gypsy and traveller sites within the borough to determine whether any additional identified need can be allocated on or adjacent to these sites;
- b) consider suitable sites as part of the site allocation processes, such as an employment land review; and,
- c) consider sites coming forward through the planning application process.

7.12. This approach, combined with the detailed policy on assessing applications for gypsy and traveller accommodation, will ensure that sites are situated in the most suitable locations. Planning ahead will help ensure that decisions regarding gypsy and traveller sites are made locally and this can reduce the need for planning appeals

Bexley's economy

Designation of employment land

7.13. A review is being carried out to determine the intensification, co-location and/or substitution of employment land, in order to seek an appropriate balance between the need for employment and for housing and associated infrastructure.

7.14. The methodology to this approach will set a baseline position of local and strategic industrial land within the borough in consultation with the GLA. Sites where changes are proposed are included in the site assessments in Appendix 2 of this consultation paper. Final designations of employment land will be set out in the draft policies map when the Council publishes the Draft Local Plan (Regulation 19 stage).

7.15. There will be a change in terminology to align with London Plan definitions of industrial land. For ease of reference the new terminology is shown in Table 2 below. Please note that does not reflect the review of employment land types; not all primary employment land will become SIL, and likewise not all secondary employment land will become LSIS.

Current UDP title	Proposed Local Plan title
Primary Employment Land	Strategic Industrial Land (SIL)
Secondary Employment Land	Locally Significant Industrial Site (LSIS)

Table 2: Proposed industrial classifications

Allocating retail capacity – looking ten years ahead

7.16. In-line with national and regional guidance a town centre first approach will be taken to allocate retail capacity for the first ten years of the plan. Primary Shopping Areas will be the most preferable location for retail, then within the town centre boundary, then well-connected edge-of-centre sites will be considered if required. Neighbourhood parades do not form part of the town centre first approach.

Town and neighbourhood centre hierarchy review

7.17. A change in terminology is proposed for the new Bexley Local Plan, to align with the London Plan's definitions of town centres. The new terminology is shown in Table 3.

Current UDP title	Proposed Local Plan title
Strategic Centre	Major Centre
Major District Centre	District Centre
District Centre	Local Centre
Neighbourhood Parade	Neighbourhood Centre or Small Parade

Table 3: Proposed town centre classifications

Town Centre hierarchy review

7.18. An early review of the town centre hierarchy has been carried out and initial findings suggest the following amendments set out in Table 4.

Name of centre	Existing category	Proposed category
Bexleyheath	Strategic Centre	Major Centre
Crayford	Major District Centre	District Centre
Erith	Major District Centre	District Centre
Sidcup	Major District Centre	District Centre
Welling	Major District Centre	District Centre
Belvedere Station	Not currently allocated	District Centre ³⁷
Belvedere (Nuxley Village)	District Centre	Local Centre
Bexley Village	District Centre	Local Centre
Blackfen	District Centre	Local Centre
Northumberland Heath	District Centre	Local Centre
Abbey Wood Village (Wilton Rd)	Neighbourhood Parade	Local Centre
Bexleyheath Station	Neighbourhood Parade	Local Centre
Sidcup Station	Neighbourhood Parade	Local Centre
Lion Road, Bexleyheath	Neighbourhood Parade	Local Centre
Slade Green Station	Neighbourhood Parade	Neighbourhood Centre ³⁸

Table 4: Existing and proposed hierarchy

Neighbourhood Centres Review

7.19. A neighbourhood parade review has been carried out to assess the extent to which each centre is functioning as a location that focuses on providing day-to-day convenience goods and essential services. Factors were considered such as quantity

³⁷ The proposed addition of Belvedere Station as a District Centre is likely to arise later in the Plan period and is dependent on associated residential development and infrastructure. A phased approach to development of this centre is considered appropriate.

³⁸ The Bexley Growth Strategy identified the neighbourhood parade at Slade Green Station as potentially suitable to become a local centre; however, initial findings suggest that it would continue to function as a neighbourhood parade with potential to provide an enhanced offer towards the end of the plan period.

and mix of shops and services, its catchment area, proximity to other centres and environmental quality.

- 7.20. Generally, neighbourhood centres consist of between 11 and 30 units and provide a wide variety of functions such as a pharmacy, hairdresser, convenience store and a café. Small parades generally consist of between four and 10 units and provide a more limited range of services
- 7.21. As a result of this assessment some parades were considered to be performing at a higher level and have been proposed to move up in the hierarchy such as Sidcup Station and Lion Road, Bexleyheath. Others were considered to not meet the minimum requirements to be classified as a parade and are therefore proposed to have their designation removed. For example, Norman Parade on Maylands Drive has been redeveloped for housing and only one retail unit remains. This unit is afforded protection by draft policy approach DP8(3).
- 7.22. For others, removing the designation from these parades would allow long term vacant and derelict units to be redeveloped for other uses such as housing. In this case it has always been ensured that an alternative convenience unit is available within walking distance. Again, this is supported in draft policy approach DP8, which seeks to prevent the loss of local convenience shops.

Name of centre	Proposed category
Barnehurst Station	Neighbourhood Centre
The Oval – Sidcup	Neighbourhood Centre
Blendon Road – The Drive - Blackfen	Neighbourhood Centre
Falconwood Parade – Welling	Neighbourhood Centre
Footscray High Street	Neighbourhood Centre
Forest Road – Slade Green	Neighbourhood Centre
Main Road – Marechal Neil Parade – Sidcup	Neighbourhood Centre
Long Lane – Heversham Road	Neighbourhood Centre
Halfway Street – Sidcup	Neighbourhood Centre
Welling Way – Bellegrove Parade – Welling	Neighbourhood Centre
Midfield Parade – Mayplace Road East – Bexleyheath	Neighbourhood Centre
Montpelier Avenue – Bexley	Neighbourhood Centre
The Pantiles – Belvedere	Neighbourhood Centre
St James Way – North Cray	Neighbourhood Centre
Sherwood Park Avenue – Penhill Road – Blackfen	Neighbourhood Centre
Steynton Avenue – Albany Park	Neighbourhood Centre
Belmont Road – Erith	Small Parade
Brampton Road – Long Lane – Bexleyheath	Small Parade
Brampton Road – Shakespeare Road – Bexleyheath	Small Parade
Bridge Road – Slade Green	Small Parade
Chieveley Parade – Mayplace Road East – Bexleyheath	Small Parade

Name of centre	Proposed category
Colyers Lane – Erith	Small Parade
Dartford Road – Bexley Lane	Small Parade
Days Lane, Sidcup	Small Parade
Erith Road – Bus Garage – Bexleyheath	Small Parade
Hadlow Road – Welling	Small Parade
Lessness Avenue – Belvedere	Small Parade
Lewis Road – Sidcup	Small Parade
Lower Road – Belvedere	Small Parade
Maidstone Road – Foots Cray	Small Parade
Parkside Parade – Northend Road	Small Parade
Parkview Road – Welling	Small Parade
Parsonage Manorway – Belvedere	Small Parade
Pembroke Parade – Alford Road – Erith	Small Parade
Stelling Road – Erith	Small Parade
Upper Wickham Lane – Welling	Split into two Small Parades
Woolwich Road – Belvedere	Small Parade
Wrotham Road – Welling	Small Parade
Lingfield Crescent - Welling	Small Parade
Birling Road – Erith	Remove designation
Central Avenue – Welling North End	Remove designation
Lime Row – Thamesmead	Remove designation
Maylands Drive – Norman Parade – Sidcup	Remove designation
Northend Road – The Nursery – Slade Green	Remove designation
Gilbert Road – Lower Belvedere	Remove designation
Crayford Road – Crayford	Remove designation

Table 5: Proposed neighbourhood centre classifications

Town centre boundaries

- 7.23. Bexley’s town centre boundaries for major and district centres have been reviewed, taking into account the current definition of town centre uses in national guidance as well as new development and changes in the use of land since the last proposals map was produced in 2004.
- 7.24. It is important to note that other land uses that may have been previously encompassed by a town centre boundary but are not defined as a town centre use will still be protected by other planning policies. For example, car parks that perform a town centre function are protected under proposed strategic policy SP8.
- 7.25. Boundaries have also been drafted for the newly proposed Local Centres of Abbey Wood Village, Bexleyheath Station and Sidcup Station, and proposed District Centre of Belvedere Station.

- 7.26. Proposed changes and additions to Bexley's town centres are set out in Appendix 1.
- 7.27. Primary Shopping Areas will be defined according to the results of local evidence including a new Retail Capacity Study and shop front surveys, and these will be set out in the Draft Local Plan. Core and non-core frontages (also known as primary and secondary shopping frontages) will no longer be defined, in accordance with national policy and may not differ from the defined town centre boundaries.

Bexley's character

- 7.28. A Design SPD (currently in preparation) will provide a character narrative for the entirety of the borough, including rural areas, currently designated as Heritage Land.
- 7.29. Much of the spatial land use designations that reflect character are not necessary as they can be addressed through the Design SPD, which will incorporate a full character study of the entire borough. There are proposed criteria-based development management policies to ensure that local sensitivities such as conservations areas, locally listed buildings, areas of archaeological interest etc. are addressed.
- 7.30. The Historic Environment Record, conservation areas and areas of archaeological interest are addressed through separate legislation or other processes and will be reflected on the draft policies map at the next stage of local plan preparation.
- 7.31. A review of local strategic views will be carried out in and, where identified, will be reflected on the draft policies map at the next stage of local plan preparation.

Bexley's infrastructure

Bexley's road hierarchy

- 7.32. The borough road network will be classified in terms of both the movement function and the place function³⁹ and reflected on the draft policies map at the next stage of local plan preparation.
- 7.33. The road hierarchy is used to establish design principles that influence the use and management of the highway network, particularly in connection with development proposals.

Safeguarding land for transport

- 7.34. The Council will identify the land to be safeguarded on the policies map. This will include a review of all existing safeguarded land and new proposals for future transport developments as they are put forward by TfL e.g. bus rapid transit (BRT) and Docklands Light Rail (DLR). Opportunities should be taken to provide a rapid transit route as part of redevelopment of sites.
- 7.35. The Council will continue to safeguard from development the land required for the following transport schemes:

³⁹ <https://tfl.gov.uk/info-for/boroughs/street-types>

- Crossrail 1 extension east of Abbey Wood to Ebbsfleet/Gravesend (in accordance with the 2009 DfT Safeguarding Direction between Abbey Wood and Hoo Junction, or any subsequent updated safeguarding);
- A206 Queen's Road roundabout improvement; and,
- A206 Thames Road widening (completion of dualling of the South Thames Development Route).

7.36. The Council will review safeguards currently in force relating to land for the following schemes:

- Manor Road Relief Road; and,
- Bexley Bypass.

7.37. The Council proposes to safeguard land within Bexley's boundaries for the following schemes once the required land is identified:

- Thames Crossing between Belvedere and Rainham;
- DLR Thamesmead extension to Belvedere Station; and,
- Bus rapid transit (BRT) between North Greenwich and Slade Green Stations.

7.38. The Council will safeguard existing piers, wharves and sites suitable for supporting boatyards, aggregates handling and marine construction operations. The Council will also safeguard riverside opportunities that facilitate access to river bus and ferry services and the transference from larger vessels to smaller vessels for cargo handling.

Identifying land for strategic infrastructure, including waste management and wastewater facilities

7.39. Strategic waste management facilities will be identified in the *Southeast London Joint Waste Planning Technical Paper* (a 'live' document that is updated and published as evidence when each southeast London borough and the City of London reviews its local plan). These, along with the Crossness Sewage Treatment Works and any other identified strategic infrastructure will be set out on the policies map as appropriate.

Educational land and playing fields

7.40. A local assessment of overall need for educational facilities across the borough based on Bexley's Schools Commissioning Plan⁴⁰ will be carried out. This assessment will inform the designation and protection of educational land on the policies map.

7.41. The following issues will be considered:

- future capacity;
- type of educational facility;
- newly built, extended or intensified educational facility;
- existing education land that has been developed for an alternative use; and,
- educational facilities that are no longer required in that location.

⁴⁰ <https://www.bexley.gov.uk/sites/bexley-cms/files/2017-11/School-Place-Commissioning-Plan-2017-to-2019.pdf>

Decentralised energy networks

- 7.42. The Council will identify the heat network priority area for the borough and support the provision of infrastructure to support any feasible networks including safeguarding routes and land for such use where necessary.

Bexley's environment

- 7.43. There is a wide variety of environmental land use designations that are set out on the policies map. The different designations are further explained below:

Thames Policy Area

- 7.44. A review will assess the most appropriate boundaries for this area in line with the criteria set out in the London Plan. Criteria based policies will be developed for specific sites within the area.

Metropolitan Green Belt

- 7.45. It is not intended to undertake a full review of Metropolitan Green Belt as part of the Local Plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.
- 7.46. The Green Belt is afforded strong protection against inappropriate development in national, regional and local planning policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions.
- 7.47. Sites put forward for development as part of the 'call for sites' exercise, which have been assessed as being on Green Belt, have not been assessed further. Site assessments are set out in Appendix 2 of this consultation paper.
- 7.48. If there becomes a strategic need for Bexley to allocate sites within the Green Belt, for example due to an inability to allocate sufficient sites or to work with neighbouring authorities to meet identified housing need for Bexley, these will be assessed in line with the National Planning Policy Framework (NPPF) 2018, with greater weight given to previously developed land in more connected areas of the Green Belt.

Metropolitan Open Land (MOL)

- 7.49. A full review of Metropolitan Open Land is being carried out as part of the emerging Green Infrastructure Study. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.
- 7.50. Sites put forward for development as part of the 'call for sites' exercise, which have been assessed as being on MOL, have not been assessed further. Site assessments are set out in Appendix 2 and the end of this consultation paper.

Green Infrastructure

- 7.51. The emerging Green Infrastructure Study is assessing the quality and quantity of these types of land uses within the borough. They will be designated on the final policies map:
- urban open space
 - educational playing fields

- allotments
- local nature reserves

Geological assets

- 7.52. Regionally important geological sites (RIGs) are designated in the London Plan. Locally important geological sites (LIGs) have been proposed by the Mayor of London and will be reviewed and considered for local designation, and then included on the Local Plan policies map if designated.
- 7.53. Natural England identifies and protects sites of special scientific interest (SSSIs) in England under the Wildlife and Countryside Act 1981 (as amended). Designated sites will be identified on the policies map.
- 7.54. Bexley is a minerals planning authority. An assessment will be carried out in accordance with Government guidance⁴¹ to determine if there are any areas in the borough worthy of designating as minerals safeguarding areas. If designations are proposed, these will be identified on the draft policies map as part of the next stage of the local plan review.

Designated nature conservation areas, including green wildlife corridors

- 7.55. Places in Bexley that are valuable for wildlife have been identified as Sites of Importance for Nature Conservation (SINCs). There are 60 individual SINC sites in Bexley. In addition, 14 strategic wildlife corridors are formally recognised. The Sites of Importance for Nature Conservation (SINC) Report⁴² published in 2016 forms part of the evidence base for the local plan review. A map of these sites is shown at Figure 6. Appendix 5 of the London Environment Strategy 2018⁴³ includes the current criteria for SINC selection.
- 7.56. This local plan preferred approaches consultation provides an opportunity for land-owners or other interested parties to provide comments on the identified SINC boundaries. Where it is considered that an area of land should be removed from, or added to a SINC, then information should be submitted to demonstrate the reasoning for this change. The information submitted may be made publicly available as part of the next stage of the local plan review.
- 7.57. The Council will consider these suggestions, carry out further ecological assessments as necessary, and determine whether amendments to SINC boundaries are appropriate.

⁴¹ <https://www.gov.uk/guidance/minerals#minerals-safeguarding>

⁴² <https://www.bexley.gov.uk/services/planning-and-building-control/planning-policy/conservation-heritage-and-biodiversity>

⁴³ <https://www.london.gov.uk/what-we-do/environment/london-environment-strategy>

Appendix 1:

Proposed town centre additions and boundaries

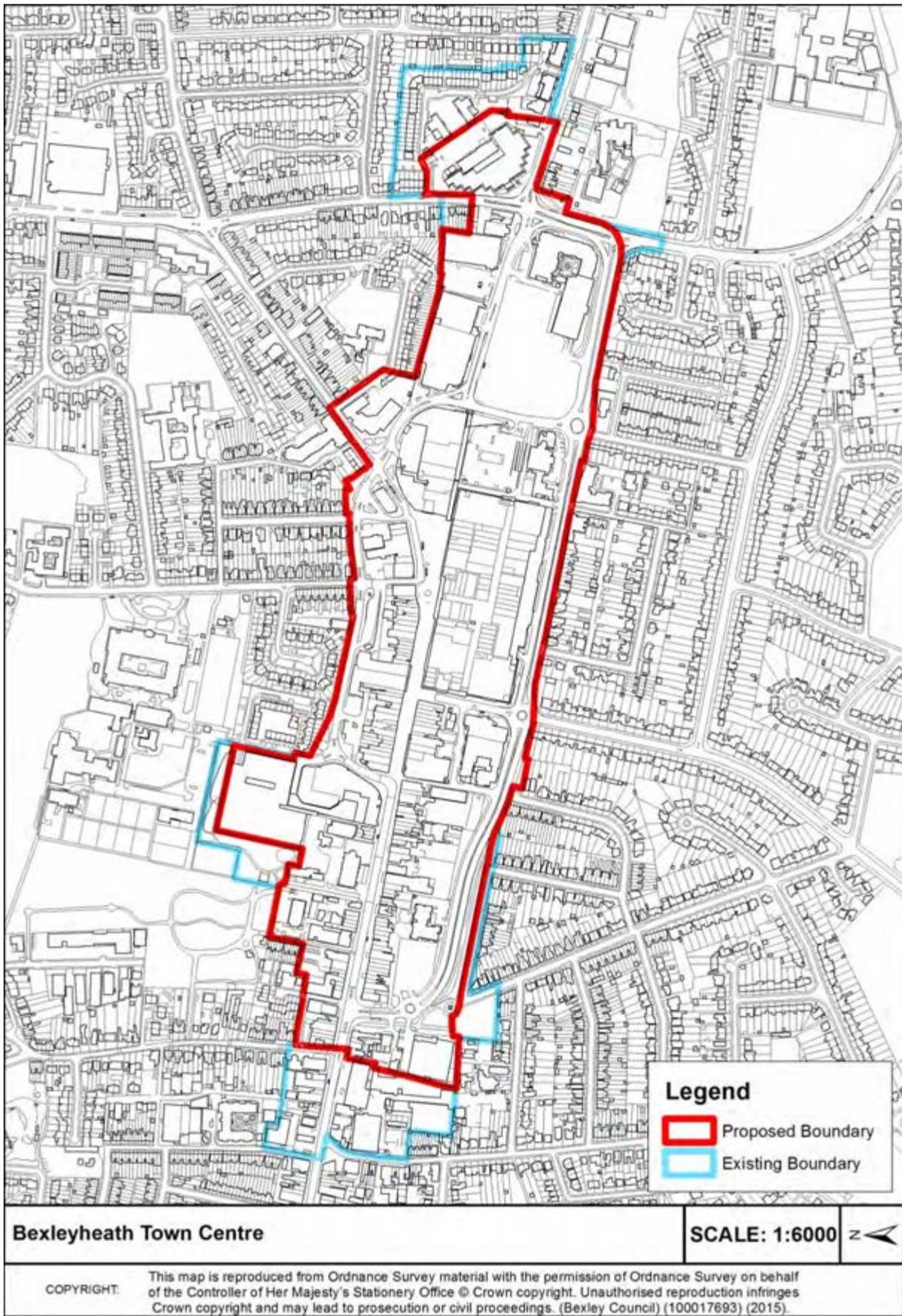


Figure 7: Bexleyheath major town centre (proposed boundary change)

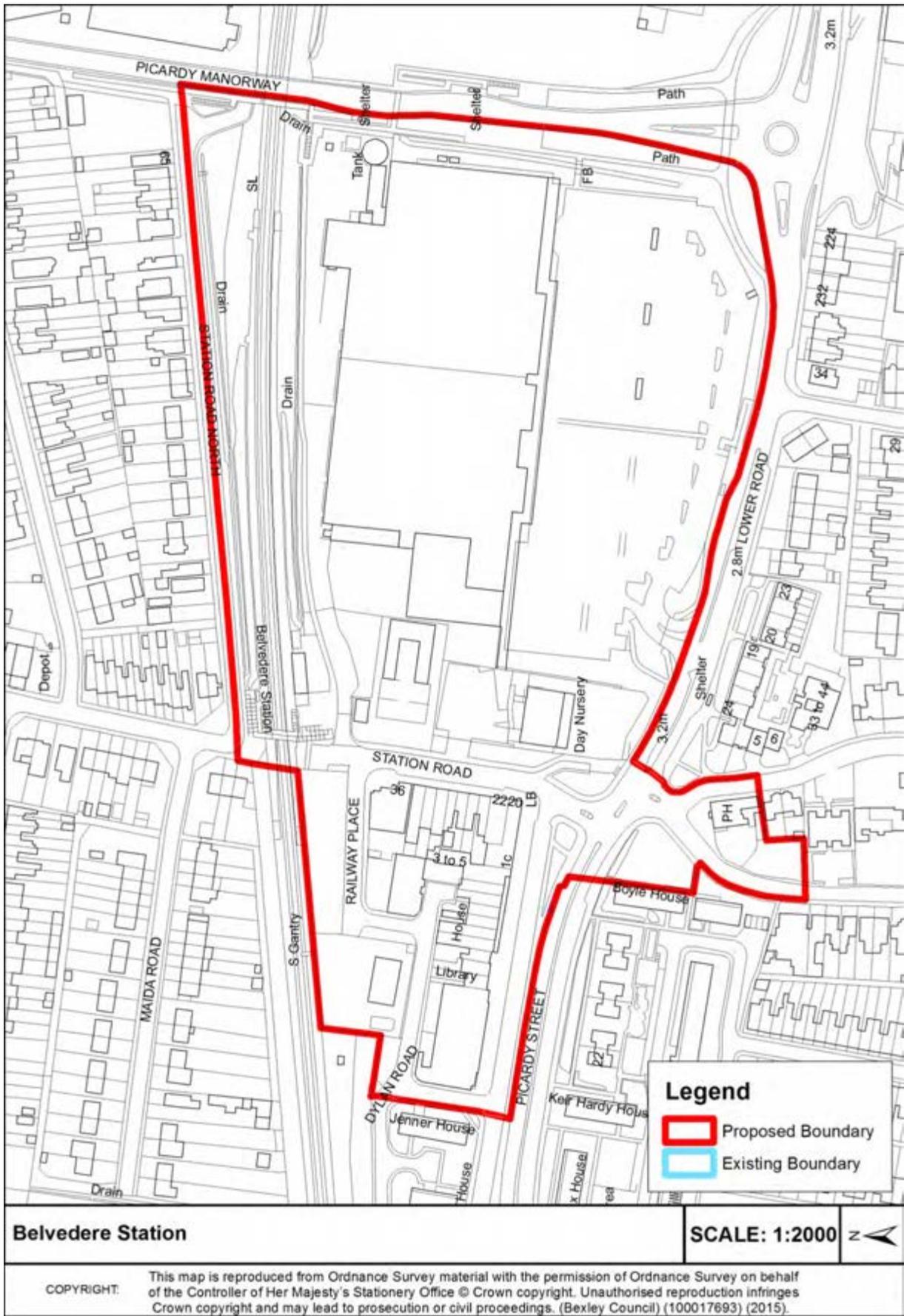


Figure 8: Belvedere Station district town centre (proposed addition)

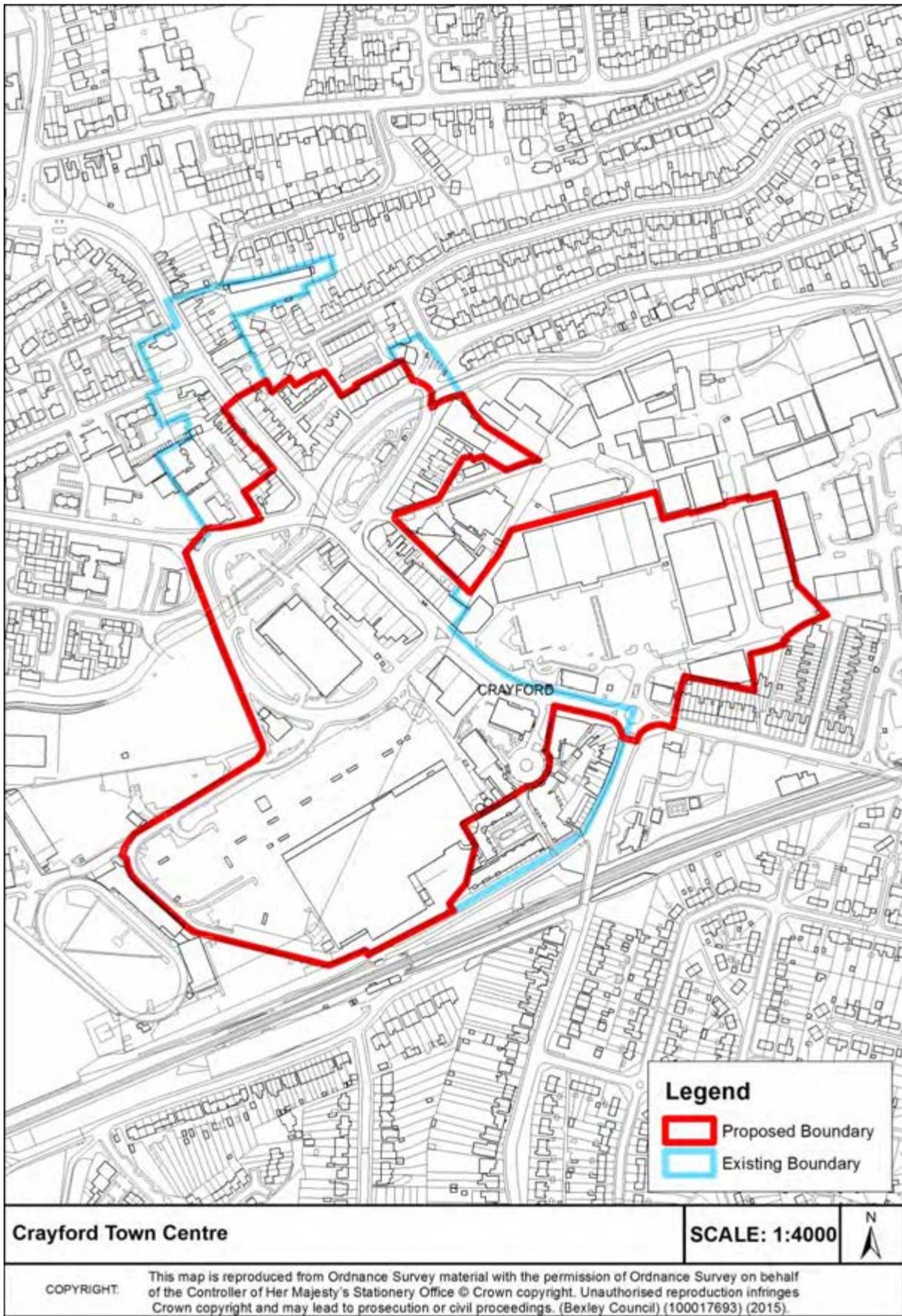


Figure 9: Crayford district town centre (proposed boundary change)

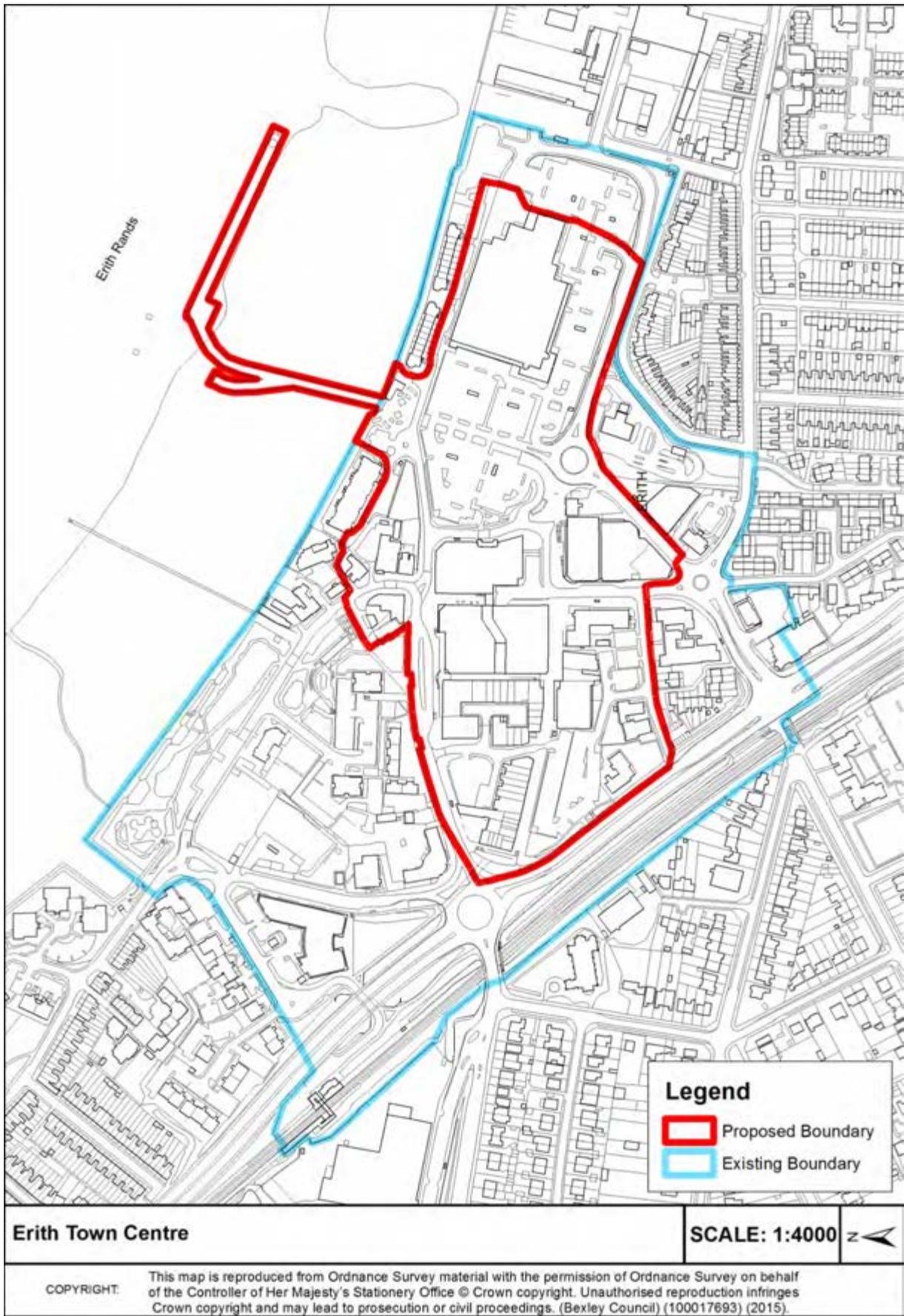


Figure 10: Erith district town centre (proposed boundary change)

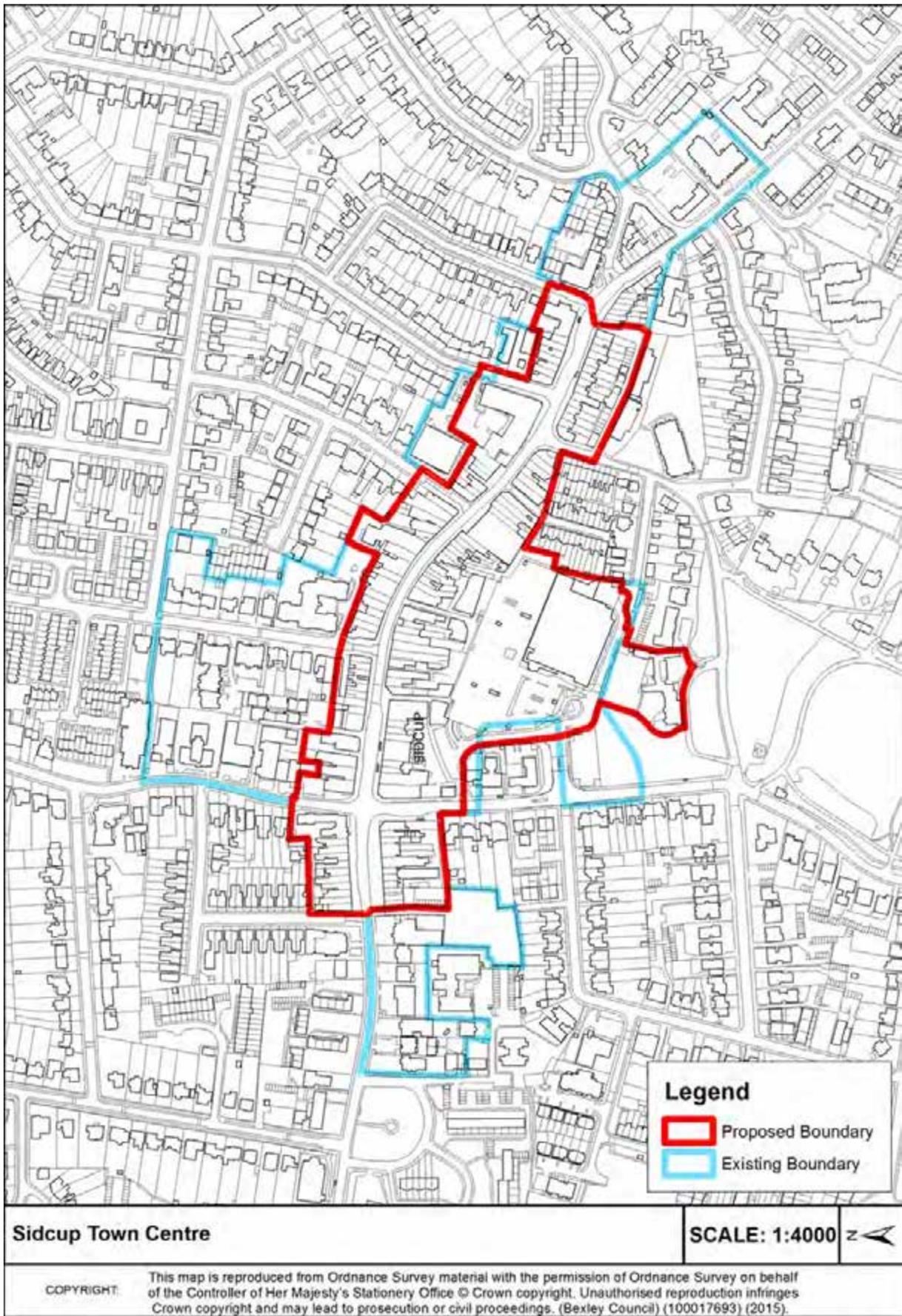


Figure 11: Sidcup district town centre (proposed boundary change)

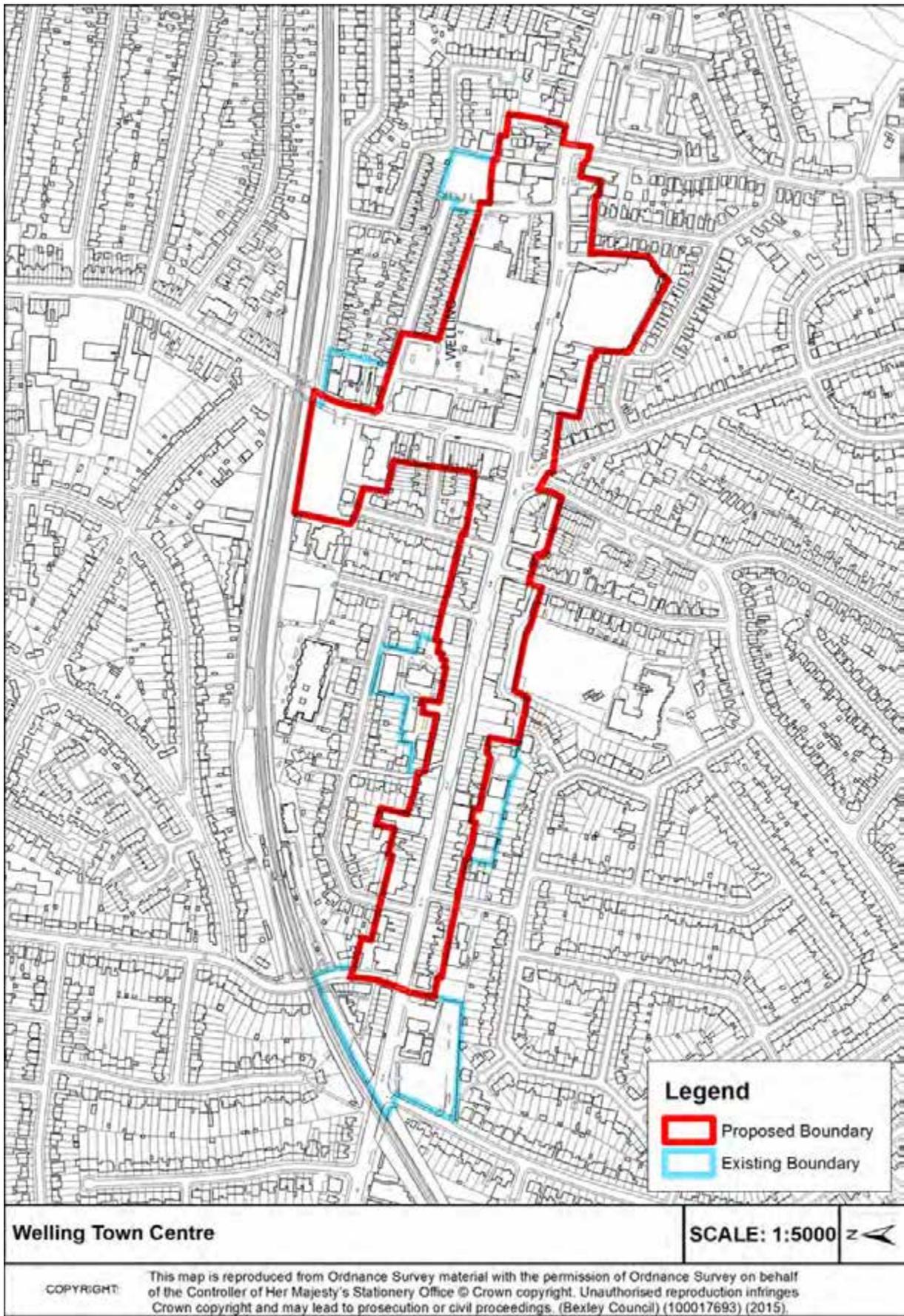


Figure 12: Welling district town centre (proposed boundary change)



Figure 13: Abbey Wood Village local town centre (proposed addition)

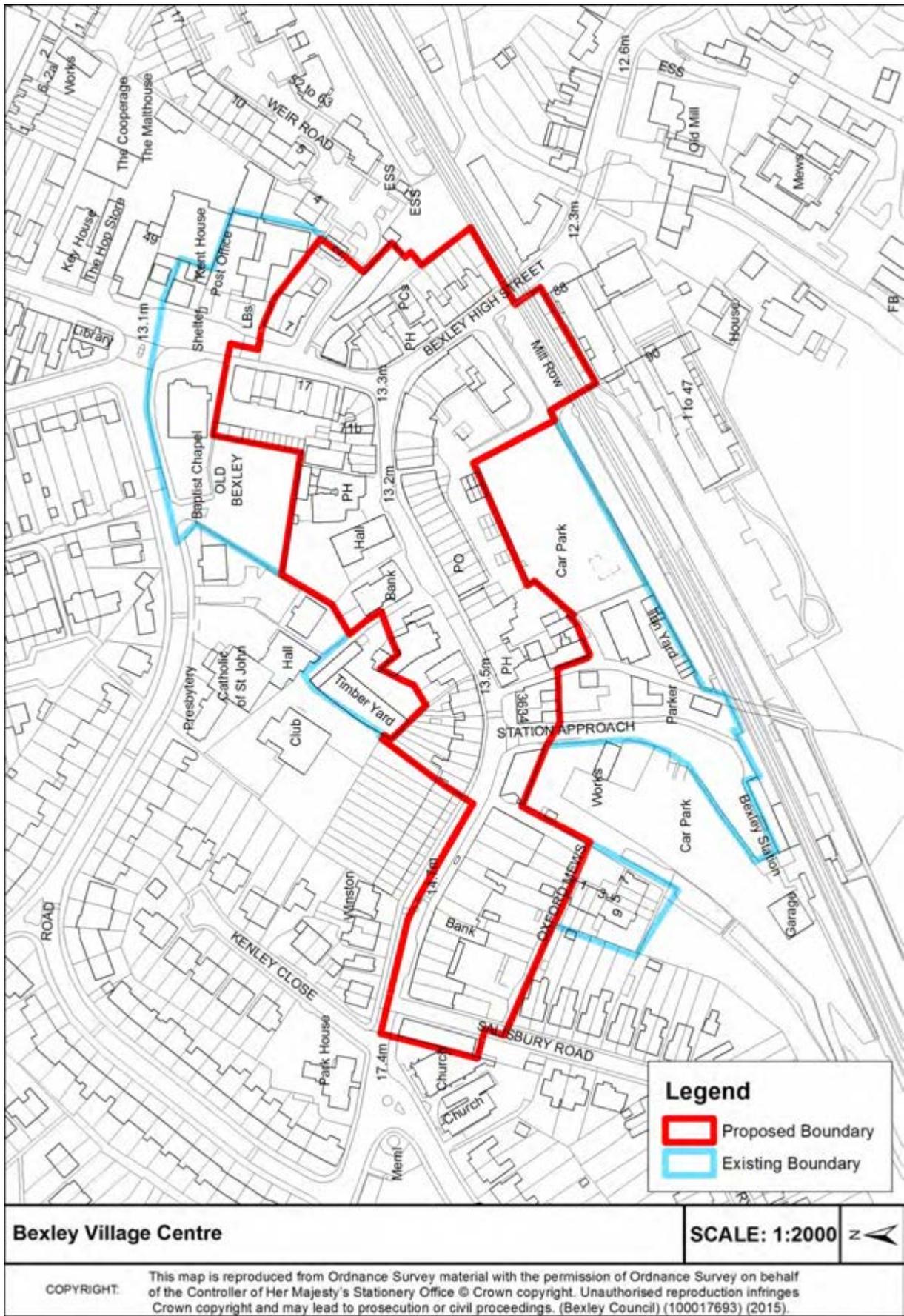


Figure 14: Bexley Village local town centre (proposed boundary change)



Figure 15: Bexleyheath Station local town centre (proposed addition)

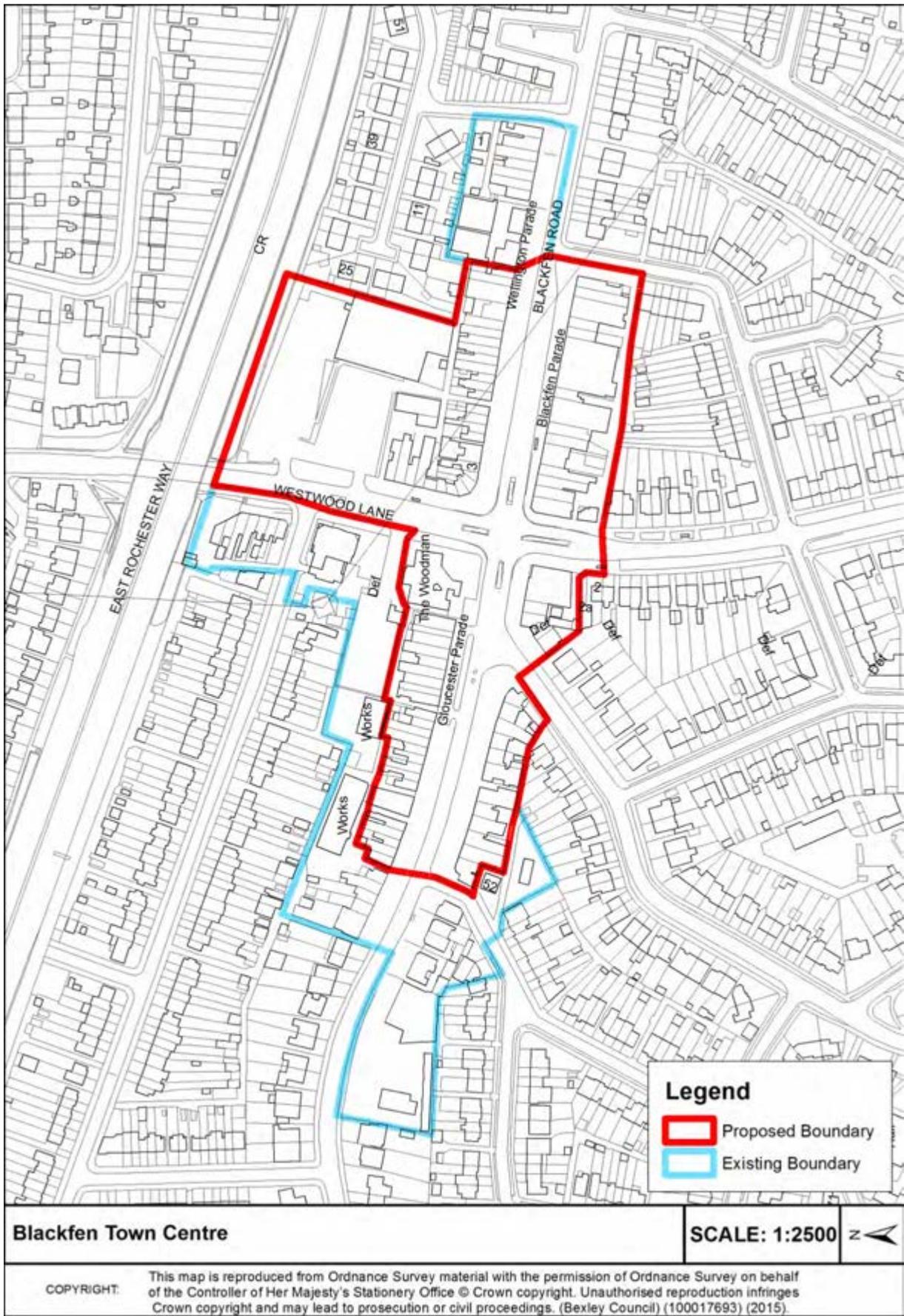


Figure 16: Blackfen local town centre (proposed boundary change)

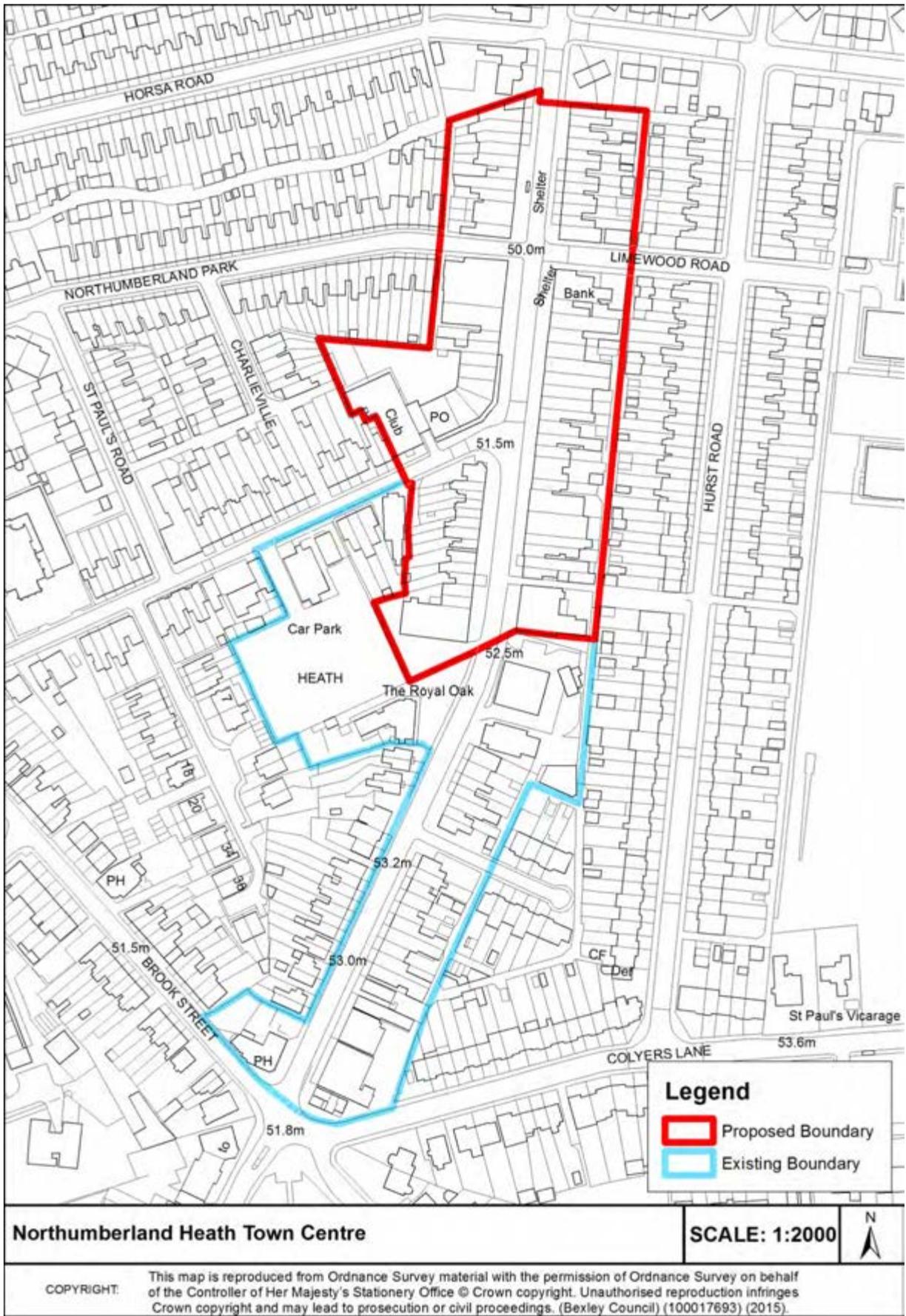


Figure 17: Northumberland Heath local town centre (proposed boundary change)

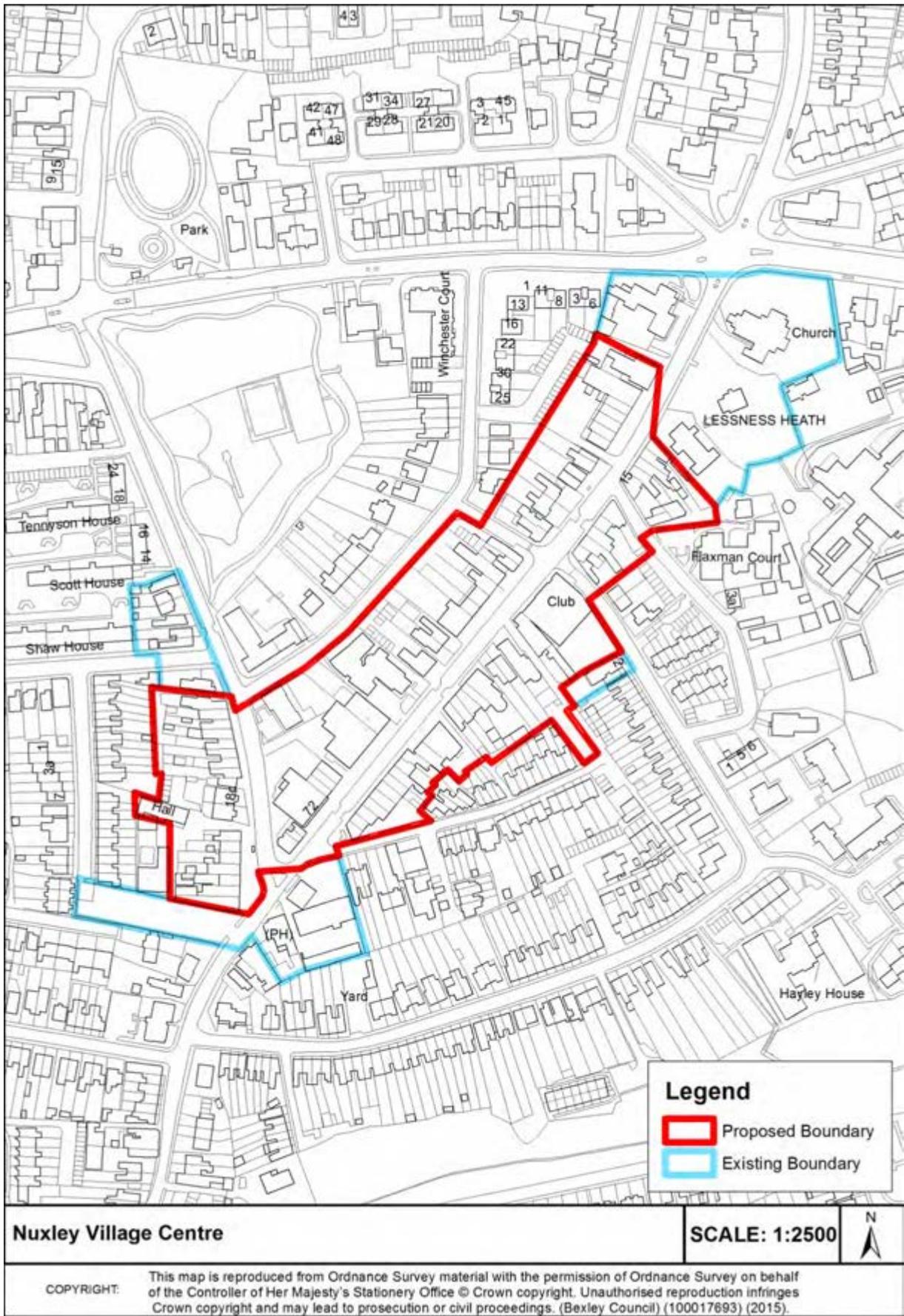


Figure 18: Nuxley Village local town centre (proposed name and boundary change)

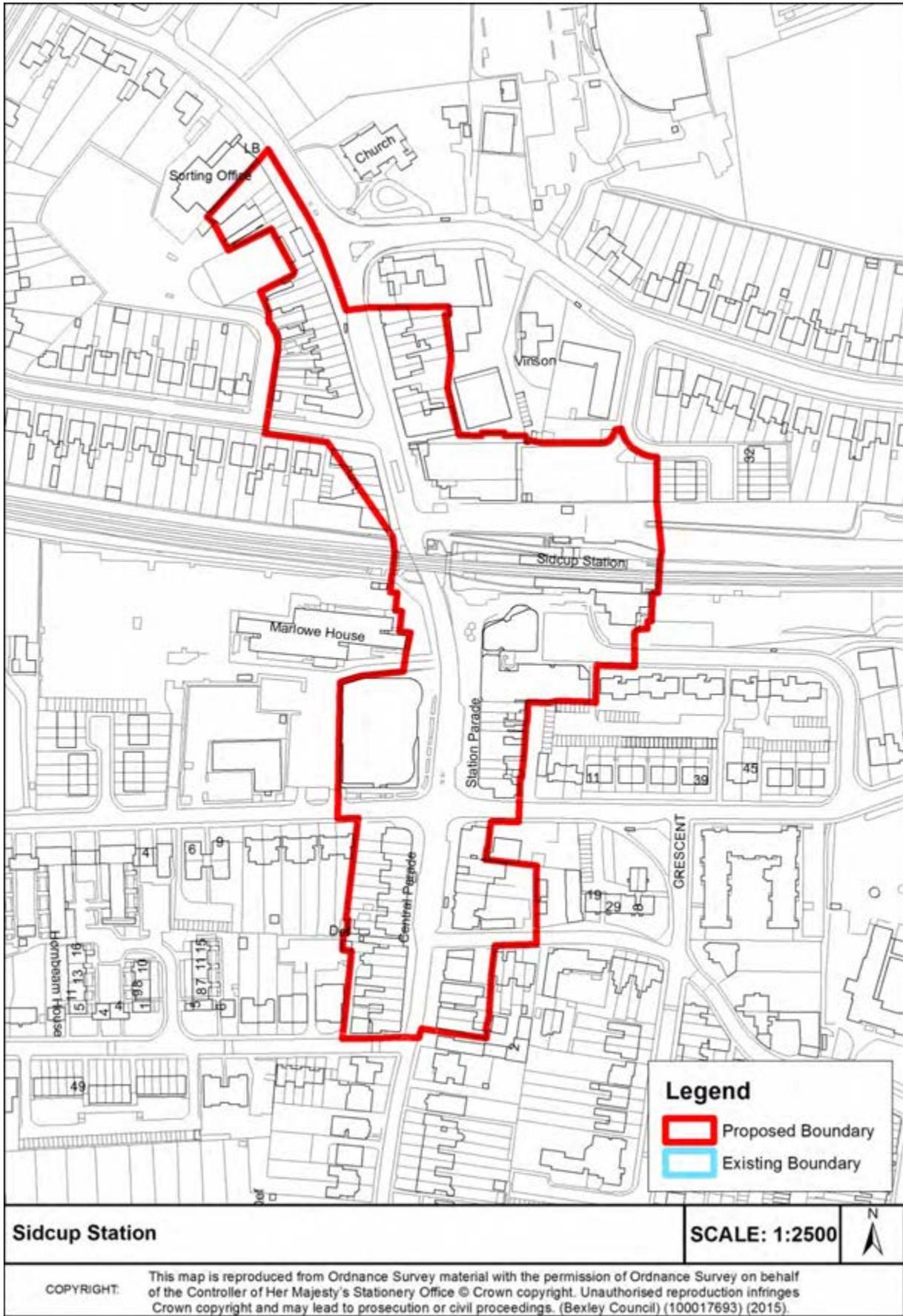


Figure 19: Sidcup Station local town centre (proposed addition)

Appendix 2: *Site assessments and recommendations for land use*

Site assessments – introduction and methodology

Context

- 8.1. New planning policy and guidance is emerging at national and regional level that will have an important impact on local growth and development.
- 8.2. The National Planning Policy Framework (NPPF) 2018 sets out the Government's planning policies for England and provides the framework within which locally-prepared plans can be produced. It states that plan-making authorities should demonstrate how their identified housing, retail, employment and infrastructure needs can be met over the plan period, through the identification and allocation of sites.
- 8.3. The London Plan is the overall strategic plan for London and provides the London-wide policy context for borough local development plan documents. It sets out Bexley's ten-year housing target, and this will have an impact on sustainable development in the borough. Therefore, it is more important than ever for Bexley to take a proactive approach to planning for new homes, as well as jobs, retail and associated infrastructure.
- 8.4. In order to do this the Council will produce site allocations, as part of the Local Plan, that will seek to:
 - demonstrate how Bexley can respond to its identified housing, retail, employment and infrastructure needs; and,
 - highlight where specific sites are proposed for a change in their land use designation.
- 8.5. The site allocations will be informed by a formal site assessment process as detailed below and set out in this consultation document.

Aims

- 8.6. Through the site assessment process, the Council aims to ensure that:
 - growth is accommodated in the most appropriate and sustainable locations;
 - the appropriate scale and type of development is achieved on each site;
 - development is delivered within the timeframes outlined;
 - existing features on site are retained and enhanced where they hold particular value, such as for heritage, biodiversity or amenity;
 - sufficient land is identified for uses other than housing, such as local parks or education; and
 - where necessary, sites play a role in safeguarding land for future transport infrastructure.

Background (how sites were found)

- 8.7. To begin this process the Council held a public 'call for sites' exercise, which took place formally in summer 2017, although if requested, sites put forward up until autumn 2018 were accepted. Residents, landowners and other interested parties were asked to submit details of sites (over 0.25 hectares) that they wanted to be assessed for future

development potential or change of land use. All sites submitted have been assessed for their suitability to accommodate the use proposed.

- 8.8. Further to the 'call for sites' exercise, potential sites were identified through the Greater London Authority's (GLA) strategic housing land availability assessment (SHLAA) study, carried out in 2017; previous planning briefs; and, site allocations and sites identified by the Council as having potential for development⁴⁴.
- 8.9. In general, only sites of over 0.25 hectares have been considered appropriate for assessment. These sites have the potential to play a greater strategic role within an area than smaller sites, and as such will benefit further from allocation. The Council views small sites as more likely to come forward as windfall development.
- 8.10. It is likely that not all the sites that were put forward will fit with the spatial strategy outlined in this document or be required to meet development needs. A clear methodology was therefore required to appraise the relative suitability of various sites and to help the identification of preferred development sites (site allocations) for the next stage of this plan.

Site assessment methodology

- 8.11. Over 100 sites were assessed, and a consistent methodology was applied to all. This methodology was consulted on in 2010 as part of the Council's previous *Site Specific Allocations: Issues and Options Paper* and updated following consideration of comments received.
- 8.12. The methodology has ensured that the opportunities and constraints of each site have been carefully balanced, considering issues such as accessibility, ownership, land use designations, sustainability of location, environmental impact and physical constraints.
- 8.13. A site assessment summary for each site details the site area, current use, land use designation, recommendations and development phasing (where development has been identified). A map illustrating all sites is set out in Figure 20.
- 8.14. Where the Council believes a site to be suitable for a change of land use designation, this has been indicated.
- 8.15. Whilst preferred uses have been outlined on specific sites where appropriate, planning applications received for these sites must continue to comply with relevant Development Plan policies.
- 8.16. The site assessments will be used to guide the formal site allocations section of the Draft Local Plan at the next stage of Plan preparation (Regulation 19) and will inform the spatial approaches to land use designations that will be graphically illustrated by a

⁴⁴ The Council is currently undertaking a strategic review of all its assets, including the public parking it operates. As part of this the Council is, following public consultation, reassessing the future operation of Council-owned car parks. The outcomes of this strategy will be reflected in the Local Plan through safeguards and, if appropriate, site allocations.

policies map. Feedback is therefore encouraged on the site assessments set out in this consultation paper.

Next steps

- 8.17. Once comments have been received on the Regulation 18 consultation paper, a final choice of strategic sites, known as 'site allocations,' which are needed to achieve the policy objectives of the Draft Local Plan, will be set out at the Regulation 19 stage. These site allocations will include further detail on densities, site capacities and development phasing.
- 8.18. Design briefs and masterplans may be prepared for certain strategic sites, to provide further detail where it may be of benefit; however, it is anticipated that sites that fall within the London Plan Opportunity Areas will be addressed in planning frameworks for these areas.

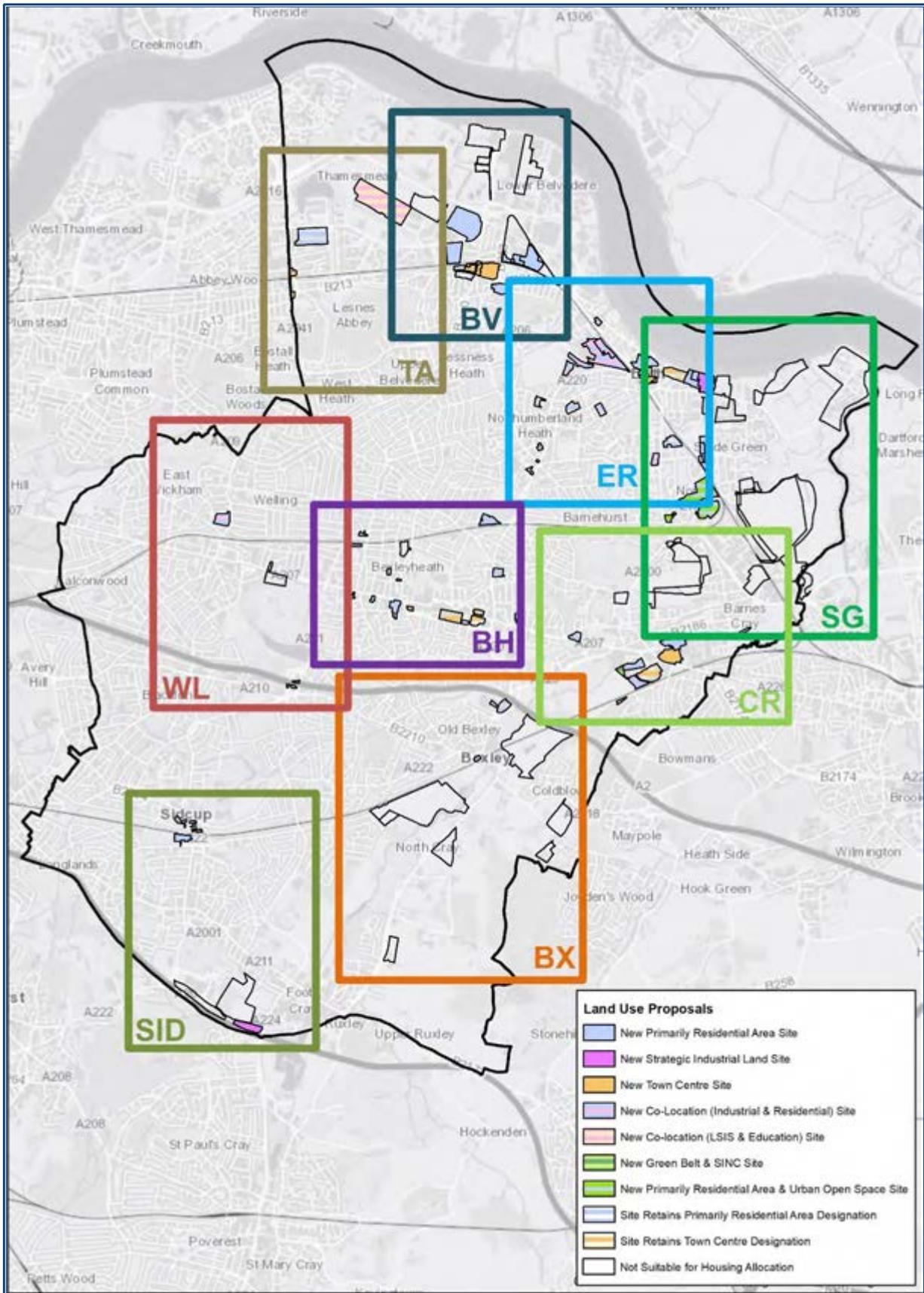


Figure 20: Map illustrating sites put forward for assessment across the borough, grouped by area

Belvedere (BV) sites

Source	Ref. No.	Site name	Size (ha)
SHLAA	BV001	Asda and B&Q Belvedere	3.34
LB Bexley	BV002	Belvedere Family Centre and utilities substation	0.63
LB Bexley	BV003	Belvedere train station and Network Rail land	0.44
SHLAA	BV004	Parade of shops and flats, Station Road and Picardy Street	0.84
LB Bexley	BV005	Picardy Street Estate (North)	0.61
LB Bexley	BV006	Picardy Street Estate (South)	1.41
Call for Sites	BV007	Southern Gas Networks Belvedere Holder Station	3.53
LB Bexley	BV008	Hailey Road Industrial Estate (North)	10.03
Call for Sites	BV009	Primary employment land to the south of Bronze Age Way	18.58
LB Bexley	BV010	Monarch Works, Station Road North	0.63
Call for Sites	BV011	Elbourne Trading Estate, Crabtree Manorway South	0.98
LB Bexley	BV012	Crabtree Manorway Industrial Estate (South) (part)	5.03
LB Bexley	BV013	Former Woodside School	1.88
Call for Sites	BV014	Erith Marshes, south of the Crossness Sewage Treatment Works	7.62
Call for Sites	BV015	Land at former Borax Works	2.52
Call for Sites	BV016	Cory Riverside Energy (Riverside Resource Recovery Limited)	11.68
Call for Sites	BV017	Vacant industrial land at Burts Wharf	9.63

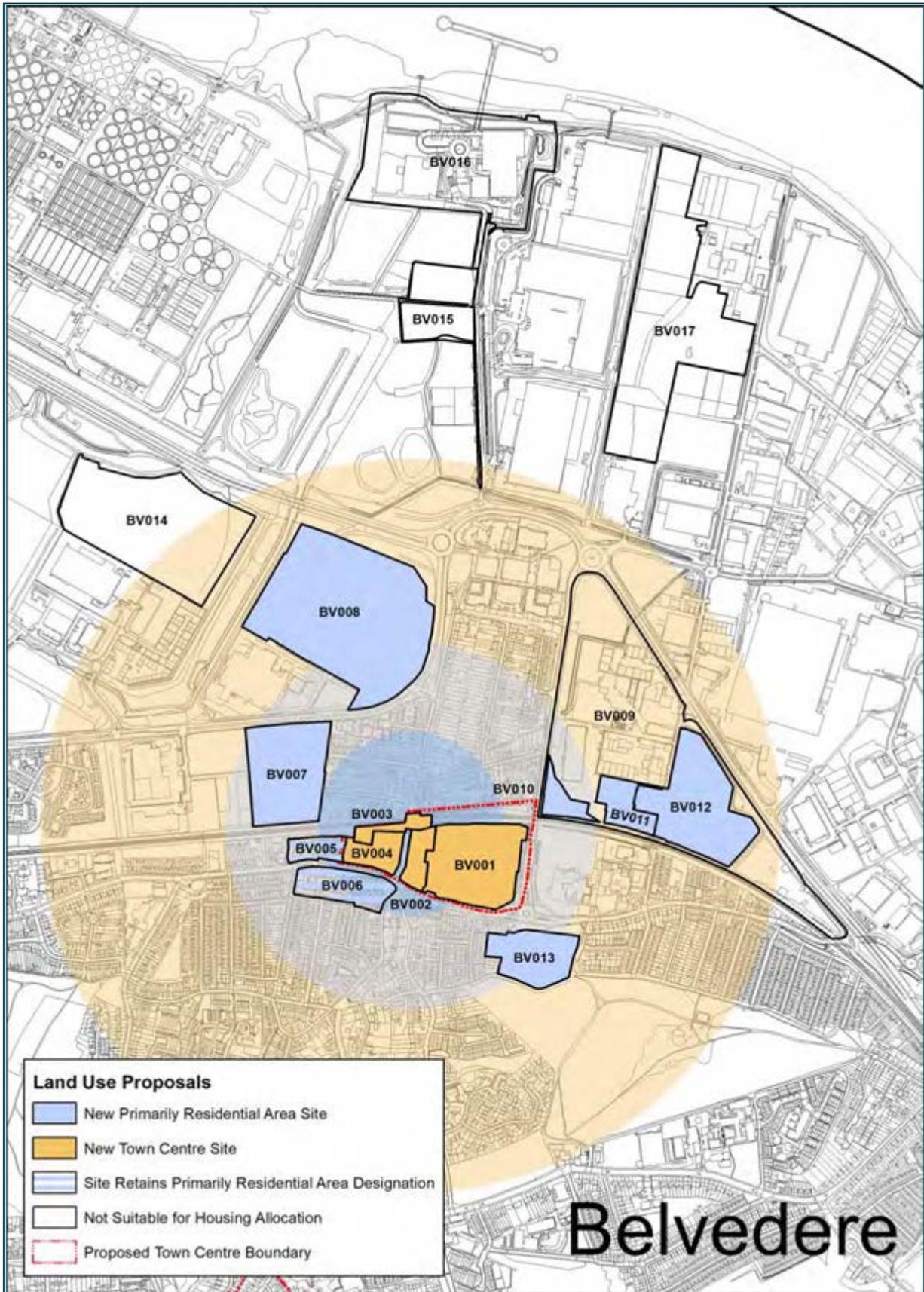


Figure 21: Inset map of Belvedere (BV) sites

Asda and B&Q Belvedere

Lower Road

Site area (Ha) **3.34**

PTAL rating **3**

Current use(s)
Supermarket; Retail
warehousing

Land designation(s)
No designation (white
land)

SHLAA 17040117



Site assessment

This site does not currently have a policy designation on Bexley's UDP proposals map, though it is occupied by a large 'out-of-centre' retail warehouse and associated car parking. The site is adjacent to Belvedere train station; the platforms run behind the site, creating its northern boundary. Borough distributor roads form the site's eastern and southern boundaries; **BV002: Belvedere Family Centre and utilities substation** forms its western boundary.

Therefore, the site is in a strategic location, with the potential to contribute to the aspirations set out in the Bexley Growth Strategy for this part of Belvedere, particularly with a potential extension of Crossrail from Abbey Wood to Ebbsfleet. The site offers the opportunity to play a sizable role in creating both a new transit hub at Belvedere Station as well as contributing to a new District Centre. Thus, given that the site already has a large amount of retail floor space, comprehensive redevelopment of the site should be for retail space at ground and possibly first floor, with residential development introduced above.

Early findings from transport modelling suggest that routes will need to be found for an extension of the DLR, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed to **Town Centre**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Belvedere Family Centre and utilities substation

Station Road, Belvedere

Site area (Ha)

0.63

PTAL rating

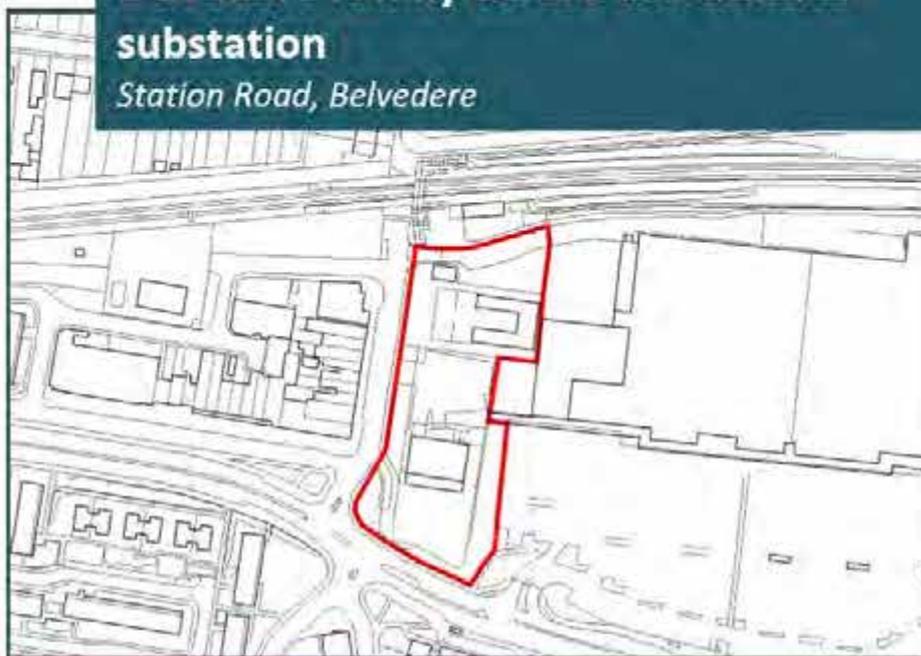
3

Current use(s)

Community services;
utilities infrastructure

Land designation(s)

No land designation
(white land)



Site assessment

This site does not currently have a policy designation on Bexley's UDP proposals map, though it is occupied by a family resource centre (single storey), associated parking and electrical utilities infrastructure. All these uses front Station Road, the site's western boundary and main route to Belvedere Station, south of the railway line. The site also contains a number of mature trees. The North Kent railway line and Belvedere train station comprises the site's northern boundary and **BV001: Asda and B&Q Belvedere** its eastern boundary.

Along with **BV004: Parade of shops, Station Road and Picardy Street**, it is considered that given the site's sustainable and prominent location next to Belvedere Station, the opportunity exists to establish a residential-led mixed use development that contributes to achieving the Growth Strategy's aspiration of creating a new District Centre and delivers ground floor retail frontage on both sides of Station Road with residential above. As part of redevelopment, community services should be reinstated, new retail frontage created and opportunities explored to provide a new public space and enhanced public realm around the station.

Early findings from transport modelling suggest that routes will need to be found for an extension of the DLR, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed to **Town Centre**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Belvedere train station and Network Rail land *Station Road*

Site area (Ha)

0.44

PTAL rating

3

Current use(s)

Railsides; Railway and train station; electrical substation for the railway

Land designation(s)

Network Rail Land; White Land (No Designation); Primarily Residential Area



Site Assessment

This site includes Belvedere Station, a pedestrian footbridge and railsides land owned by Network Rail. This is a key site in the proposed Belvedere district centre, and comprehensive redevelopment of the site should include a new Crossrail Station with shops, and residential above. This strategically important site represents an opportunity to integrate the station with surrounding development sites.

Recommendations

- That the land use designation of the site is changed to **Town Centre**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Parade of shops and flats

Station Road & Picardy Street, Belvedere

Site area (Ha)

0.84

PTAL rating

3

Current use(s)

Residential: Retail

Land designation(s)

Primarily Residential Area; Neighbourhood Parade

SHLAA 17040254



Site assessment

This site has an underlying land designation of **Primarily Residential Area** and is comprised of a number of land parcels and buildings. The North Kent railway line forms the site's northern boundary and its eastern and southern boundaries are demarcated by two of the area's most prominent routes: Station Road (the main route to Belvedere Station south of the railway line) and Picardy Street. At ground level, retail fronts both Station Road and Picardy Street; this frontage is designated as a **Neighbourhood Centre**. Most shop units have a single storey of residential accommodation above, though some units facing Picardy Street have either two storeys of accommodation or none at all. There is also a vacant building opposite the station entrance that was once a pub.

In this context, given the site's sustainable and prominent location next to Belvedere Station, and the Growth Strategy's aspiration for a District Centre at Belvedere, the opportunity exists to greatly intensify the site, creating a renewed residential-led mixed used development to provide retail uses at ground floor (fronting Station Road and Picardy Street) and residential above, with an enhanced public realm, at the centre of the proposed Belvedere Station District Centre.

Early findings from transport modelling suggest that routes will need to be found for an extension of the DLR, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendation

- That the land use designation of the site is changed from **Primarily Residential Area** and **Neighbourhood Parade** to **Town Centre**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Picardy Street Estate (North)

Picardy Street, Belvedere

Site area (Ha)

0.61

PTAL rating

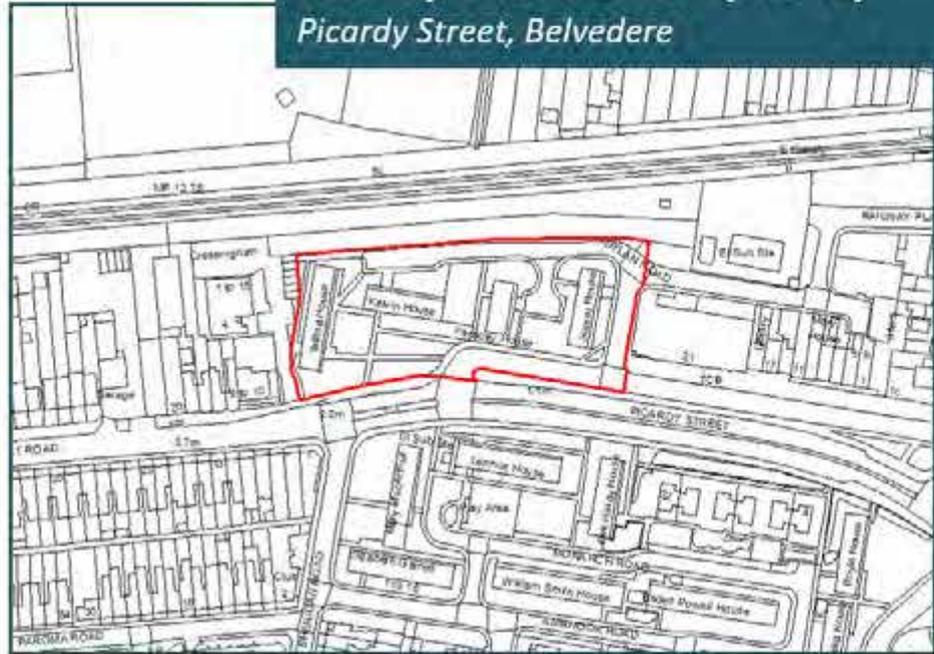
3

Current use(s)

Residential estate

Land designation(s)

Primarily Residential
Area



Site assessment

The residential *Picardy Street Estate* straddles both sides of Picardy Street. The northern portion of the estate forms part of Belvedere's **Primarily Residential Area** and is comprised of four 4-storey blocks of flats siting in undefined open space next to the North Kent railway line and the 'green corridor' that runs alongside the railway line. It is considered that, given the site's sustainable location and close proximity to Belvedere Station and the proposed District Centre, the opportunity exists to intensify the estate, creating a renewed residential quarter.

Further, with the Growth Strategy aspiration to bring additional transport routes to Belvedere via Thamesmead and create a transit hub, the site is considered part of an important approach to the station. Early findings from transport modelling suggest that routes will need to be found for an extension of the DLR, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Picardy Street Estate (South)

Picardy Street, Belvedere

Site area (Ha)

1.41

PTAL rating

3

Current use(s)

Residential estate

Land designation(s)

Primarily Residential
Area



Site assessment

The residential *Picardy Street Estate* straddles both sides of Picardy Street. The southern portion of the estate comprises of eight 4-storey apartment blocks and three 2-storey semi-detached houses, arranged around a centrally located playground and basketball-court. The site is part of Belvedere's **Primarily Residential Area**.

It is considered that, given the site's sustainable location and close proximity to Belvedere Station, the opportunity exists to intensify the estate, creating a renewed residential quarter west of Belvedere Station and the proposed District Centre

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Southern Gas Networks Belvedere Holder Station Yarnton Way

Site area (Ha) **3.53**

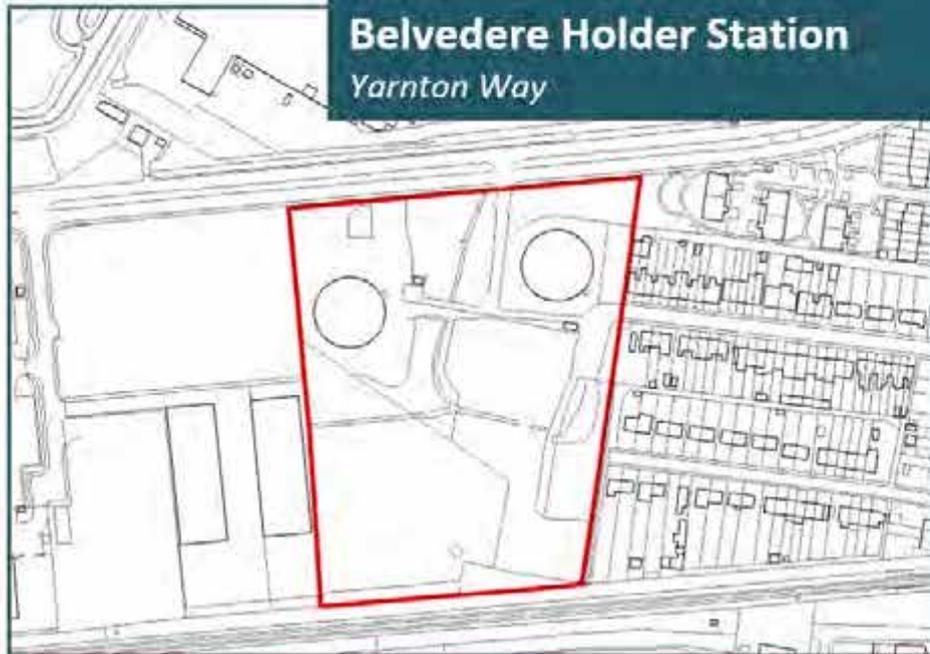
PTAL rating **3**

Current use(s)

Vacant gas works

Land designation(s)

Primary Employment
Land



Southern Gas Network's Belvedere Holder Station was put forward as part of the 'Call for Sites' exercise; a potential future use for the site was not suggested within the submitted documentation.

Site assessment

The site is designated as **Primary Employment Land** and is currently occupied by two gas holders. Whilst the underlying gas network is still functioning, the gas holders are now surplus to requirements, offering up a potential development site. Neighbouring the site is established residential housing to the east and south adjacent to the railway line, with business uses established on industrial land to the west and north. Subject to the conclusions of Bexley's ongoing Employment Land Review, the site could be released for residential development, although it is unlikely that this site will come forward during the Plan period.

A drainage ditch crosses the site, and the southern portion of the site contains significant amounts of greenery and tree coverage. Though not designated as SINC, this greenery supports the 'Belvedere rail green wildlife corridor' of the North Kent line railway and may have ecological significance and potential. The vegetation is seen as an asset, and can help to establish a new 'green link' into the proposed district centre at Belvedere Station and beyond. Also important to note is that the site is within an **Area of Open Space Deficiency**, is in close proximity to **Belvedere Railway Station**, and sits between two of the area's key green open spaces (Frank's Park and Erith Marshes).

Early findings from transport modelling suggest that routes will need to be found for an extension of the DLR, a new bus rapid transit system, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Land** to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Hailey Road Industrial Estate (North)

Hailey Road, Belvedere

Site area (Ha)

10

PTAL rating

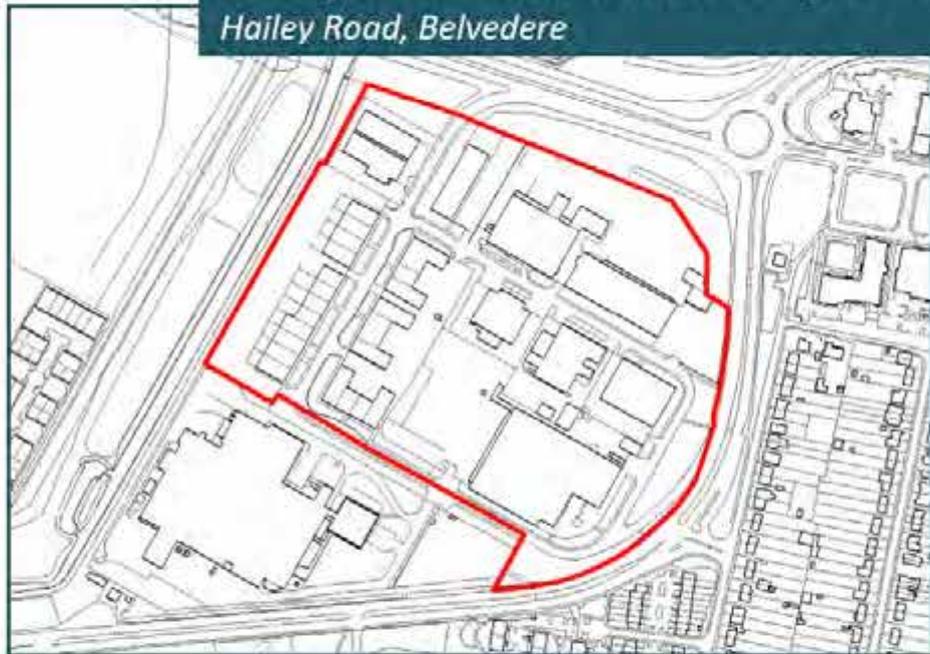
2

Current use(s)

Employment – Industrial

Land designation(s)

Primary Employment
Land



Site Assessment

This site is designated as **Primary Employment Land** and is within **Belvedere's Industrial Area**. It is occupied by low density industrial sheds and is owned by a single land owner. The site is bounded on the west and north by sites of importance for nature conservation (SINCs) and by a large food manufacturer to the south. **Belvedere Station** is in close proximity. Also important to note is that the site is within an **Area of Open Space Deficiency**.

Subject to the findings of Bexley's Employment Land Review, it is considered that the site represents a substantial opportunity to establish a new neighbourhood in close proximity to Belvedere Station and that comprehensive redevelopment of the site should provide new homes as well as associate infrastructure, in particular a new primary school and local park.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Land** to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Primary employment land to the south of Bronze Age Way

Belvedere

Site area (Ha)

18.6

PTAL rating

1b

Current use(s)

Industrial businesses;
Café

Land designation(s)

Primary Employment
Area



This site was put forward as part of the Council's 'Call for Sites' exercise and proposed for residential development. It is comprised of a number of sites, two of which were 'Call for Sites' in their own right, and one that was identified London Borough of Bexley following engagement with developers and landowners. These sites are set out below and the recommendations for each summarised. For clarity, these three recommendations should be taken in aggregate form as the overarching recommendation for this site and all recommendations are subject to the conclusions of Bexley's ongoing Employment Land Review.

This large triangular site is bounded by Picardy Manorway to the west, Bronze Age Way to the north, and the North Kent railway line to the south. The smaller sites that sit within **BV009: Primary Employment Land to the south of Bronze Age Way** site are:

BV010: Monarch Works, Station Road North – it is recommended that the land use designation of this site is changed from **Primary Employment Area** to **Primarily Residential Area**

BV011: Elbourne Trading Estate – It is not considered appropriate for this site, if allocated, to be redeveloped in isolation; therefore, following engagement with developers and landowners, the Council has identified a larger site that encompasses this site, which is **BV012: Crabtree Manorway industrial Estate (South) (part)**.

BV012: Crabtree Manorway Industrial Area (South) (part) – it is recommended that the land use designation of this site is changed from **Primary Employment Area** to **Primarily Residential Area**

The area of land within **BV009**, not identified within one of the above individual sites should continue in its current designated land use, and will need to consider the outcomes of transport modelling work as part of any potential intensification of business uses. Early findings from transport modelling suggest that routes will need to be found for a new bus rapid transit system, and for additional widening of the railway beyond the current Crossrail safeguarding.

Recommendations

- That there is no change to the land use designation of the area of land within **BV009** where it has not been identified and assessed separately within the individual sites **BV010**, **BV011** and **BV012**.

Monarch Works

Station Road North, Belvedere

Site area (Ha)

0.63

PTAL rating

2

Current use(s)

Employment - Industrial

Land designation(s)

Primary Employment Area



Monarch Works was put forward as part of the Council's 'Call for Sites' exercise where it was suggested as appropriate for residential development.

Site assessment

The site forms part of **Belvedere's Industrial Area** and has a land designation of **Primarily Employment Area**. A single business currently occupies the site, fabricating and engineering sheet metal products. The North Kent railway line forms the southern boundary of the site. Access to the engineering works is gained solely via Station Road North, a residential street, which passes underneath the Picardy Manorway flyover into the site's western boundary. These access arrangements link the site closely to the established residential area north of the train tracks and also to the current entrance arrangements for Belvedere Station. Due to the site's proximity to Belvedere Station and relationship to its neighbouring residential areas, it is considered suitable for residential development, subject to the conclusions of Bexley's ongoing Employment Land Review.

Early findings from transport modelling suggest that routes will need to be found for a new bus rapid transit system, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Primarily Residential Area**

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Elbourne Trading Estate

Crabtree Manorway South, Belvedere

Site area (Ha)

0.99

PTAL rating

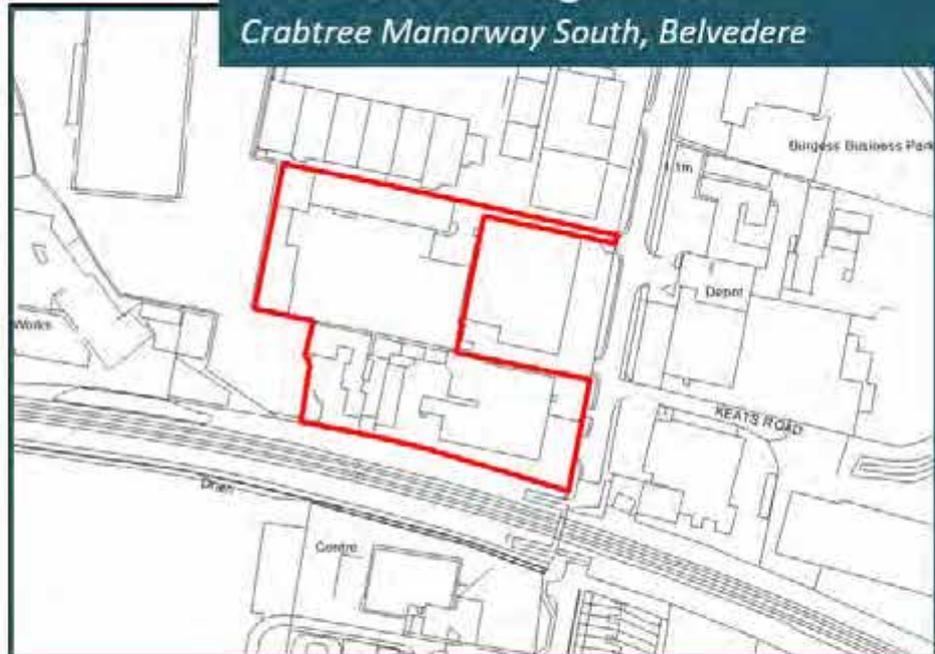
1b

Current use(s)

Employment – Industrial;
Café

Land designation(s)

Primary Employment
Area



Elbourne Trading Estate was put forward twice as part of the Council's 'Call for Sites' exercise, once as a site in its own right (which this recommendation responds to) and on a second occasion as part of the much larger BV005: Crabtree Manorway South site. On both occasions it was proposed for residential development. N.B: For clarity, this recommendation will feed into and inform the recommendation for the much larger BV005: Crabtree Manorway South site.

Site assessment

Elbourne Trading Estate forms part of Belvedere's Industrial Area and has an underlying land designation of **Primary Employment Area**. The site is comprised of a number of parcels in different ownerships and is occupied by a café and multiple industrial businesses. Industrial uses also neighbour the site to the north, west and east; the North Kent railway line creates the site's southern boundary. Whilst the neighbouring strategic rail infrastructure and industrial landscape both contribute to severance, a pedestrian footbridge connects the site south over the railway line to the nearby residential street of Mitchel Close.

Due to the potential for the site to help establish a new pedestrian route north of the railway towards Belvedere Station, it is considered appropriate, subject to the conclusions of Bexley's ongoing Employment Land Review, to release the site for residential development. Nonetheless, it is not considered appropriate for this site, if allocated, to be redeveloped in isolation; therefore, following engagement with developers and landowners, the Council has identified a larger site that encompasses this site, which is **BV012: Crabtree Manorway Industrial Area (South) (part)**.

Crabtree Manorway Industrial Area (South) (part) Crabtree Manorway South, Belvedere

Site area (Ha)

5.1

PTAL rating

1b

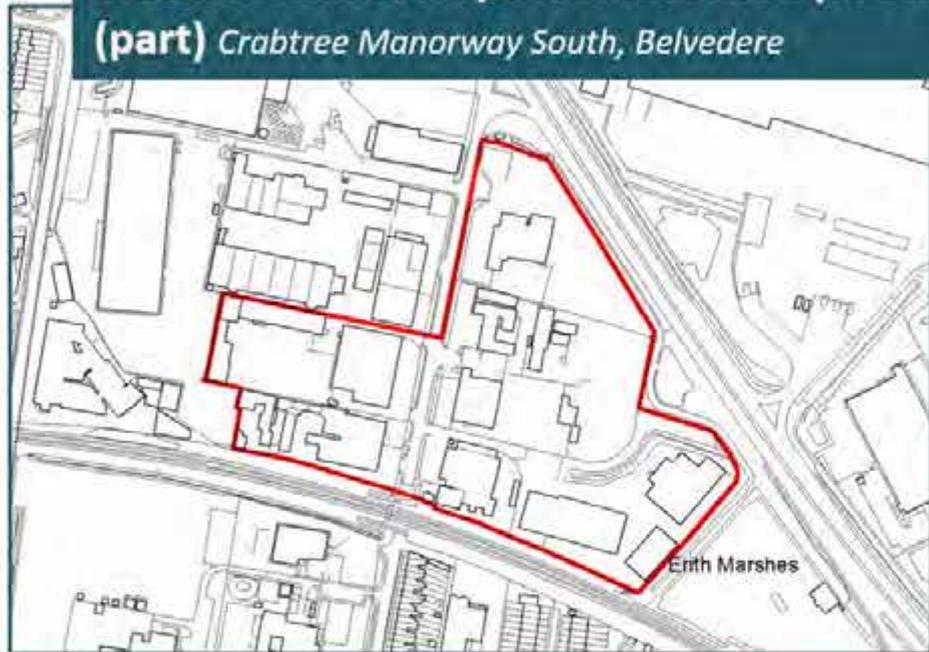
Current use(s)

Industrial; Café

Land designation(s)

Primary Employment Area

SHLAA 17040049



Crabtree Manorway South Industrial Area (part) has been identified by London Borough of Bexley. NB: The site includes BV0111: Elbourne Trading Estate and builds upon the recommendation made for it. This site was also put forward as part of the Council's 'Call for Sites' exercise as part of the much larger BV009: Primary Employment land to the south of Bronze Age Way site.

Site assessment

Crabtree Manorway Industrial Area (South) (part) includes BV011: Elbourne Trading Estate, a site that has been recommended for release from its **Primary Employment Area** designation (subject to the conclusions of Bexley's ongoing Employment Land Review) due to its links with existing residential development and potential to establish a new pedestrian route towards Belvedere Station. In this context, it is considered that this site boundary represents the logical extent of release for residential development (again, subject to the conclusions of Bexley's Employment Land Review), with natural boundaries formed by Bronze Age Way, the railway line, and two areas that will remain in employment uses.

Early findings from transport modelling suggest that routes will need to be found for a new bus rapid transit system, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Primarily Residential Area**

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Former Woodside School Halt Robin Road, Belvedere

Site area (Ha)

1.9

PTAL rating

3

Current use(s)

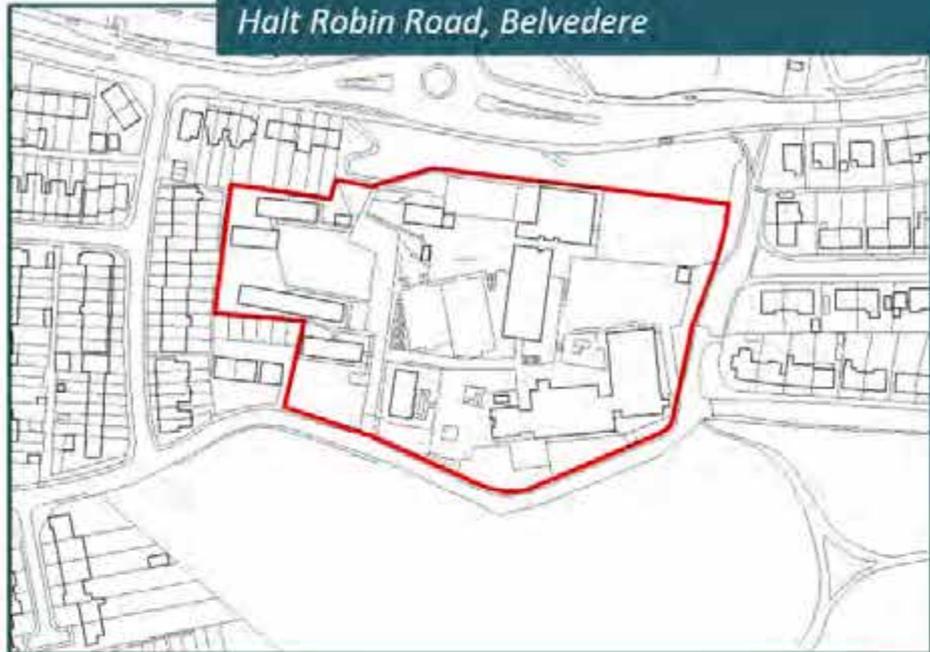
Vacant (previously
Woodside School)

Land designation(s)

Education Buildings and
Playing Fields

SHLAA 17040116

SHLAA 17040197



Site Assessment

This site is designated as **Educational Buildings and Playing Fields** and for many years was home to Woodside School. In 2015, issues with the suitability of the site for education purposes led to the school being relocated to Colyers Lane, Erith; since then the school buildings and grounds have remained vacant. However, the old school entrance building, with a façade constructed out of brick and a roof complete with cupola, makes a positive contribution to the streetscape and the wooded approach to the site along both Halt Robin Road and Parkside Road.

Opposite the site is the mature woodland of Franks Park, a Borough grade I Site of Importance for Nature Conservation. Given the historic difficulties of using the site for educational purposes, if it were to become surplus to educational requirements then it could be released for residential development. Redevelopment of the site also offers the opportunity to establish a new 'green link', by developing a new route through the site, into Frank's Park and down into the proposed new district centre around Belvedere Station.

Recommendations

- That the land use designation of the site is changed from **Educational Buildings and Playing Fields** to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Site area (Ha)

7.6

PTAL rating

0

Current use(s)

Thames-side grazing
marsh

Land designation(s)

Site of Metropolitan
Importance for Nature
Conservation;
Metropolitan Open
Land;
South East London
Green Chain



This site was submitted as part of the 'Call for Sites' exercise; the proposal accompanying the submission suggested the site be re-allocated as Employment Land; it was argued by the submitter that the site could form a logical extension to the adjacent Veridion Business Park, and that its development could facilitate enhancements to the remaining SINC habitat, including public access.

Site assessment

This site is part of a Metropolitan grade Site of Importance for Nature Conservation identified as M041 Erith Marshes, which is one of the very few remaining areas of Thames-side grazing marsh in London, supporting scarce birds, plants and insects. The site is part of a larger Metropolitan Open Land designation (which the London Plan affords the same protection as Green Belt Land), and is also part of the South East London Green Chain network. A Local Nature Reserve lies to the north of the site, across Eastern Way.

It is considered that there are no exceptional circumstances to justify the change in designation of the site, which is afforded a high level of environmental protections. Given that there are alternative sites in the borough currently designated for employment use, many of which could be intensified, and other more suitable sites that could be identified; the Council does not believe it would be appropriate to allocate this site for designation as Employment Land. An enhancement of the SINC habitat, including additional public access, is welcomed.

Recommendations

- That there is no change to the existing land use designations

Land at former Borax Works

Norman Road, Belvedere

Site area (Ha)

2.52

PTAL rating

0

Current use(s)

Vacant previously
developed land

Land designation(s)

Primary Employment
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for inclusion within the adjoining Erith Marshes Site of Metropolitan Importance for Nature Conservation (SINC) designation. This site also forms part of a larger site BV016: Cory Riverside Energy (Riverside Resource Recovery Limited) considered separately as part of Bexley's 'Call for Sites' exercise.

Site Assessment

The site is also adjacent to the Crossness Nature Reserve and is designated as a Primary Employment Area, with a current outline planning permission granted for the construction of a data centre, sub-stations, and formation of new access, car parking, and landscaping.

Bexley's Local Plan policies require development to be guided by comprehensive ecological surveys from a scheme's inception. Extensive mitigation and enhancement measures must be identified and incorporated into the earliest stages of the design process in order to protect existing wildlife. The developer should work closely with ecologists and council officers throughout the application process.

As part of this Local Plan review, the Council will be considering amendments to SINC boundaries. Proposals made by land-owners or interested party for amendments to SINC boundaries will be considered as part of this process. Only those sites that provide a significant contribution to the ecology of an area will be afforded a SINC designation.

Recommendations

- That there is no change to the land use designation
- That the site is assessed for potential inclusion within the adjacent SINC

Cory Riverside Energy (RRRL)

Belvedere

Site area (Ha)

11.7

PTAL rating

0 - 1

Current use(s)

Energy-from-waste
facility

Land designation(s)

Primary Employment
Area
Site of Importance for
Nature Conservation



*This site was submitted as part of the Council's 'Call for Sites' exercise with the proposal that it continues to be allocated for employment use. Part of this site, was also submitted separately as part of the Council's 'Call for Sites' exercise, and has been assessed under **BV015: Land at former Borax Works***

Site assessment

This site falls within **Belvedere's Industrial Area** and has an underlying land designation of **Primary Employment Area**. Bexley's UDP map also shows an over-washed land designation of **Special Industrial Zone (SIZ)**. However, this over-washed **Special Industrial Zone** designation was not saved by the Secretary of State Decision dated 27 September 2007. In this instance, the site now falls back to its underlying land designation of **Primary Employment Area**. The site also falls within the **Thames Side** policy area which is both a London Plan and Local Plan designation. Policies for this area define appropriate uses and there is a related focus on the important ecology within the area. As part of the Local Plan review an assessment of all employment land is being carried out. It is likely that this area will remain in industrial use.

The site boundary closely aligns and overlaps with the Erith Marshes and the River Thames Metropolitan Sites of Importance for Nature Conservation (SINC); in addition part of Belvedere Dykes borough SINC is within the site boundary. Metropolitan SINC's, referred to as local wildlife sites in the NPPF, represent the best examples of London's habitats and/or contain a particularly rare species. Similarly, borough sites are of importance at a borough level. Only those sites that provide a significant contribution to the ecology will be afforded a SINC designation.

Recommendations

- That there is no change to the land use designation
- That there is no change to the existing SINC land use designation, with the exception of the area of land within this site identified in **BV015: Land at former Borax Works** which should be assessed for potential inclusion within the adjacent SINC

Vacant industrial land at Burts Wharf Belvedere

Site area (Ha)

9.6

PTAL rating

1a

Current use(s)

Vacant land

Land designation(s)

Primary Employment
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for re-wilding and retention as open space.

Site Assessment

The site forms part of the borough's primary employment area, located adjacent to the Belvedere dykes Site of Importance for Nature Conservation (SINC) and the River Thames Metropolitan SINC. The site has lied vacant for some time.

The site is currently subject to a number of planning applications, including 16/01386/FULM (approved) and 17/00029/OUTM (undetermined), with work having commenced on site.

Future development proposals should undertake appropriate ecological survey work, providing an ecological buffer and enhancements to the adjacent SINC.

Recommendations

- That there is no change to the land use designation

Thamesmead and Abbey Wood (TA) sites

Source	Ref. No.	Site name	Size (ha)
SHLAA	TA001	Shop, vacant land and car wash	0.27
LB Bexley	TA002	Crossrail South East Section Project Land (Felixstowe Car Park)	0.54
SHLAA	TA003	Wolvercote Road Estate	6.51
Call for Sites	TA004	Veridion Park Industrial Estate	15.28



Figure 22: Inset map of Thamesmead and Abbey Wood (TA) sites

Shop, vacant land and car wash

500 Abbey Road, Abbey Wood

Site area (Ha)

0.26

PTAL rating

4

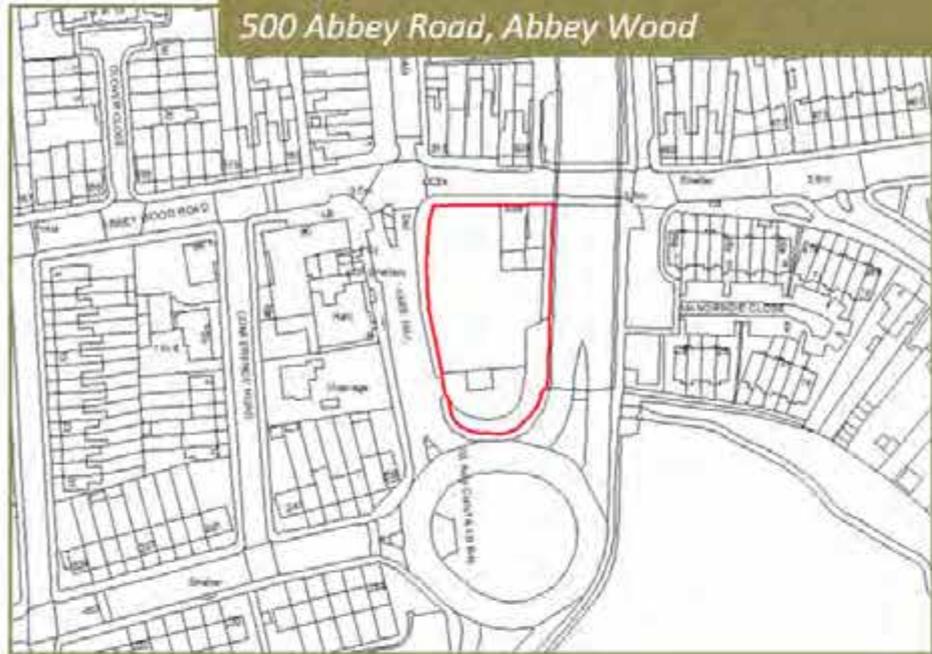
Current use(s)

Vacant retail; Car wash;
previously developed
land

Land designation(s)

Primarily Residential
Area; Neighbourhood
Parade

SHLAA 17040008



Site assessment

This site is designated as **Primarily Residential Area** and sits within 200m of Abbey Wood station, and will benefit from the arrival of the Elizabeth Line at Abbey Wood. A vacant retail unit, part of the Abbey Wood Village Neighbourhood Centre, occupies the northern part of the site. The demolition of this unit was granted prior approval on 27 February 2018 (ref 18/00215/PRIORD). The rest of the site has been cleared previously, with the exception of an open air car wash to the south. Initial findings from the Bexley Neighbourhood Centre Review (2018) suggest that Abbey Wood Village is suitable for promotion up the town centre hierarchy to become a Local Centre. The proposed boundary for this centre is set out in Appendix 1 to Part II of this consultation paper.

It is considered that the site offers the opportunity to contribute extensively to Abbey Wood Village and that its comprehensive redevelopment should be of a mixed-use nature, with town centre uses on the ground floor fronting Abbey Wood Road and higher density residential behind and above. Development of this site should retain and enhance the 'village' character of the immediate local area, and opportunities should be taken to enhance the local public realm, especially the environment beneath the under pass. Potential impacts on nearby SSSI, SINC, MOL and scheduled Ancient monument at Lesnes Abbey will need consideration.

Recommendations

- That the land use designation of the site is changed from **Neighbourhood Parade** to **Town Centre** along Abbey Road in line with the **Abbey Wood Village local centre** proposed boundary, and that there is no change in land use designation to the remainder of the site

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Crossrail South East Section Project Land

Felixstowe Road car park, Abbey Wood

Site area (Ha)

0.87

PTAL rating

4

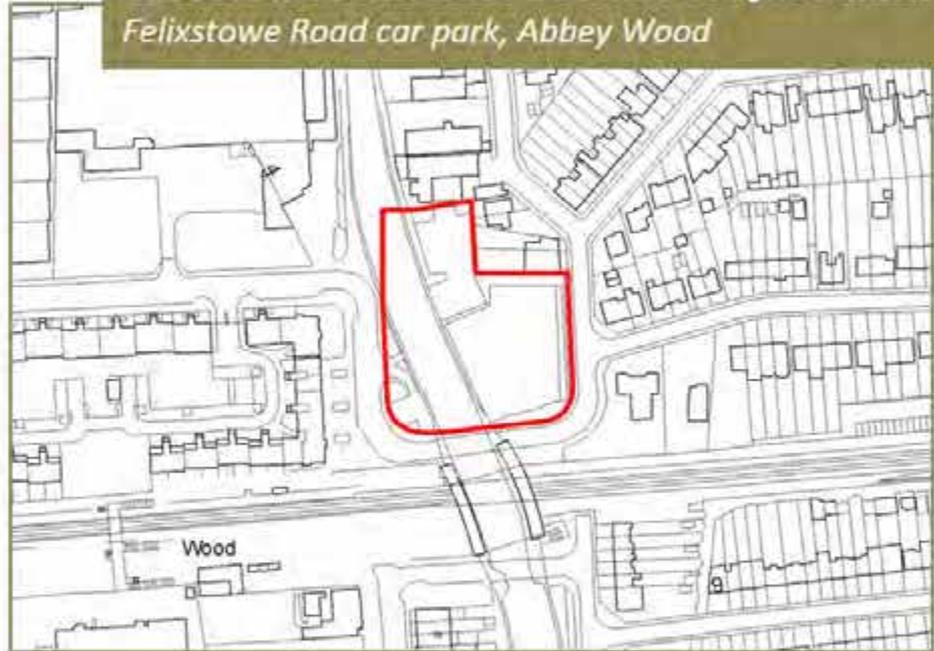
Current use(s)

Employment; Residential

Land designation(s)

Primarily Residential
Area

SHLAA 17040267



Site assessment

This site is extremely close to public transport links, including Abbey Wood station, and thus will shortly benefit from significantly improved connections into central London when Elizabeth Line services commence. The site is bounded by Harrow Manor Way, which is a very busy through route. The comprehensive redevelopment of the site could be for retail at ground and podium levels with residential above. The site will be located within the proposed Abbey Wood Village local centre boundary (please refer to Appendix 1 of Part II of this consultation paper for town centre boundary proposals).

Any proposals for redevelopment of the site would need to be supported by comprehensive parking surveys, and a sufficient level of public parking retained if necessary.

Recommendations

- That the land use designation of the site is changed from **Primarily Residential Area** to **Town Centre** in line with the **Abbey Wood Village local centre** proposed boundary

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Wolvercote Road Estate

Between Yarnton Way and Lensbury Way, Abbey Wood

Site area (Ha)

6.51

PTAL rating

1b

Current use(s)

Residential

Land designation(s)

Primarily Residential
Area

SHLAA 17040240



Site assessment

The site encompasses an occupied housing estate owned by Peabody, and it is being considered for one of the next phases of estate regeneration within the Thamesmead and Abbey Wood area. This site is close to public transport links, including Abbey Wood station, and thus will shortly benefit from significantly improved connections into central London when Elizabeth Line services commence.

The site is bounded by Yarnton Way, and close to Harrow Manor Way, which are very busy through routes. The eastern edge of the site is adjacent to the South East Green Chain and a Site of Importance for Nature Conservation (SINC). Schools, open space and other community facilities and services are located within walking distance, and the area will be served by the proposed Abbey Wood Village local town centre.

Recommendations

- That there is no change to the land use designation

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Veridion Park Industrial Estate

Waldrust Way, Belvedere

Site area (Ha)

15

PTAL rating

1b

Current use(s)

Greenfield land

Land designation(s)

Primary Employment Area; Site of Importance for Nature Conservation



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for inclusion within the adjoining Erith Marshes site of Metropolitan Importance for Nature Conservation (SINC) designation, which surrounds the site to the north and west. Part of this site was also identified separately for educational use, specifically a Place and Making Institute, by London Borough of Bexley.

Site assessment

Veridion Park is a large, mainly undeveloped, industrial estate designated as **Primary Employment Land**. The site currently has an outline planning permission for the construction of a B1/B8 Business Park in three phases including landscape and ecological works, subject to conditions. The adjacent site to the east (also part of Veridion Park) has been built out and is in employment use.

The site is also bisected by two ditches that are afforded a Metropolitan SINC status. The land to the south is designated as a Borough SINC. Metropolitan SINC, referred to as local wildlife sites in the NPPF, represent the best examples of London's habitats and/or contain a particularly rare species. Similarly, borough sites are of importance at a borough level.

As part of this Local Plan review, the Council will be considering amendments to SINC boundaries. Proposals made by land-owners or interested parties for amendments to SINC boundaries will be considered as part of this process. Only those sites that provide a significant contribution to the ecology will be afforded a SINC designation.

Part of the site could come forward for development of a Place and Making Institute; if this were to be the case, then it is considered appropriate to change from a primary employment area to one that co-locates a locally significant industrial site with educational uses. There is an opportunity to develop the site whilst retaining, restoring and enhancing the value of the most significant ecological features, such as the ditches. Any development proposals that come forward on this site should be heavily guided by comprehensive ecological surveys from a scheme's inception, following the Ecological Impact Assessment process.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Co-Location (Locally Significant Industrial Site with Education)**
- That the site is assessed for potential inclusion within the adjacent SINC

Erith (ER) sites

Source	Ref. No.	Site name	Size (ha)
SHLAA	ER001	Europa Trading Estate, Fraser Road	6.53
LB Bexley	ER002	Hamlet Works, Sandcliff Road	1.99
SHLAA	ER003	Birch Walk Industrial Area	1.14
SHLAA	ER004	Former Atlas and GEC Works, Fraser Road	1.60
Call for Sites	ER005	Housing and commercial buildings at West Street and St Francis Road	0.46
LB Bexley	ER006	Erith Western Gateway (part)	2.83
LB Bexley	ER007	Erith Town Centre (between Bexley Road and Pier Road)	1.24
LB Bexley	ER008	Erith Town Centre (between Pier Road and Queen Street)	1.43
Call for Sites	ER009	Erith House, Queen Street	0.17
Call for Sites	ER010	Erith Health Centre, Pier Road	0.23
SHLAA	ER011	Morrisons, Erith	2.86
LB Bexley	ER012	Erith Riverside East	2.54
Call for Sites	ER013	Abbey Car Breakers, Wheatley Terrace	0.75
LB Bexley	ER014	EMR Erith	3.67
LB Bexley	ER015	Hainault House and Former Homeleigh Care Home	1.03
SHLAA	ER016	Erith and District Hospital, Park Crescent	1.41
Call for Sites	ER017	Arthur Street Estate	1.90
Call for Sites	ER018	Northend Trading Estate	0.95
SHLAA	ER019	Northumberland Heath library, community centre and car park	0.36
SHLAA	ER020	DYNES vehicle repair shop, Erith Road	0.34
Call for Sites	ER021	The Duke Pub, Bexley Road	0.07
Call for Sites	ER022	Woodland behind Our Lady of the Angels Church, Carlton Road	0.71

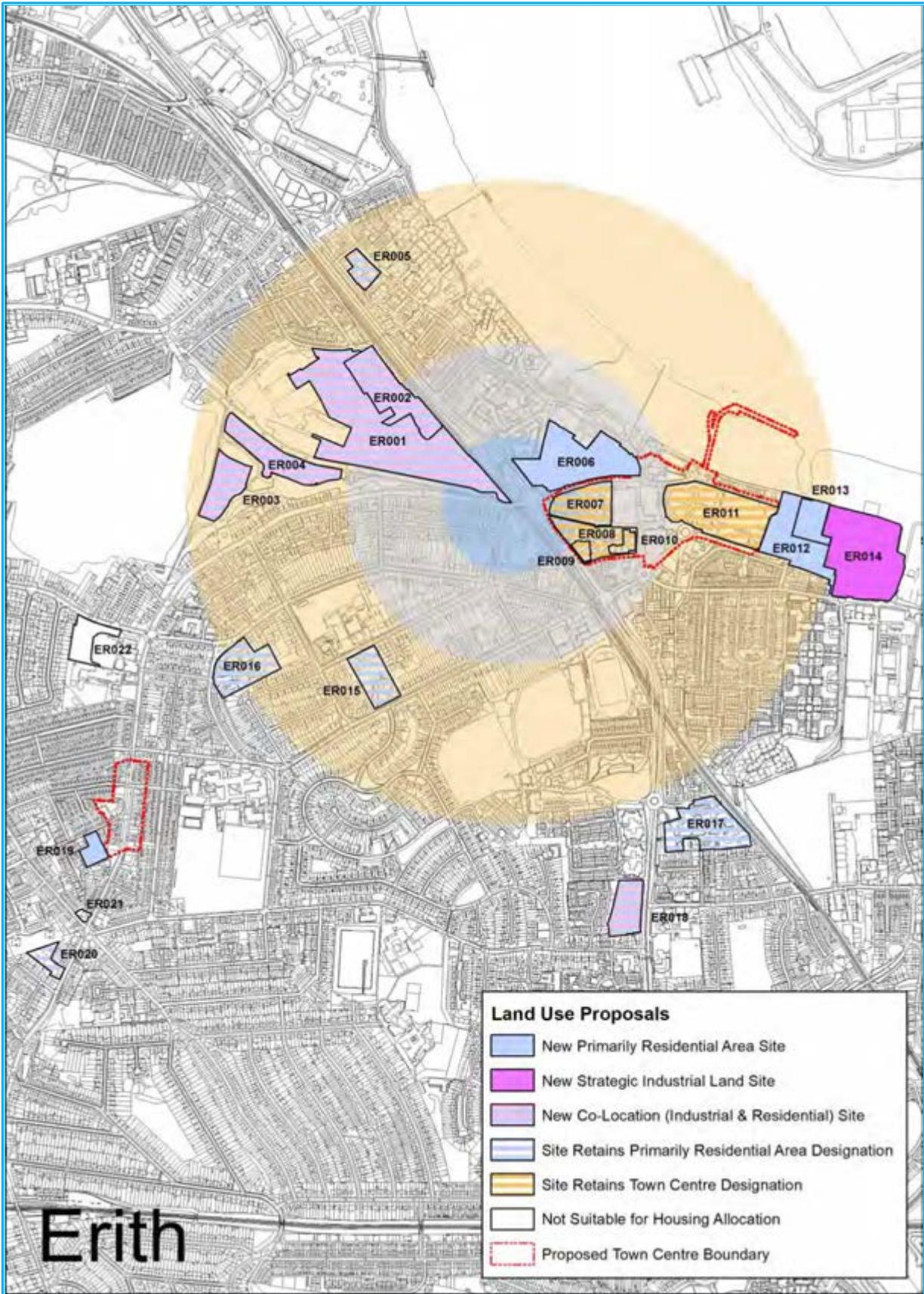


Figure 23: Inset map of Erith (ER) sites

Europa Trading Estate

Europa Estate Industrial Area, Fraser Road, Erith

Site area (Ha)

6.53

PTAL rating

3

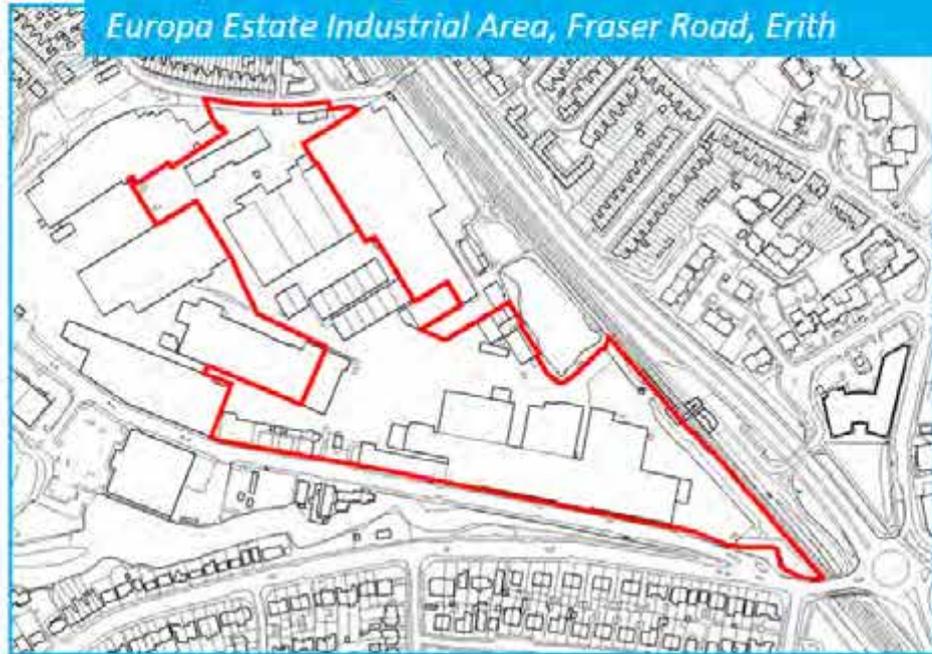
Current use(s)

Industrial

Land designation(s)

Primary Employment Area

SHLAA 17040186



Site assessment

This site, part of the designated **Europa Estate Primary Employment Area**, is immediately adjacent to Erith station and Erith town centre, placing it in a very sustainable location. Subject to the conclusions of Bexley's Employment Land Review, due to the site's sustainable and well-connected location, it is considered that this site would be suitable for the introduction of co-located industrial and residential uses, ensuring no net loss of employment floor space. Proposed development must be carefully designed to ensure that the employment uses do not negatively impact the living conditions of the residential properties. Several industrial units of varying sizes occupy the site, some of which contribute a significant amount of character to the area and should be retained where possible.

The North Kent railway line runs along the site's north-eastern boundary, and as such a buffer along this part of the site may be needed for an extension of Crossrail from Abbey Wood to Ebbsfleet. An existing safeguarding is in place, but this is for a two track option only; a four track option may require additional land, although this may be constrained on this side of the railway line, given the area's geology and change in elevation.

Along with sites **ER002, ER003 and ER004** and the current housebuilding at the former Erith Quarry, redevelopment will change the character of this area, which will become increasingly residential. This growth is likely to be accelerated if an extension of Crossrail includes the nearby Erith station. The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition, the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. This site's proximity to Erith suggests that the aims and objectives of these programmes be considered and incorporated into any development proposals, where appropriate. Pedestrian links through the site towards the town centre and train station from surrounding residential areas should play an integral part in any redevelopment scheme to improve the existing poor permeability.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Co-Location (Locally Significant Industrial Site and Primarily Residential Area)**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Hamlet Works

Europa Estate Industrial Area, Sandcliff Road, Erith

Site area (Ha)

1.99

PTAL rating

2

Current use(s)
Industrial (B8)

Land designation(s)
Primary Employment
Area

SHLAA 17040186



Site assessment

This site lies within the **Europa Estate Primary Employment Area**, although there is a distinct boundary separating this site from the wider industrial estate, and it has its own access point. The site is in single ownership. Subject to the conclusions of Bexley's ongoing Employment Land Review, this site is considered suitable for the introduction of co-located industrial and residential development, ensuring no net loss of employment floor space. Proposed development must be carefully designed to ensure that the employment uses do not negatively impact the living conditions of the residential properties.

The site contains buildings with significant heritage value which should be retained where possible. In addition, a published geological assessment shows that part of the site is a former pit, which is being considered by the Council for designation as a Locally Important Geological (LIG) site. The North Kent railway line runs along the site's north-eastern boundary, and as such a buffer along this part of the site may be needed for an extension of Crossrail from Abbey Wood to Ebbsfleet. An existing safeguarding is in place, but this is for a two track option only; a four track option may require additional land, although this may be constrained on this side of the railway line, given the geological conditions.

Along with sites **ER001**, **ER003** and **ER004** and the current housebuilding at the former Erith Quarry, redevelopment will change the character of this area, which will become increasingly residential. This growth is likely to be accelerated if an extension of Crossrail includes the nearby Erith station. The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition, the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. This site's proximity to Erith suggests that the aims and objectives of these programmes be considered and incorporated into any development proposals, where appropriate. Pedestrian links through the site towards the town centre and train station from surrounding residential areas should play an integral part in any redevelopment scheme to improve the existing poor permeability.

Recommendations

- That the land use designation is changed from **Primary Employment Area** to **Co-Location (Locally Significant Industrial Site and Primarily Residential Area)**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Birch Walk*Fraser Road Industrial Area, Erith*

Site area (Ha)

1.14

PTAL rating

1b

Current use(s)

Offices; Industrial

Land designation(s)

Primary Employment Area

SHLAA 17040159

**Site assessment**

This site is part of the **Fraser Road Primary Employment Area**, and is currently occupied by a large office block and an industrial warehouse; there is also a nature conservation (SINC) designation across part of this employment area. The major housing development on the site of the former Erith Quarry to the west is also well under construction with Phase 1 complete. Subject to the conclusions of Bexley's ongoing Employment Land Review, this site is considered suitable for the introduction of co-located industrial and residential development, ensuring no net loss of employment floor space. Proposed development must be carefully designed to ensure that the employment uses do not negatively impact the living conditions of the residential properties.

Along with sites **ER001, ER002 and ER004** and the current housebuilding at the former Erith Quarry, redevelopment will change the character of this area, which will become increasingly residential. This growth is likely to be accelerated if an extension of Crossrail includes the nearby Erith station. The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition, the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. This site's proximity to Erith suggests that the aims and objectives of these programmes be considered and incorporated into any development proposals, where appropriate. Pedestrian links through the site towards the town centre and train station from surrounding residential areas, particularly the new development at Erith Quarry, should play an integral part in any redevelopment scheme to improve the existing poor permeability.

Any proposed redevelopment of the site must also avoid negative impacts on the designated Site of Importance for Nature Conservation, and seek to enhance the SINC.

Recommendations

- That the land use designation is changed from **Primary Employment Area** to **Co-Location (Locally Significant Industrial Site and Primarily Residential Area)**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Former Atlas and GEC Works

Fraser Road Industrial Area, Erith

Site area (Ha)

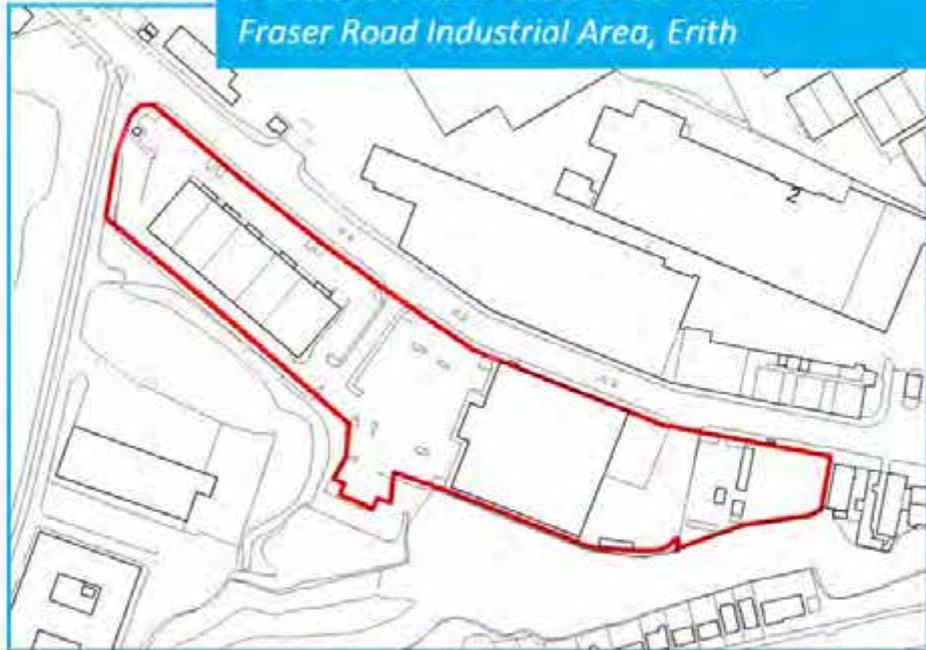
1.6

PTAL rating

2

Current use(s)Builders' merchants
(Wickes, Screwfix, etc.)**Land designation(s)**Primary Employment
Area;

SHLAA 17040158

**Site assessment**

This site is currently occupied by several builders' merchants businesses with large footprints and an electricity substation, and is part of the designated **Fraser Road Primary Employment Area**; there is also a nature conservation (SINC) designation across part of this employment area. The major housing development on the site of the former Erith Quarry to the west is also well under construction with Phase 1 complete. Subject to the conclusions of Bexley's ongoing Employment Land Review, this site is considered suitable for the introduction of co-located industrial and residential development, ensuring no net loss of employment floor space. Proposed development must be carefully designed to ensure that the employment uses do not negatively impact the living conditions of the residential properties.

Along with sites **ER001, ER002 and ER003** and the current housebuilding at the former Erith Quarry, redevelopment will change the character of this area, which will become increasingly residential. This growth is likely to be accelerated if an extension of Crossrail includes the nearby Erith station. The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition, the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. This site's proximity to Erith suggests that the aims and objectives of these programmes be considered and incorporated into any development proposals, where appropriate. Pedestrian links through the site towards the town centre and train station from surrounding residential areas, particularly the new development at Erith Quarry, should play an integral part in any redevelopment scheme to improve the existing poor permeability.

Any proposed redevelopment of the site must also avoid negative impacts on the designated Site of Importance for Nature Conservation, and seek to enhance the SINC.

Recommendations

- That the land use designation is changed from **Primary Employment Area** to **Co-Location (Locally Significant Industrial Site and Primarily Residential Area)**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Housing and commercial buildings

West Street and St. Francis Road, Erith

Site area (Ha)

0.46

PTAL rating

2

Current use(s)

Housing; commercial premises

Land designation(s)

Primarily Residential Area

SHLAA 17040148



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing.

Site assessment

The site, a mix of existing housing, newly built housing and commercial premises, is designated as primarily residential. Erith station and Erith town centre are also within walking distance or a short bus journey. The principle of returning this site to residential use is therefore supported by its sustainable location and existing policy designation.

A planning application (18/01437/FULM) is currently under consideration for 42 residential units on part of the site, and part of the site (St John's Hall) has been recently redeveloped for housing.

Any remaining area of the site not covered by these two developments is likely to be smaller than the 0.25 hectare minimum site size requirement to be considered as a Local Plan site allocation. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use.

Recommendation

- That there is no change to the land use designation

Erith Western Gateway (part)

Erith High St and Bexley Rd, Erith

Site area (Ha)

2.83

PTAL rating

3

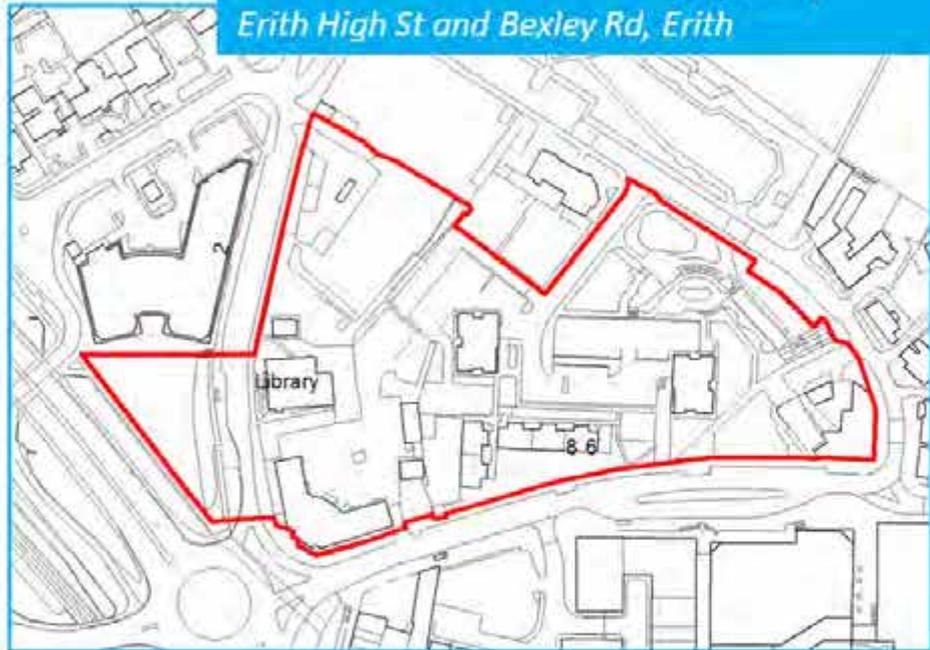
Current use(s)

Residential; Education;
Town hall; Post office;
open space

Land designation(s)

Town Centre; Urban
Open Space;
Conservation Area

SHLAA 17040174



Site assessment

This site lies within Erith town centre, and includes part of the Riverside Gardens conservation area, some urban open space, and a statutorily listed building - Erith Library. Whilst it is acknowledged that this site has its constraints, it also provides an opportunity to consolidate the town centre boundary. Permeability should be improved through to Erith station, whilst increasing residential density and providing a mix of uses including elements of employment and community uses.

The existing residential towers are consistently fully-occupied and in high demand, so should be retained and refurbished; however there is scope to introduce further residential units across the site. There are buildings of particular character which should be retained during redevelopment, in particular Erith town hall and Erith library. Furthermore, the site benefits from several mature trees, and a significant proportion of green space. These features add to the character of Erith and should be incorporated into the redevelopment of the site. The existing nursery/preschool should also be retained or re-provided.

The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. Therefore, the aims and objectives of these programmes will need to be considered and incorporated into any development proposals.

An extant Local Development Framework supplementary planning document entitled *Erith Western Gateway Development Framework*, adopted by the Council in 2012, explores the potential and preferred approaches for a larger site that incorporates this site. The document remains a material consideration when assessing planning applications on this site and can be found on the Council's website.

Recommendations

- That the land use designation of the site is changed from **town centre** to **primarily residential area**, with the exception of the post office (which remains in the town centre)

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Erith Town Centre

Between Bexley Road and Pier Road, Erith

Site area (Ha)

1.24

PTAL rating

3

Current use(s)

Retail; Residential; Car parks

Land designation(s)

Town Centre

SHLAA 17040160



Site assessment

This site lies within Erith town centre, and contains an element of core shopping frontage. Currently the site is occupied by several small and medium sized retail units and restaurants, with a small amount of residential on the upper stories, and car parks.

Residential development in and around town centres can play an important role in maintaining and improving their vitality and success. For this reason, it is considered appropriate to increase the density of residential development on this site, whilst retaining active town centre uses on ground floors.

Any proposals for redevelopment of the site would need to be supported by comprehensive parking surveys, and a sufficient level of public parking retained if necessary.

The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. Therefore, the aims and objectives of these programmes will need to be considered and incorporated into any development proposals.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Erith Town Centre (part)

Between Pier Road and Queen Street, Erith

Site area (Ha)

1.43

PTAL rating

3

Current use(s)

Retail; Offices; Health Centre; Car parks

Land designation(s)

Town Centre

SHLAA 17040154



Site assessment

This site lies within Erith town centre, and contains an element of core and non-core shopping frontage. This is a key site for the regeneration of Erith town centre and provides an opportunity to consolidate the town centre boundary.

Two smaller sites put forward as part of Bexley's Call for Sites exercise are contained within this site (ER009: Erith House and ER010: Erith Health Centre). Both sites were proposed for release for housing, or housing-led mixed use development.

Residential development in to town centres can play an important role in maintaining and improving their vitality and success. The site should retain town centre uses on the ground floor, with residential above.

The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. Therefore, the aims and objectives of these programmes will need to be considered and incorporated into any development proposals.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or even beyond, the Plan period

Erith House

Queen Street, Erith

Site area (Ha)

0.17

PTAL rating

3

Current use(s)

Office

Land designation(s)

Town Centre

SHLAA 17040154



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore this site has not been assessed further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use.

However, this site has been included and assessed as part of a larger town centre site, ER008: Erith Town Centre (part).

Erith Health Centre

50 Pier Road, Erith

Site area (Ha)

0.23

PTAL rating

3

Current use(s)

Community facility
(health centre)

Land designation(s)

Town Centre

SHLAA 17040154



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing, or for a housing/health facility mixed use development.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore this site has not been assessed further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use.

However, this site has been included and assessed as part of a larger town centre site, **ER008: Erith Town Centre (between Pier Road and Queen Street)**.

Morrisons

James Watt Way, Erith

Site area (Ha)

2.86

PTAL rating

3

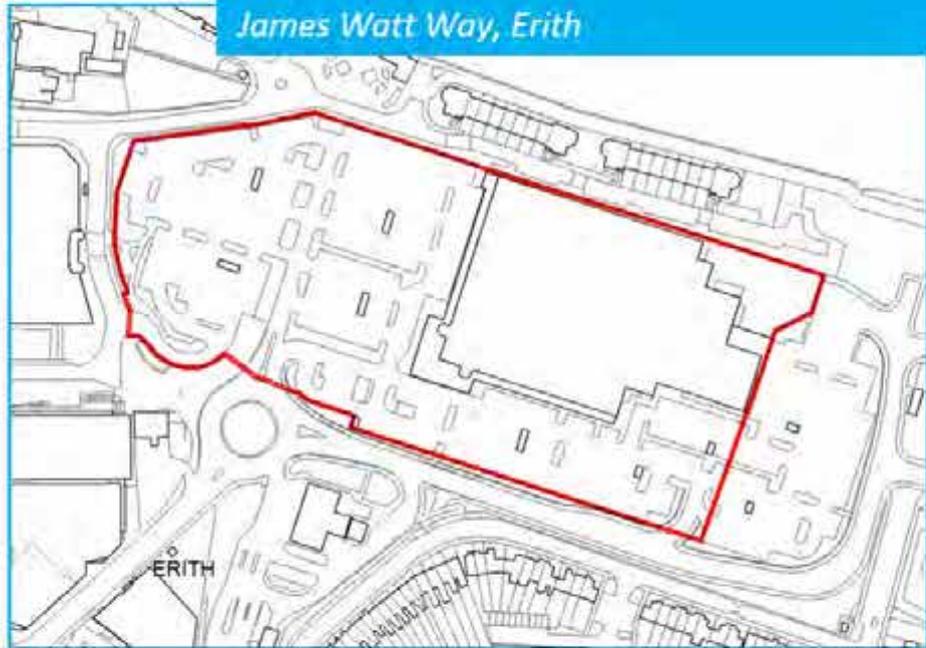
Current use(s)

Supermarket; Car park

Land designation(s)

Town Centre

SHLAA 17040150



Site assessment

This site lies within Erith **town centre**, and contains an element of core frontage. Currently the site is occupied by a large Morrisons Superstore and associated carpark. The easternmost part of this car park is included in **ER012: Erith Riverside East**.

There is an opportunity for this site to better address and contribute towards the town centre by moving the core shopping frontage westwards towards the Riverside Shopping Centre and providing residential-led mixed use development with active ground floor town centre uses on the remainder of the site.

It may be necessary to retain a portion of the existing car parking as this is well used and is likely a strong contributor to the vitality of the town centre. However, this could be incorporated more efficiently, with the supermarket or residential units above town centre parking for example. A parking survey should be undertaken, and an appropriate level of car parking provided as part of any redevelopment. The parking need for the town centre should be determined and provision made as required.

Development of this site should take account of the extensive plans for the regeneration of Erith town centre and could play a key role in this transformation. The Greater Erith Regeneration Programme is dedicated to working with the local community to help Erith become a flourishing riverside town by rejuvenating existing spaces. In addition the Erith Links Programme of public realm improvements will increase legibility and connectivity across the town. Therefore, the aims and objectives of these programmes will need to be considered and incorporated into any development proposals.

Recommendations

- That there is no change to the land use designation

Development phasing

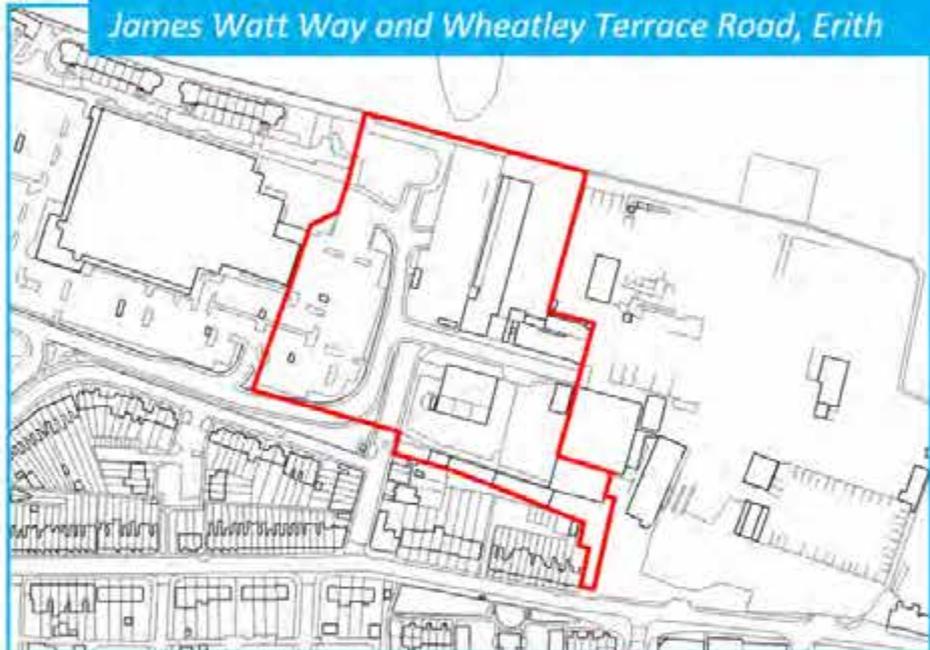
- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Erith Riverside East*James Watt Way and Wheatley Terrace Road, Erith*Site area (Ha) **2.42**PTAL rating **2****Current use(s)**

Residential amenity (Thames path), highways and public realm, car parking, Industrial uses

Land designation(s)

Town Centre; Safeguarded Wharf; Highway Land; White Land

**Site assessment**

This site straddles several land use designations: the western side contains a car park (part of the Morrison's store), incidental green space and a section of the Thames Path, all within a **Town Centre** designation; whilst the eastern side comprises non-designated '**White Land**' and a **Safeguarded Wharf**. The safeguarded wharf is not in active use by the vehicle salvage business that occupies this part of the site, and the GLA is recommending to the Secretary of State that this safeguarding designation be removed. This part of the site is assessed in **ER013: Abbey Car Breakers**, submitted as part of Bexley's Call for Sites exercise for housing, retail or leisure uses.

The site is included within the **Manor Road (North-West) Site F Planning Brief**, which was adopted in 1996 but remains a material consideration in planning decisions. However, the recommendation that industry remain along the riverside, especially where there are safeguarded wharves, will no longer be relevant if the safeguarding on this site is removed. Therefore, it is considered appropriate for the site to come forward for residential redevelopment. The EMR site, immediately to the east and also included in the planning brief, is likely to remain in industrial use (with a continued safeguarding on its wharf).

With the proposed changes to Erith's town centre boundary (see Part II, Appendix 1, of this consultation paper) this site will sit adjacent to the boundary of Erith town centre, and just over a 1km from Erith station. Planned regeneration of the town centre will provide improved routes to the station. Redevelopment in this site would benefit from the waterfront location, and should make the most of its river frontage. Redevelopment proposals will need to include a buffer between new residential properties and the adjacent heavy industrial uses and provide a connection to the Thames Path.

Any proposals for redevelopment of the site would need to be supported by comprehensive parking surveys, and a sufficient level of public parking retained if necessary.

Recommendations

- That the land use designation is changed to **Primarily Residential Area**
- That the **Safeguarded Wharf** designation be removed

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Abbey Car Breakers Wheatley Terrace Road, Erith

Site area (Ha) **0.75**

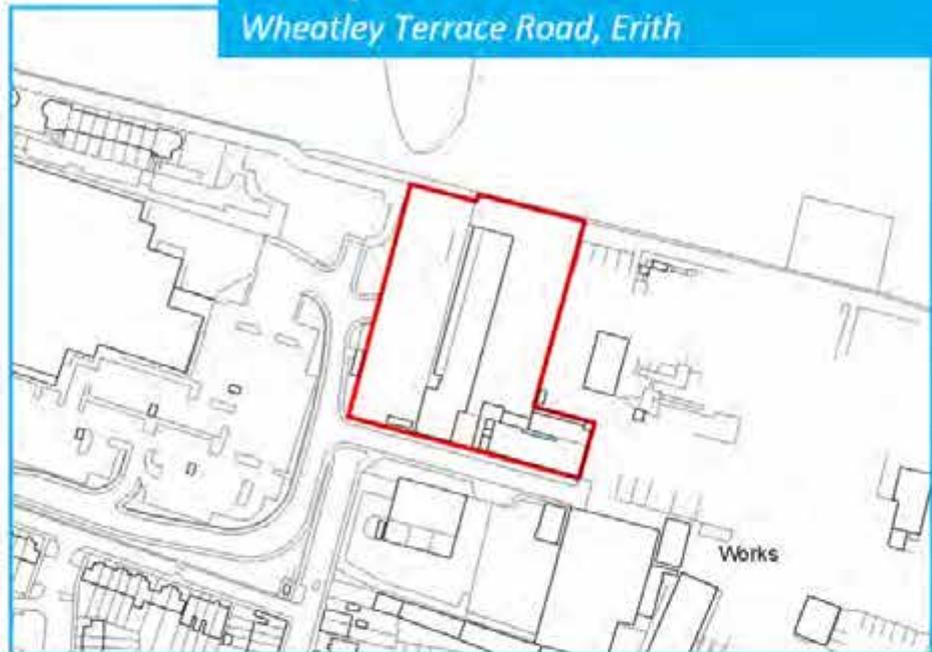
PTAL rating **1b**

Current use(s)

Vehicle breaking and salvage

Land designation(s)

Safeguarded Wharf
SHLAA 17040309



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for a range of uses, including housing, retail or leisure. This site has also been assessed as part of a larger site, which is ER012: Erith Riverside East.

Site assessment

The site contains a safeguarded wharf, however this has been recommended for release in the GLA's latest Safeguarded Wharf Review (2018). The wharf itself is not in use by the site's current occupiers, and the GLA's report concluded that conditions here are less favourable than other wharves in the sub-region. The site is included within the **Manor Road (North-West) Site F Planning Brief**, which was adopted in 1996 but remains a material consideration in planning decisions. However, the recommendation that industry remain along the riverside, especially where there are safeguarded wharves, will no longer be relevant if the safeguarding on this site is removed.

Therefore, it is considered appropriate for the site to come forward for residential redevelopment. The EMR site, immediately to the east and also included in the planning brief, is likely to remain in industrial use (with a continued safeguarding on its wharf).

The site lies on the eastern boundary of Erith town centre, and just over a 1km from Erith station. Planned regeneration of the town centre will provide improved routes to the station. Development in this location would benefit from the site's waterfront location, and should make the most of its river frontage.

The preference is for this site to be redeveloped as part of ER012, rather than in isolation. Whilst it would be suitable for housing, it would need to provide a significant buffer between adjacent heavy industrial uses, which may limit the number of units that can be provided. Therefore, viability and the opportunity to better masterplan the area would be some of the benefits of a collaborative approach across the larger site, but this would depend on the cooperation of several landowners. A collaborative approach would also be preferable in order to avoid the potential negative effects of piecemeal development.

Recommendations

- That the land use designation is changed to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

EMR Erith

Manor Rd, Erith

Site area (Ha)

3.67

PTAL rating

1-2

Current use(s)

Metal recycling; Scrap yard

Land designation(s)

No designation (white land)
Safeguarded Wharf



Site assessment

This site consists of a single business (European Metal Recycling) and is partially designated as a Safeguarded Wharf by the GLA. In the GLA's latest safeguarded wharf review, they have recommended this wharf be retained due to the site being in active use and the berth characteristics being appropriate for barge traffic.

The site is included within the *Manor Road (North West) Site F Planning Brief* which was adopted in 1996 but remains a material consideration in planning decisions. The brief expresses a preference for the continuation of industrial uses with a direct use of the River Thames.

Transport for London is modelling a Bus Rapid Transit (BRT) route from North Greenwich to Slade Green. Whilst there is no fixed route for this, land may be needed to facilitate delivery of this project.

This site does not currently have a formal policy designation on Bexley's UDP proposals map.

Recommendations

- That the land use designation of the site is changed to **Strategic Industrial Land (SIL)**

Hainault House and former Homeleigh Care Home

Avenue Road and Lesney Park Road, Erith

Site area (Ha)

1.03

PTAL rating

1b

Current use(s)

Vacant hostel; Temporary
housing accommodation

Land designation(s)

Primarily Residential
Area

SHLAA 17040016



Site assessment

This site consists of two adjacent plots within a **Primarily Residential Area**, both under Council ownership. The building to the south, the former Homeleigh Care Home, was closed in 2014 after being found no longer fit for purpose. The building was granted temporary permission in 2015 for use as temporary housing accommodation. The building to the north, Hainault House, is currently vacant, having historically been used as a maternity hospital until 1974, and more recently as a long-stay hostel for people with learning disabilities until 2014.

Redevelopment of the site would allow new buildings to be realigned along the residential roads, thus improving the street scene. Development along Avenue Road must remain sensitive to the character of the adjacent locally listed building. There is also scope to create a pedestrian/cycle route through the site, improving connectivity in the area, and opening up the remaining or newly created green space on site to the public. The site is home to many mature trees that are likely to have a high value for biodiversity. Every effort should be made to retain as many of these trees as possible.

Given the site's proximity to Erith station and Erith town centre, and its predominantly residential setting, it is considered that this site is suitable for residential development, which could provide an element of supported living accommodation for people with learning disabilities or the elderly if needed.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Erith and District Hospital

Park Crescent, Erith

Site area (Ha)

1.41

PTAL rating

1b

Current use(s)

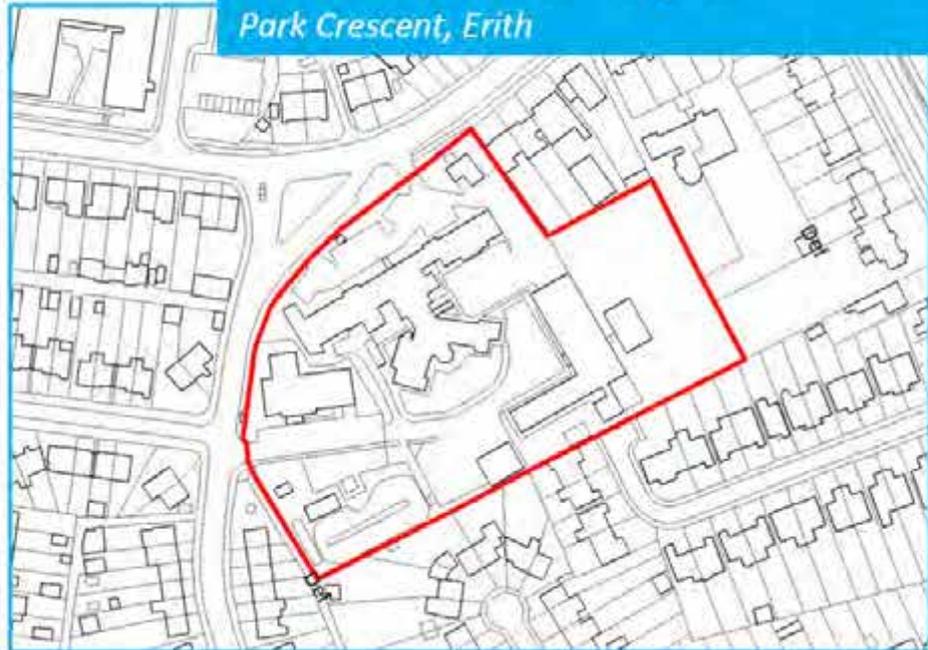
Hospital; Medical
centre

Land designation(s)

Primarily Residential
Area

SHLAA 17040175

SHLAA 17040165



Site assessment

This site lies close to the border of Northumberland Heath town centre, within a **Primarily Residential Area**. A hospital and medical centre currently occupy the site. The hospital building itself is locally listed, whilst the x-ray department is statutorily listed. These features will need to be retained, and their character preserved.

However, should the site become surplus to requirements, there is an opportunity to sensitively repurpose the building for residential use. The outpatients department to the rear, and the medical centre, have less character than the original hospital building, and as such would be appropriate for demolition, allowing part of the site to accommodate an element of new build residential. A small area of green space adjacent to the outpatients department appears to be underused; access to and quality of this space could be improved greatly if the site were to be redeveloped.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Arthur Street Estate

Erith

Site area (Ha)

1.9

PTAL rating

1b

Current use(s)

Housing estate;
residential amenity
space

Land designation(s)

Primarily Residential
Area; Urban Open Space



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for estate regeneration.

Site assessment

The residential *Arthur Street Estate* is accessed off of Northend Road, and is comprised of tower blocks of up to 13 storeys in land designated as **Primarily Residential Area**. Within the site is a residential amenity area designated as **Urban Open Space**. Along the eastern edge is the North Kent railway line and the 'green corridor' that runs alongside it.

Many properties on the estate are in poor condition, and early stage proposals for redevelopment of the estate have received support from existing residents. Thus there is an opportunity to improve the quality and increase the number of residential dwellings on site, especially considering its proximity to Erith town centre, and to Erith and Slade Green train stations, and to enhance the ecological benefits along the wildlife corridor.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Northend Trading Estate

Erith

Site area (Ha)

0.95

PTAL rating

1b

Current use(s)

Industrial

Land designation(s)

Secondary Employment Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing.

Site assessment

This industrial site is designated as a **Secondary Employment Area**, completely surrounded by **designated Primarily Residential Area**. Erith Park, a major housing development immediately to the north is now nearing completion. Slade Green and Erith train stations, as well as Erith town centre, are within walking distance.

Subject to the conclusions of Bexley's ongoing Employment Land Review, this site is considered suitable for the introduction of co-located industrial and residential development, ensuring no net loss of employment floor space. Proposed development must be carefully designed to ensure that the employment uses do not negatively impact the living conditions of the residential properties.

This site currently lies on the edge of Bexley Riverside Opportunity Area. In order to encourage development in this location it is considered that the site should be brought within the boundary of the Opportunity Area.

Recommendation

- That the land use designation of the site is changed from **Secondary Employment Area** to **Co-Location (Locally Significant Industrial Site and Primarily Residential Area)**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Northumberland Heath library, community centre and car park

Site area (Ha)

0.36

PTAL rating

2

Current use(s)

Car park; library;
community centre

Land designation(s)

Town Centre
SHLAA 17040156



Site assessment

This site lies within **Northumberland Heath town centre**, and contains the town centre's main car park, a library, and a community centre. With the proposed changes to the town centre boundary (see Part II, Appendix 1, of this consultation paper) this site will sit adjacent, but not within, the town centre, and just over a 1km from Erith station. Therefore, residential-led redevelopment of this site is considered appropriate, although any scheme should retain the community centre and library uses, preferably on site, or potentially on a suitable site identified nearby.

Redevelopment must also be supported by comprehensive parking surveys. Sufficient public parking must be retained on site in order to accommodate the demonstrated need and maintain the vitality of the town centre.

Recommendations

- That the land use designation of this site is changed from **Town Centre** to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of this site is anticipated to come forward in the final five years of, or beyond, the Plan period

DYNES vehicle repair shop

Erith Road, Erith

Site area (Ha)

0.34

PTAL rating

3

Current use(s)

Car garage

Land designation(s)

Primarily Residential
Area



Site assessment

This site consists of several light industrial units in a **Primarily Residential Area**.

Being a relatively small site, surrounded on all sides by residential properties, the principle of residential development in this location would be considered a more appropriate use of the site. The site is well connected to Barnehurst station and the amenities of Northumberland Heath town centre. Redevelopment could also open up access to the urban open space to the north.

Proposals for redevelopment will need to consider the narrow nature of the site; this will need to be addressed through careful design to minimise impact on the privacy of neighbouring properties.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

The Duke Bexley Road, Erith

Site area (Ha)

0.07

PTAL rating

2

Current use(s)

Public house

Land designation(s)

Town Centre



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore this site has not been assessed any further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use. However, it is worth noting that public houses are now defined as community facilities in the NPPF, and thus benefit from extra protection against their unnecessary loss.

Woodland behind Our Lady of the Angels Church

Carlton Road, Erith

Site area (Ha)

0.71

PTAL rating

1b

Current use(s)

Woodland; Church grounds

Land designation(s)

Urban Open Space



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for designation as a Site of Importance for Nature Conservation (SINC).

Site assessment

The site is currently designated as Urban Open Space and is not currently a SINC. Existing SINC boundaries are identified within Bexley's SINC document, published in 2016.

As part of this Local Plan review, the Council will be considering amendments to SINC boundaries. Proposals made by land-owners or interested party for amendments to SINC boundaries will be considered as part of this process. Only those sites that provide a significant contribution to the ecology of an area will be afforded a SINC designation.

Recommendations

- That there is no change to the land use designation
- That the site is assessed for potential inclusion for a SINC designation

Slade Green (SG) sites

Source	Ref. No.	Site name	Size (ha)
SHLAA	SG001	Power Works Industrial Estate	1.09
LB Bexley	SG002	Slade Green Telephone Exchange	0.31
LB Bexley	SG003	Church Trading Estate	0.67
LB Bexley	SG004	Church Trading Estate (Jewson Builders Yard)	1.25
LB Bexley	SG005	Urban open spaces	10.71
Call for Sites	SG006	Urban open space at Lincoln Close	0.68
Call for Sites	SG007	Howbury Park	61.77
Call for Sites	SG008	Land East of Oak Road	0.44
Call for Sites	SG009	Land North of Moat Lane (1)	0.36
Call for Sites	SG010	Moat Lane Park	2.12
Call for Sites	SG011	Land North of Moat Lane (2)	0.61
Call for Sites	SG012	Darent Industrial Estate	27.97
Call for Sites	SG013	Erith Saltings	8.25
Call for Sites	SG014	Green Belt adjacent to Manford Industrial Estate	1.35
Call for Sites	SG015	Bilton Road Industrial Estate	4.77
Call for Sites	SG016	Anchor Bay Wharf, and 185 Manor Road	3.83
Call for Sites	SG017	Unit 1, Erith Distribution Centre	1.43
Call for Sites	SG018	Land at Howbury Farm	48.12

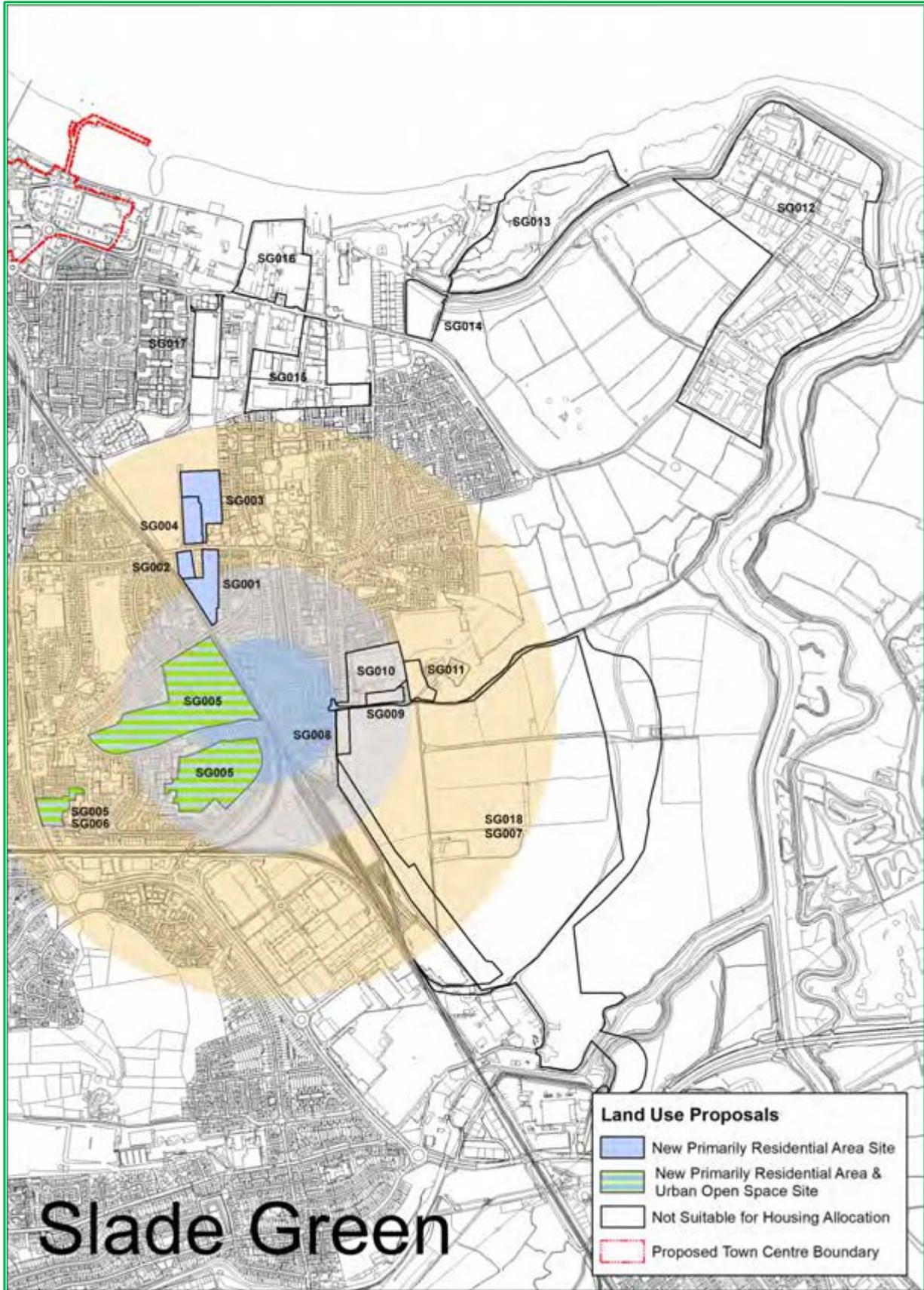


Figure 24: Inset map of Slade Green (SG) sites

Power Works Industrial Estate

Slade Green Road, Slade Green

Site area (Ha)

1.09

PTAL rating

2

Current use(s)

Industrial

Land designation(s)

Primary Employment Area

SHLAA 17040188



Site assessment

This site is occupied by several industrial units, and lies within a Primary Employment Area. The site suffers from a high vacancy rate and is located within a predominantly residential area to the south of Slade Green Road. The Slade Green Industrial Area has long had business uses constrained due to close proximity with housing; therefore it is considered that this site is suitable to release from its designation as a Primary Employment Area, subject to the conclusions of Bexley's Employment Land Review.

The site is well-connected, being less than a 10 minute walk from Slade Green station. Slade Green may also benefit from an extension of Crossrail services from Abbey Wood towards Ebbsfleet, which would further increase connectivity.

Early findings from transport modelling suggest that routes will need to be found for a new bus rapid transit system from North Greenwich to Slade Green, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Primarily Residential Area**

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Slade Green Telephone Exchange

Slade Green Road, Slade Green

Site area (Ha)

0.31

PTAL rating

2

Current use(s)

Telephone exchange

Land designation(s)

Primary Employment Area

SHLAA 17040187



Site assessment

This site is occupied by a telephone exchange, and lies within a Primary Employment Area. Should the site become surplus to requirements, and subject to the conclusions of Bexley's Employment Land Review, this site is considered appropriate for release from its designation as a Primary Employment Area.

The site is well-connected, being less than a 10 minute walk from Slade Green station. Slade Green may also benefit from an extension of Crossrail services from Abbey Wood towards Ebbsfleet, which would further increase connectivity.

Early findings from transport modelling suggest that routes will need to be found for a new bus rapid transit system from North Greenwich to Slade Green, and for additional widening of the railway beyond the current Crossrail safeguarding. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Primarily Residential Area**

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of the Plan period, or beyond the Plan period.

Church Trading Estate

Slade Green Industrial Area, Slade Green Road

Site area (Ha)

0.67

PTAL rating

2

Current use(s)

Industrial warehousing

Land designation(s)

Primary Employment Area

SHLAA 17040163



Site assessment

The site is currently designated as a Primary Employment Area. Immediately to the east lies the recently completed residential Howbury Ratio development. The Slade Green Industrial Area has long had business uses constrained due to close proximity with housing; therefore this site is considered appropriate for release from its designation as a Primary Employment Area, subject to the conclusions of Bexley's Employment Land Review.

The site is well-connected, being less than a 10 minute walk from Slade Green station. Slade Green may also benefit from an extension of Crossrail services from Abbey Wood towards Ebbsfleet, which would further increase connectivity.

Early findings from transport modelling suggest that routes will need to be found for a new bus rapid transit system from North Greenwich to Slade Green. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Primarily Residential Area**

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of the Plan period, or beyond the Plan period

Church Trading Estate (Jewson Builders Yard)

Slade Green Industrial Area, Slade Green Road

Site area (Ha)

1.25

PTAL rating

1 - 2

Current use(s)

Builder's yard

Land designation(s)

Primary Employment Area

SHLAA 1704164



Site assessment

The site is currently designated as a Primary Employment Area. Immediately to the east lies the recently completed residential Howbury Ratio development. The Slade Green Industrial Area has long had business uses constrained due to close proximity with housing; therefore this site is considered appropriate for release from its designation as a Primary Employment Area, subject to the conclusions of Bexley's Employment Land Review.

The site is well-connected, being less than a 10 minute walk from Slade Green station. Slade Green may also benefit from an extension of Crossrail services from Abbey Wood towards Ebbsfleet, which would further increase connectivity.

Early findings from transport modelling suggest that routes will need to be found for a new bus rapid transit system from North Greenwich to Slade Green. The outcomes of this work will need to be considered as part of the redevelopment of this site.

Recommendations

- That the land use designation of the site is changed from **Primary Employment Area** to **Primarily Residential Area**

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Urban Open Spaces

Whitehall Lane, Howbury Lane, and Lincoln Close

Site area (Ha)

13

PTAL rating

2 - 3

Current use(s)

Residential amenity space

Land designation(s)

Urban Open Space; Site of Importance for Nature Conservation (SINC)



Site assessment

This site includes three areas of designated **Urban Open Space** within primarily residential areas, with part of the northern open space (known as Slade Green recreation ground) also designated as a Borough Grade II Site of Importance for Nature Conservation. The open space to the west was also submitted as part of Bexley's Call for Sites and was proposed for housing development (see **SG006: Urban open space at Lincoln Close**).

All three open spaces serve as residential amenity for the surrounding housing; however, the current Open Space Strategy has identified a surplus of provision in this area, and much of the open space is not particularly well integrated into the neighbourhoods it serves. This will be assessed further in the Green Infrastructure Study (currently in preparation).

An opportunity therefore exists to prioritise and enhance the most important parts of these open spaces, particularly those areas which hold the most importance either for residential amenity or for biodiversity, and to better integrate these spaces with the surrounding residential estate. To facilitate this, carefully chosen areas would then be considered appropriate for a change in land use designation from **Urban Open Space** to **Primarily Residential Area**.

Whilst the northern area is designated as a SINC, the site is large and the value to biodiversity varies across the area. Much of the SINC consists of species-poor mown grass, and parts of the area suffer from regular fly-tipping. As part of this Local Plan review, the Council will be considering amendments to SINC boundaries. Only those parts of the SINC that continue to provide a significant contribution to the ecology will be afforded a SINC designation.

Recommendations

- That the **Urban Open Space** land use designation is changed to **Primarily Residential Area** only where appropriate

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first ten years of the Plan period

Residential amenity area
Lincoln Close, Slade Green

Site area (Ha)

0.68

PTAL rating

2

Current use(s)

Residential amenity
space

Land designation(s)

Urban Open Space



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing.

Site assessment

The site consists of a large residential amenity area designated as Urban Open Space. It is considered that it would not be appropriate to redevelop this site in isolation as it provides an amenity space for the housing around it. Therefore, this site has been assessed as part of a wider network of open spaces in SG005: Urban open spaces.

Howbury Park

Moat Lane, Slade Green

Site area (Ha)

61.8

PTAL rating

0 - 2

Current use(s)

Greenfield; Previously developed land

Land designation(s)

Green Belt; Site of Importance for Nature Conservation



This site was submitted twice as part of Bexley's Call for Sites exercise and was proposed for redevelopment for employment uses, specifically for the development of a strategic rail freight interchange. The second site submission SG018: Land at Howbury Farm has been assessed separately. A smaller site SG008: Land East of Oak Road, also within this site, was submitted as part of the Call for Sites exercise and has been assessed separately.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

A previous planning permission granted by the planning inspectorate at appeal suggested that there were very special circumstances that would allow this development to progress despite the site's Green Belt designation. Therefore, there is no need to remove this site from the Green Belt currently. However, if the current proposal being considered at appeal were to be approved and implemented, then the next review of Bexley's Local Plan will take this into consideration with regards to amending Green Belt boundaries.

Recommendations

- That there is no change to the land use designation

Land East of Oak Road Slade Green

Site area (Ha)

0.44

PTAL rating

2

Current use(s)
Greenfield land

Land designation(s)
Green Belt; Site of
Importance for Nature
Conservation



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing and employment uses. This site also falls within the two larger sites submitted separately as part of Bexley's Call for Sites exercise SG007: Howbury Park and SG018: Land at Howbury Farm, which have been assessed separately.

Site assessment

Sites put forward for development that have been identified as being on Metropolitan Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

Land North of Moat Lane (1)

Slade Green

Site area (Ha)

0.36

PTAL rating

2

Current use(s)

Greenfield land

Land designation(s)

Green Belt



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing, employment and leisure uses.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

Moat Lane Park

Slade Green

Site area (Ha)

2.12

PTAL rating

2

Current use(s)

Vacant sports club

Land designation(s)

Green Belt



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing, leisure, community uses and open space.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

This site was previously used for sports and leisure, and local sports clubs have expressed interest for this site to be brought back into use.

Recommendations

- That there is no change to the land use designation

Land North of Moat Lane (2)

Slade Green

Site area (Ha)

0.61

PTAL rating

2

Current use(s)

Greenfield land

Land designation(s)

Green Belt;
Site of Importance for
Nature Conservation



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

Darent Industrial Estate

Wallhouse Road and Burnett Road, Slade Green

Site area (Ha)

28

PTAL rating

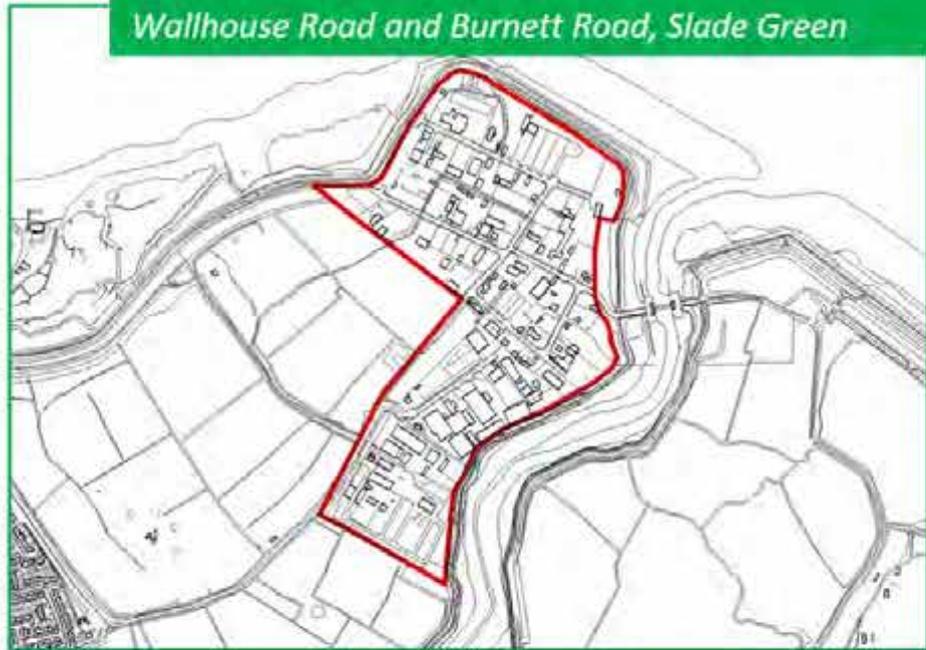
0

Current use(s)

Industrial estates

Land designation(s)

Primary Employment
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for release from its designation as a Primary Employment Area, and integration into the surrounding Site of Importance for Nature Conservation (SINC).

Site assessment

The site has been built out and provides an important part of the borough's supply of employment land; therefore a change in land use designation is not considered appropriate through the current Local Plan review. Any proposed expansion of the existing industrial estate must consider any potential impacts on the surrounding area; including those elements that exist within the employment area, such as the ditches which form part of the protected SINC. Opportunities to incorporate enhancements for biodiversity should also be considered.

As part of this Local Plan review, the Council will be considering amendments to SINC boundaries. Proposals made by land-owners or interested party for amendments to SINC boundaries will be considered as part of this process. Only those sites that provide a significant contribution to the ecology of an area will be afforded a SINC designation.

Recommendations

- That there is no change to the land use designation
- That the site is assessed for potential inclusion within the adjacent SINC

Erith Saltings

*Between the River Thames and the Thames Path,
and adjacent to the Erith Yacht Club, Slade Green*

Site area (Ha)

8.25

PTAL rating

0 - 1

Current use(s)

Salt marsh

Land designation(s)

Green Belt;
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for designation to protect existing salt marsh from rising sea levels and erosion.

Site assessment

The site is designated as Metropolitan Green Belt and as a Site of Metropolitan Importance for Nature Conservation. Strong protection is therefore afforded against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions.

The site is also located within flood zone 3. The Environment Agency has responsibility for the Thames flood defences. The Environment Agency has published the 'Thames Estuary 2100 Plan' (TE2100) that aims to manage the increasing flood risk along the Thames Estuary to the year 2100. The plan also addresses the protection of wildlife habitat and compensation for habitats lost through coastal squeeze, and emphasises the need to safeguard land for future flood management and improve the river environment for the benefit of communities and future generations. 'Action Zone 5' of TE2100 includes this area, outlining the Environment Agency's proposed approach to its management, and how this can be delivered.

Recommendations

- That there is no change to the land use designations

Green Belt adjacent to Manford Industrial Estate

Ray Lamb Way, Slade Green

Site area (Ha)

1.35

PTAL rating

1

Current use(s)

Greenfield land

Land designation(s)

Green Belt; Site of
Importance for Nature
Conservation, Heritage
Land



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing and employment uses.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

The site could provide improved pedestrian access to nature and to the Erith Yacht Club.

Recommendations

- That there is no change to the land use designation

Bilton Road Industrial Estate

Erith

Site area (Ha)

4.77

PTAL rating

1b

Current use(s)

Industrial

Land designation(s)

Primary Employment
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for alternative uses, including housing.

Site assessment

The site is part of the Manor Road **Primary Employment Area**, an area likely to remain in strategic industrial use. Given the poor public transport accessibility and the prevailing industrial uses on three sides of the site, this would not be considered a sustainable location for housing development.

Recommendations

- That there is no change to the land use designation

Anchor Bay Wharf & 185 Manor Rd Erith

Site area (Ha)

3.83

PTAL rating

1b

Current use(s)

Depot; Material storage;
Distribution

Land designation(s)

Primary Employment
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for residential-led redevelopment.

Site assessment

The site is designated as **Primary Employment Area**, an area of heavy industry along the River Thames that includes wharves likely to remain in strategic industrial use. The public transport accessibility level is low, and Manor Road suffers from industrial traffic, leading to a poor environmental quality for the employment area. Therefore, this site would not be considered an appropriate location for housing development.

Recommendations

- That there is no change to the land use designation

Unit 1, Erith Distribution Centre Manor Road, Erith

Site area (Ha)

1.43

PTAL rating

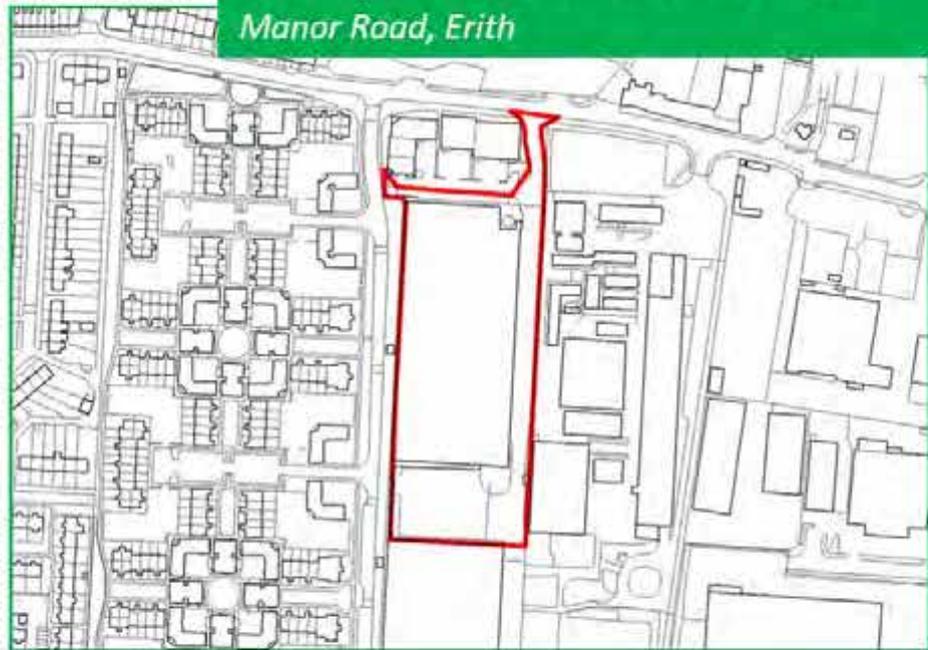
1b

Current use(s)

Industrial

Land designation(s)

Primary Employment
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing.

Site assessment

The site is part of the Manor Road **Primary Employment Area**, an area likely to remain in strategic industrial use. Given the poor public transport accessibility and the prevailing industrial uses on three sides of the site, this would not be considered a sustainable location for housing development.

Recommendations

- That there is no change to the land use designation

Land at Howbury Farm

Moat Lane, Slade Green

Site area (Ha)

48.1

PTAL rating

0 - 2

Current use(s)

Greenfield; Previously developed land

Land designation(s)

Green Belt; Site of Importance for Nature Conservation



Land within this site was submitted twice as part of Bexley's Call for Sites exercise and was proposed for redevelopment for employment uses, specifically for the development of a strategic rail freight interchange. The first site submission, **SG007: Howbury Park**, has been assessed separately. A smaller site, **SG008: Land East of Oak Road**, also within this site, was submitted as part of the Call for Sites exercise and has been assessed separately.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

A previous planning permission granted by the planning inspectorate at appeal suggested that there were very special circumstances that would allow this development to progress despite the site's Green Belt designation. Therefore, there is no need to remove this site from the Green Belt currently. However, if the current proposal being considered at appeal were to be approved and implemented, then the next review of Bexley's Local Plan will take this into consideration with regards to amending Green Belt boundaries.

Recommendations

- That there is no change to the land use designation

Welling (WL) sites

Source	Ref. No.	Site name	Size (ha)
Call for Sites	WL001	Upper Wickham Lane Employment Area & Shops	2.11
SHLAA	WL002	Car dealership (vacant)	0.31
Call for Sites	WL003	Welling United Football Club & Bexleyheath Sports Club	2.92
Call for Sites	WL004	Highway amenity land (1)	0.09
Call for Sites	WL005	Highway amenity land (2)	0.19
Call for Sites	WL006	Highway amenity land (3)	0.18
Call for Sites	WL007	Foresters Arms	0.11



Figure 25: Inset map of Welling (WL) sites

Site area (Ha)

2.1

PTAL rating

3

Current use(s)

Employment

Land designation(s)

Secondary Employment
Area

SHLAA 17040105

SHLAA 17040106

SHLAA 17040306

Upper Wickham Lane Employment Area and shops

Upper Wickham Lane, Welling



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for housing, employment and/or retail.

Site assessment

The site is currently designated as a **Secondary Employment Area**, with an element of a **Neighbourhood Parade** running along Upper Wickham Lane. Located near Welling town centre and only a 10 minute walk to Welling train station, the site is in a sustainable location and is surrounded by residential development on all sides. Access to the site is good, with access available from both the east and west.

Initial findings of Bexley's Neighbourhood Centre review indicate that Upper Wickham Lane neighbourhood parade will benefit from consolidation, and that the frontage included in this site is suitable to be removed from the neighbourhood parade. However, the site does contain several light industrial uses that remain viable.

Subject to the conclusions of Bexley's ongoing Employment Land Review, this site is considered suitable for the introduction of co-located industrial and residential development, ensuring no net loss of employment floor space. Proposed development must be carefully designed to ensure that the employment uses do not negatively impact the living conditions of the residential properties.

If possible, the opportunity should be taken to reintroduce a contiguous frontage along Upper Wickham Lane, greatly improving the street scene.

Recommendation

- That the land use designation of the site is changed from **Secondary Employment Area** to **Co-Location (Locally Significant Industrial Site and Primarily Residential Area)**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Vacant Car Dealership

Park View Rd, Welling

Site area (Ha)

0.31

PTAL rating

2

Current use(s)

Vacant car dealership

Land designation(s)

Primarily Residential Area

SHLAA 17040100



Site assessment

This vacant car dealership lies within a primarily residential area near to Welling Town Centre and a 20 minute walk from both Bexleyheath and Welling stations; it also benefits from being located on main bus routes allowing direct access to Bexleyheath, Bluewater, Greenwich and Lewisham. The site therefore is considered to be appropriate for residential redevelopment.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Site area (Ha)

2.60

PTAL rating

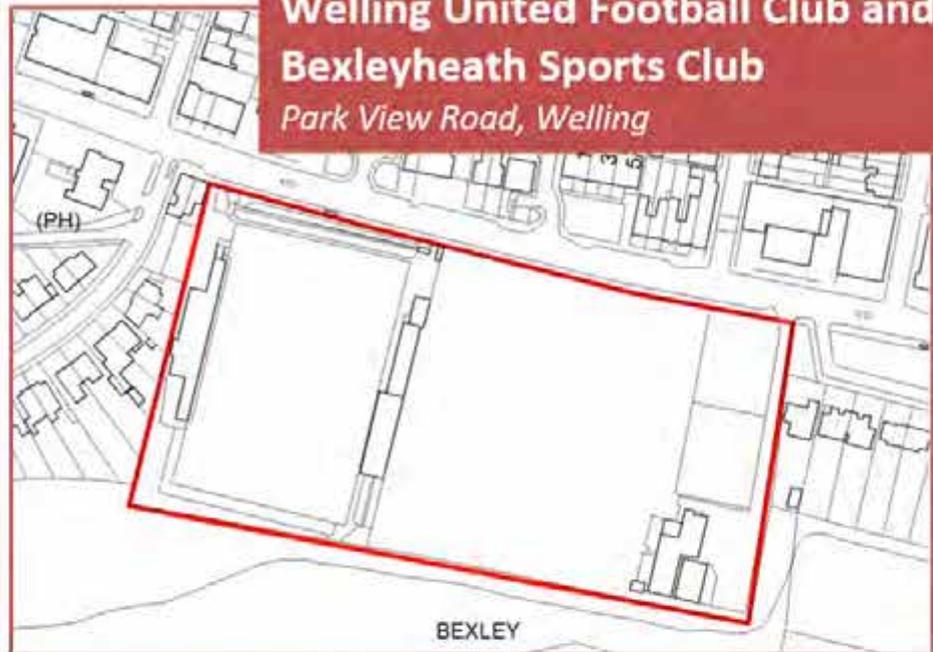
2

Current use(s)

Football stadium;
Cricket ground

Land designation(s)

Metropolitan Open Land



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for mixed use redevelopment comprising community and sports facilities and housing.

Site assessment

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Green Belt land. A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

Recommendations

- That there is no change to the land use designation

Highway Verge at Park Mead

Danson Underpass, Sidcup

Site area (Ha)

0.09

PTAL rating

1b

Current use(s)

Highways amenity land;
Greenfield

Land designation(s)

Primarily Residential
Area



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore this site has not been assessed any further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the designated land use is the same as the proposed use. In this instance, it is highly unlikely that this site is developable, given its use as highway amenity land (and includes a public footpath), and with the accompanying air quality, noise and vibration issues arising from the site's adjacency to the A2.

Highway Verge and A2 Slip Road

Danson Road, Sidcup

Site area (Ha)

0.19

PTAL rating

1b

Current use(s)

Highways amenity land;
Greenfield

Land designation(s)

Primarily Residential
Area



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore, this site has not been assessed any further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use. In this instance, it is highly unlikely that this site is developable, given its use as highway amenity land (including a slip road), and with the accompanying air quality, noise and vibration issues arising from the site's adjacency to the A2.

Highway Verge South of A2, East of Danson Underpass

Sidcup

Site area (Ha)

0.17

PTAL rating

1b

Current use(s)

Highways amenity land;
Greenfield

Land designation(s)

Primarily Residential
Area



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore this site has not been assessed any further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use. In this instance, it is highly unlikely that this site is developable, given its use as highway amenity land, and with the accompanying air quality, noise and vibration issues arising from the site's adjacency to the A2.

Foresters Arms

Upper Wickham Lane, Welling

Site area (Ha)

0.11

PTAL rating

2

Current use(s)

Public house

Land designation(s)

Primarily Residential
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore, this site has not been assessed any further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use. However, it is worth noting that public houses are now defined as community facilities in the NPPF, and thus benefit from extra protection against their unnecessary loss.

Bexleyheath (BH) sites

Source	Ref. No.	Site name	Size (ha)
Call for Sites	BH001	Former playing fields for Upland Primary School	1.34
SHLAA	BH002	Former Bexley CCG offices, and GP practice	1.76
SHLAA	BH003	Bexleyheath Bus Garage	1.05
SHLAA	BH004	Army Reserve Centre	1.14
SHLAA	BH005	Cinema/restaurants/bingo/car park	0.63
Call for Sites	BH006	Former Bexley Civic Offices	1.58
SHLAA	BH007	Bexleyheath Magistrates Court	0.36
SHLAA	BH008	Broadway Shopping Centre	2.89
SHLAA	BH009	Oaklands Car Park	0.31
SHLAA	BH010	EDF Energy	1.48
Call for Sites	BH011	The Volunteer Pub	0.11
SHLAA	BH012	Pepper's Builders Merchants	0.28
SHLAA	BH013	Bexleyheath Telephone Exchange	0.29
SHLAA	BH014	ASDA Bexleyheath Crook Log Supermarket	0.26
LB Bexley	BH015	Avenue Road Car Park	0.44
SHLAA	BH016	Buildbase	0.50

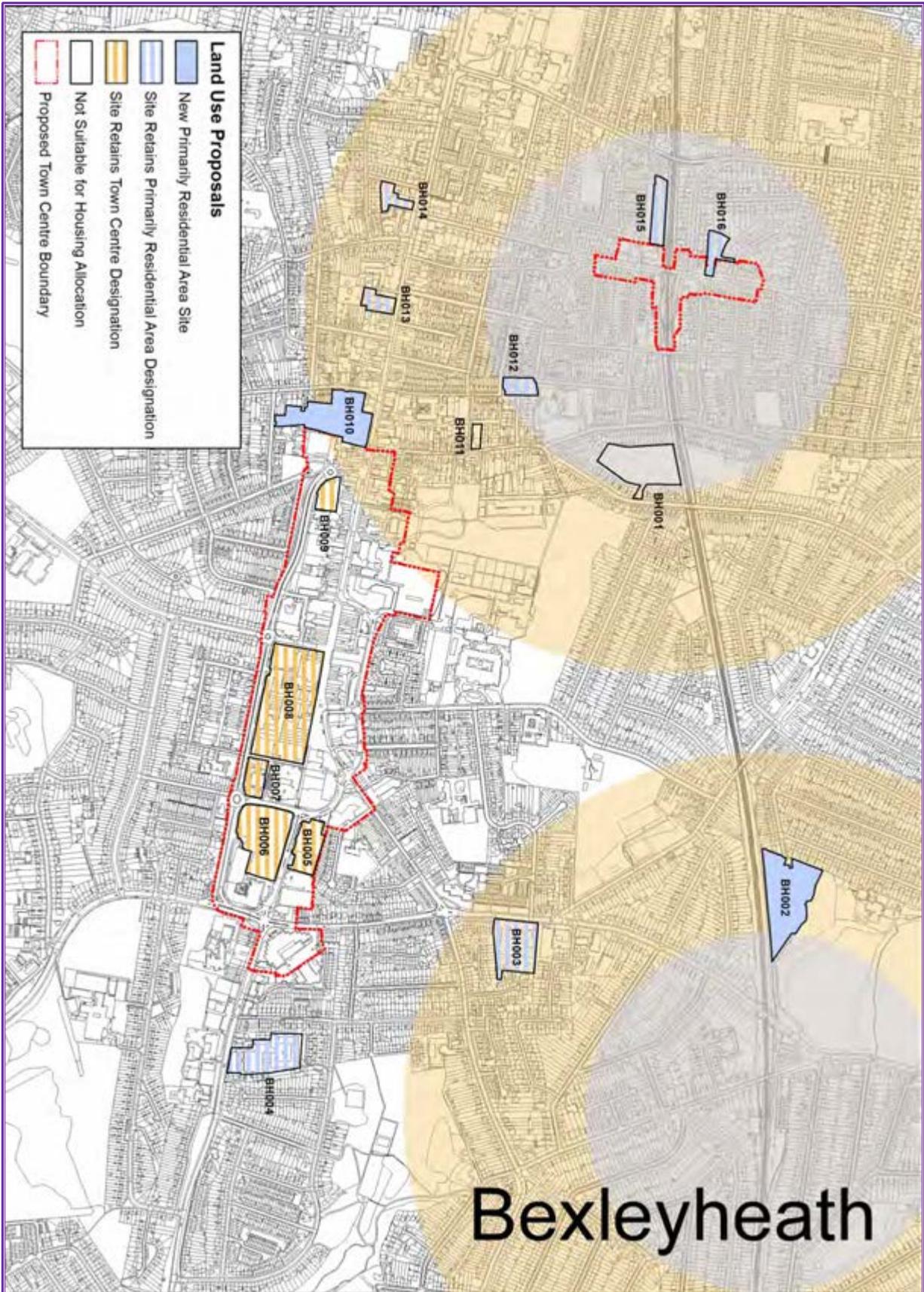


Figure 26: Inset map of Bexleyheath (BH) sites

Former educational playing fields for Upland Primary School
Behind properties between Church Road and Belvedere Road

Site area (Ha)

1.34

PTAL rating

2 - 3

Current use(s)

Greenfield; no public access

Land designation(s)

Educational buildings and playing fields



This site was submitted as part of the Council's Call for Sites exercise. The site was submitted separately by two individuals and was proposed for leisure uses, or for improving value to wildlife.

Site assessment

The site is currently green space with no public access; located within an area of deficiency in both access to open space and access to nature conservation. The site is bounded by the rear gardens of residential properties and a railway line to the north. The railsides are designated as part of the Bexleyheath to Slade Green triangle Borough Grade II Site of Importance for Nature Conservation (SINC) BxBII14. The railsides also form part of a strategic green wildlife corridor. This close proximity means that the site has potential to support wildlife colonisation and provide a net gain to the borough's biodiversity.

The Council's preferred approach would include bringing the site back into educational use for those with special educational needs, to address provision lost elsewhere in the borough. Part of the site could be managed to greatly enhance the site's value for wildlife. The site should be publicly accessible where visitors would not damage or disturb wildlife, and the educational facility and any wildlife area should maintain a close relationship and can provide wide ranging mutual benefits.

These uses would provide education for those with special educational needs, contribute to the health and wellbeing of nearby residents, improve access to nature, enhance the green wildlife corridor, and provide a stepping stone for wildlife towards the Bexleyheath Cemetery, which is a designated site of importance for nature conservation. Proposals for an educational facility should include an ecological assessment and a management plan to identify methods for enhancing part of the site for wildlife.

Recommendation

- That there is no change to the land use designation

Former Bexley CCG Offices and GP Practice
Erith Road, Bexleyheath

Site area (Ha)

1.76

PTAL rating

3

Current use(s)

GP Practice; Residential
Care Home

Land designation(s)

Urban Open Space
SHLAA 17040055



Site assessment

This site, currently designated as **Urban Open Space**, has a history related to health care provision and is comprised of a number of buildings arranged around a former hospital. A GP practice and residential care home continue to still operate, but the remainder of the site (including the former hospital building) are vacant. It is a secluded site, bounded by the backs of residential properties on Lavernock Road and Wenvoe Avenue to the west, Bexleyheath rail line to the south and Bursted Wood to the north. Both the woods and the railway sidings are protected ecology areas, coming together to enclose the site to the east.

It is considered that the site is not currently achieving the purpose of urban open space and that there are opportunities to create higher quality open space through redevelopment. Given the sites context and proximity to Barnehurst Station, redevelopment of this site for residential use could provide much needed housing in a sustainable location. The open space and community facilities should be part of the site's redevelopment.

Recommendations

- That the land use designation is changed from **Urban Open Space** to **Primarily Residential Area**

Development Phasing

- If allocated, the redevelopment of the site is anticipated to take place within the first ten years of the plan period

Bexleyheath Bus Garage

Bexleyheath

Site area (Ha)

1.05

PTAL rating

5

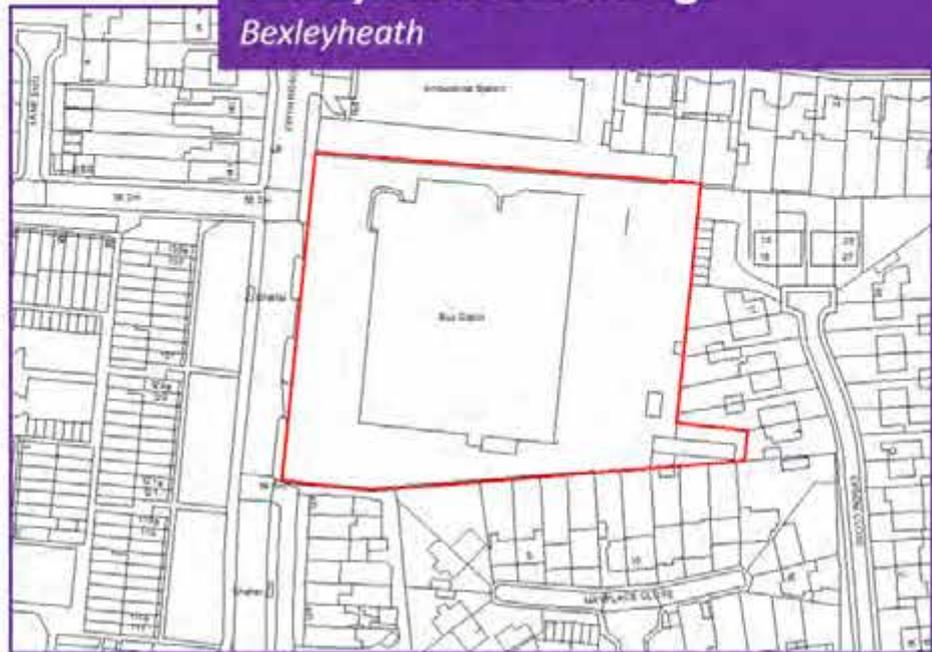
Current use(s)

Bus garage

Land designation(s)

Primarily Residential
Area

SHLAA 17040225



Site assessment

This site is designated as **Primarily Residential Area** and currently functions as a Bus Depot. Fronting Erith Road (A220), the site is adjacent to an ambulance station, a fire station to the north, a parade of shops to the south, and is faced by flats to the west. The site is near Bexleyheath Town Centre and Barnehurst railway station.

In this context, should the site become surplus to requirements, it is considered suitable for residential development.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or even beyond, the Plan period

Army Reserve Centre

Watling Street, Bexleyheath

Site area (Ha)

1.14

PTAL rating

3

Current use(s)

Army training centre

Land designation(s)

Primarily Residential Area

SHLAA 17040278



Site assessment

This site is situated within **Primary Residential Area** and is used by the Army as a training centre. It fronts Watling Street (the main route between Bexleyheath and Crayford) and is surrounded on its east, north and western sides by residential development. It is therefore considered that the site is suitable for residential development, should it become surplus to requirements.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or even beyond, the Plan period

Cinema / Bingo / Car Park

Broadway, Bexleyheath

Site area (Ha)

0.63

PTAL rating

5

Current use(s)

Cinema, Restaurants,
Bingo, Car park

Land designation(s)

Town Centre
SHLAA 17040062



Site assessment

This site is located within **Bexleyheath Town Centre** and is situated at one of the most accessible locations within the borough. The site is currently used as a leisure destination, with a multiplex cinema, a bingo hall, two restaurants and an associated car park, which is well used. Any proposals for redevelopment of the site would need to be supported by comprehensive parking surveys, and a sufficient level of public parking retained to support to vitality and viability of the town centre.

Despite these uses making a significant contribution to Bexleyheath's leisure offer, the building itself is tired and dated, is segregated by Arnsberg Way from the rest of the town centre, relates awkwardly to the street and offers a lot of blank façade.

If the site were to come forward, it is considered that it would be suitable for intensification as a residential-led mixed use development that retains town centre uses on the ground floor (with possible expansion to the first floor) while incorporating residential development above, possibly as a way of masking such 'big box' leisure uses and creating a more pleasant and active public realm.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final 5 years of, or even beyond, the Plan period

Former Bexley Civic Offices

Broadway, Bexleyheath

Site area (Ha)

1.43

PTAL rating

5

Current use(s)

Commercial and residential (under construction)

Land designation(s)

Town Centre

SHLAA 17040027



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for designation as a Local Site of Importance for Nature Conservation (SINC).

Site assessment

This site has recently secured planning permission for a residential-led mixed use development; construction is now underway. The development will include 518 residential units, 3,150m² of flexible retail space as well as public realm improvements. Therefore, this site is not suitable for designation as a SINC.

Recommendation

- That there is no change to the land use designation

Development phasing

- The proposed commercial and residential development is currently under construction, and this is expected to be completed within the period of the Council's up-to-date published five-year housing land supply (2019-2024)

Bexleyheath Magistrates' Court

Norwich Place, Bexleyheath

Site area (Ha)

0.36

PTAL rating

5

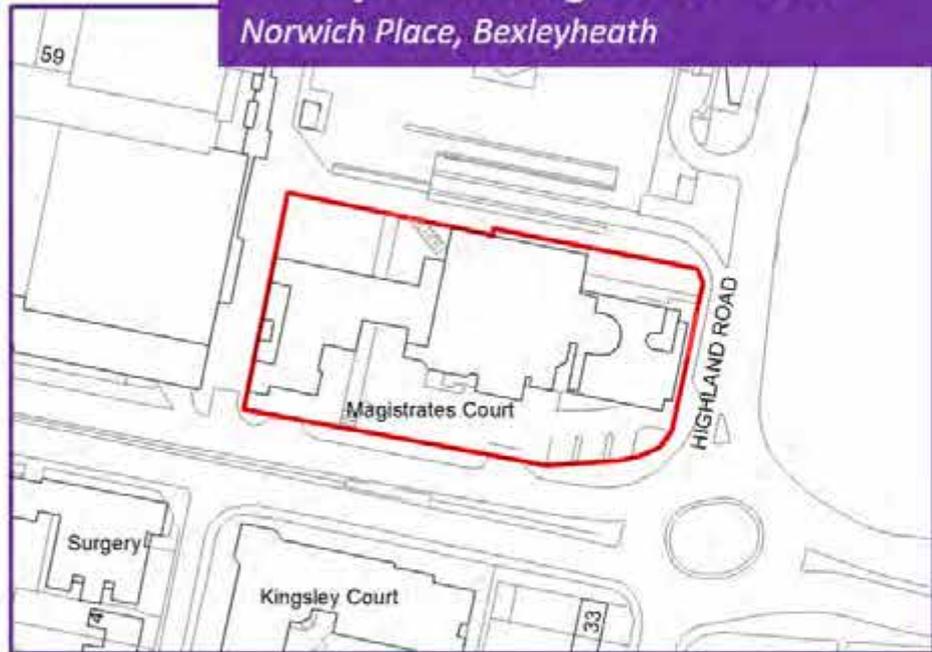
Current use(s)

Magistrates' court

Land designation(s)

Town Centre

SHLAA 17040322



Site assessment

This site is located within **Bexleyheath Town Centre** in a very central location. It is an 'island site' surrounded by pedestrian routes, main roads and car parking. Redevelopment of the site would offer an opportunity to integrate the site better into the town centre and provide a smoother transition from the residential hinterland to the south. However, feedback from the Ministry of Justice suggests that the site is unlikely to come forward during the plan period. If it did come forward, it would be considered suitable for intensification as a mixed-use development with residential and town centre uses.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or even beyond, the Plan period

Broadway Shopping Centre

Broadway, Bexleyheath

Site area (Ha)

2.9

PTAL rating

5

Current use(s)

Retail

Land designation(s)

Town Centre

SHLAA 17040047



Site assessment

Broadway Shopping Centre is located within **Bexleyheath Town Centre** and is situated in one of the most accessible locations within the borough. The shopping centre site is under single ownership, though it is occupied by many retailers. Most retailers operate at ground floor level, with auxiliary storage space above and car parking on the roof. Whilst the shopping centre provides active frontage to Broadway, it contributes large stretches of blank façade to Albion Road and Broadway Square. As it is locked during the evening, it also shuts off a large part of the town centre from public use during this time. It is considered that there are benefits to the sites redevelopment and that there is scope to intensify the site, to provide additional retail capacity within the town centre and to introduce residential accommodation on upper floors.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first ten years of the Plan period

Oaklands Car and Lorry Park

Albion Road, Bexleyheath

Site area (Ha)

0.3

PTAL rating

4

Current use(s)

Car park

Land designation(s)

Town Centre

SHLAA 17040245



Site assessment

Oaklands Car Park lies within **Bexleyheath Town Centre** in a very accessible and sustainable location. The site is surrounded by local amenities and services to the north and west, by retirement apartments to the east, and by Albion Road to the south.

Currently, as well as providing town centre car parking, it is one of two Council operated car parks in the borough that accommodates coaches and heavy goods vehicles overnight. A Ministerial Statement made on 21 May 2018 highlighted a strategic national need for overnight lorry parking and cited a survey that shows shortages, especially in the south east. Therefore, replacement overnight lorry parking may need to be found to free up this site for intensification.

Given that the site currently provides town centre car parking, a parking survey should be undertaken, and an appropriate level of car parking provided as part of any redevelopment. These constraints noted, it is considered that the site is appropriate for comprehensive redevelopment with town centre uses at the ground floor establishing a frontage to Albion Road and residential accommodation above.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of this site is anticipated to take place within the first 10 years of the Plan period

Site area (Ha)

1.48

PTAL rating

4

Current use(s)

Offices and depot for
utilities infrastructure

Land designation(s)

Town Centre
SHLAA 17040220



Site assessment

This occupied commercial site, currently within **Bexleyheath Town Centre**, is one of Bexleyheath's largest sites, effectively occupying the carved out centre of a residential block. Office buildings front Broadway, with storage, yard space and car parking behind.

Town Centre boundaries are being reviewed as part of this Local Plan. As a result, this site will no longer lie within Bexleyheath Town Centre, and is considered appropriate for comprehensive residential redevelopment, if the commercial use were to become surplus to requirements.

Recommendations

- That the land use designation is changed from **Town Centre** to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of this site is anticipated to come forward in the first 10 years of the Plan period

The Volunteer

46 Church Road, Bexleyheath, DA7 4DQ

Site area (Ha)

0.11

PTAL rating

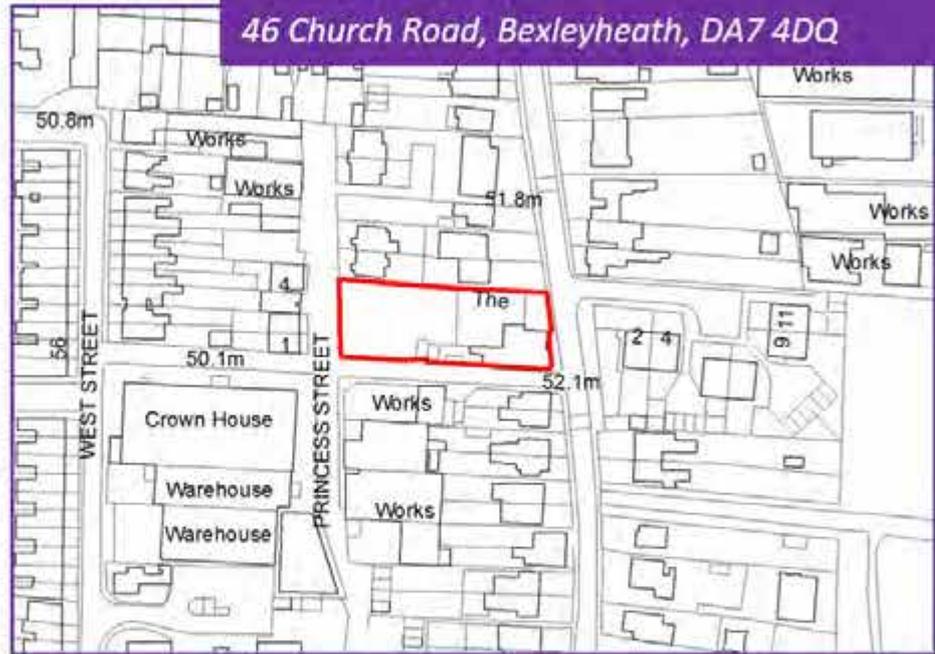
4

Current use(s)

Public house

Land designation(s)

Primarily Residential
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for redevelopment for housing.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore, this site has not been assessed any further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use. However, it is worth noting that public houses are now defined as community facilities in the NPPF, and thus benefit from extra protection against their unnecessary loss.

Pepper's Builders Merchants Rowan Road, Bexleyheath

Site area (Ha) **0.28**

PTAL rating **4**

Current use(s)

Industrial

Land designation(s)

Primarily Residential
Area

SHLAA 17040252



Site assessment

This site is designated as **Primarily Residential Area** and is currently occupied by an industrial/employment use. The site fronts Rowan Road, part of a logical pedestrian route between Bexleyheath town centre and Bexleyheath Station. However, at present, the site blocks what could be a more direct route.

Redevelopment of the site would therefore create an opportunity to establish a link between Rowan Road, Stratton Road and even Bynon Avenue, increasing permeability in the area. Due to the site's surrounding context, it is considered suitable for residential redevelopment, if the site became surplus to its current requirements.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of this site is anticipated to take place within the first 10 years of the Plan period

Bexleyheath Telephone Exchange

Broadway, Bexleyheath

Site area (Ha)

0.29

PTAL rating

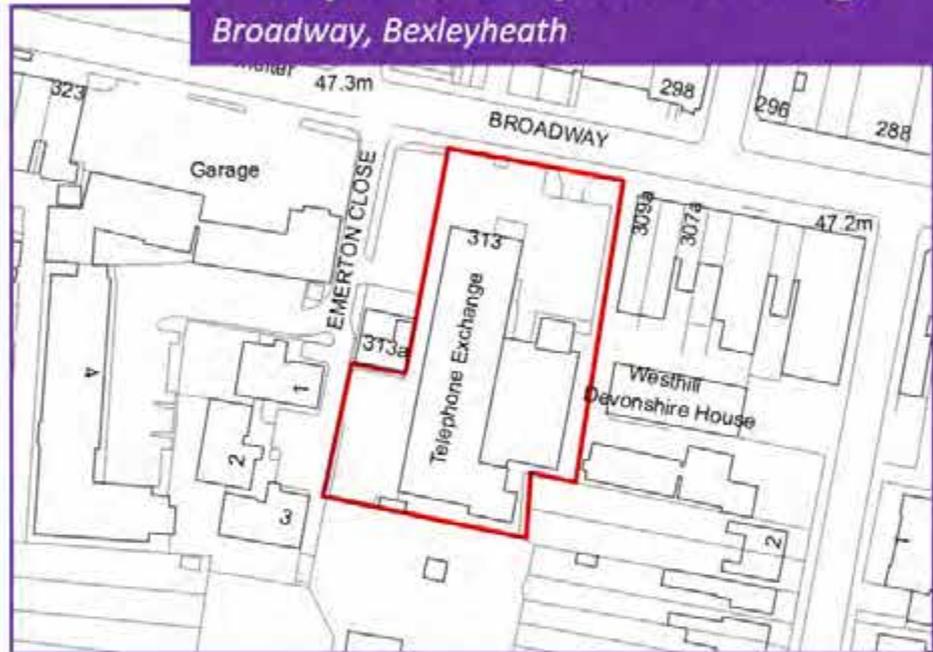
5

Current use(s)

Telephone Exchange

Land designation(s)

Primarily Residential
Area;
SHLAA 17040043



Site assessment

This site is currently occupied by a BT telephone exchange. It fronts Broadway and is in a well-connected location with a high PTAL rating. Along Broadway, the site is adjacent to properties whose ground floor frontages are part of the **Lion Road Neighbourhood Centre**; the site is surrounded to the south, east and west by residential development.

If the commercial use, which supports strategic utilities infrastructure, becomes surplus to requirements, then the site is considered suitable for comprehensive residential redevelopment.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of this site is anticipated to take place within the first 10 years of the Plan period

Asda Bexleyheath Crook Log

Crook Log, Welling

Site area (Ha) **0.26**

PTAL rating **5**

Current use(s)
Supermarket

Land designation(s)
Primarily Residential
Area

SHLAA 17040073



Site assessment

This small supermarket lies within a **Primarily Residential Area**, less than a 10 minute walk from Bexleyheath train station to the north, and Bexleyheath town centre to the east.

The site has a very high PTAL of 5, making this currently one of the most well-connected areas in the borough. Therefore, it is considered an appropriate location for residential development, should the site become surplus to existing requirements, with consideration given to the scale of nearby recent developments. Careful consideration must also be given to the three nearby locally listed buildings, including the two immediately adjacent to the site, and one opposite. Any adverse impact to the character of these buildings must be avoided through careful design.

Redevelopment of this site would allow a more attractive and interesting frontage to be reintroduced facing onto Crook Log and should also reintroduce a stronger frontage onto Clarence Road where the supermarket car park currently sits.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or even beyond, the Plan period

Avenue Road Car Park

To the rear of the William Camden pub
Avenue Road, Bexleyheath

Site area (Ha)

0.44

PTAL rating

4

Current use(s)

Car park

Land designation(s)

Primarily Residential



Site assessment

The site is in a well-connected location, adjacent to shops and other facilities, and to Bexleyheath railway station. The land is open and flat and ringed by trees, which act as a buffer from adjacent housing to the west, and from the railway line to the east. Redevelopment of the site could provide an opportunity to enhance the ecological value along the railway, which is an important green corridor for wildlife.

Any proposals for redevelopment of the site would need to be supported by comprehensive parking surveys, and a sufficient level of public parking retained to support local shops and Bexleyheath railway station.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of this site is anticipated to take place within the first 10 years of the Plan period

Buildbase

Pickford Lane, Bexleyheath

Site area (Ha)

0.3

PTAL rating

4

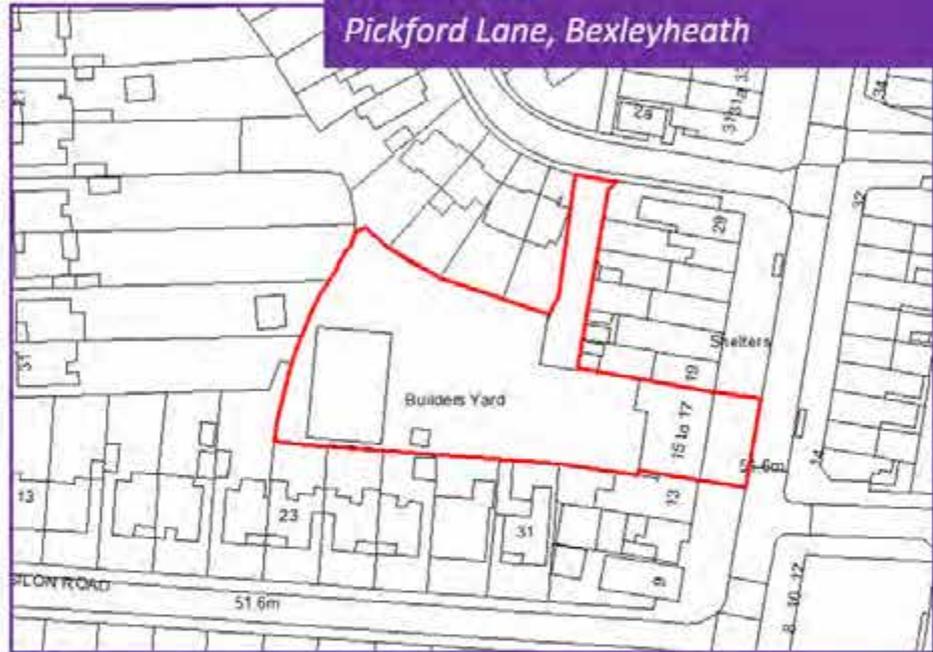
Current use(s)

Retail; Residential;
Business

Land designation(s)

Primarily Residential
Area
Neighbourhood Parade

SHLAA 17040143



Site assessment

This site is situated within **Primary Residential Area** and is comprised of a shop and associated back yard space. Sitting within a parade, the shop forms part of what is currently designated as **Bexleyheath Station Neighbourhood Centre**. The site is surrounded by residential development and access is provided to the yard space via Pickford Close.

Initial findings from the Bexley Neighbourhood Centre Review suggest that the composition, size and relationship to surrounding centres means it is worthy of reclassification as a **Local Centre** within the Town Centre Hierarchy. Any redevelopment must therefore retain the retail frontage to Pickford Lane. However, it is considered that the yard space (with its access point) has scope for intensification and would be suitable, given the sites context and proximity to **Bexleyheath Station**, for infill residential development.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of this site is anticipated to take place within the first 10 years of the Plan period

Crayford (CR) sites

Source	Ref. No.	Site name	Size (ha)
Call for Sites	CR001	Tower Retail Park	3.45
LB Bexley	CR002	Crayford Industrial Estate	2.76
SHLAA	CR003	Sainsbury's Crayford	3.69
LB Bexley	CR004	Crayford Greyhound Stadium	1.66
SHLAA	CR005	Former Electrobases/Wheatsheaf Works	1.74
Call for Sites	CR006	Vacant Industrial Land Adjacent to Crayford Rough	0.66
Call for Sites	CR007	Land to the North of the River Cray, East of Maiden Lane	0.33
Call for Sites	CR008	The Cottage, Lower Station Road	0.30
SHLAA	CR009	Southern Gas Networks Crayford Holder Station	1.05
Call for Sites	CR010	Land West of Bakers Sports Field	1.80
Call for Sites	CR011	Land North of Woodfall Drive	1.63
Call for Sites	CR012	Land at Perry Street Farm	3.94
Call for Sites	CR013	Stoneham Park	2.34
Call for Sites	CR014	Land South of Gascoyne Drive	4.89
Call for Sites	CR015	Land North of Wyatt Road	0.39
Call for Sites	CR016	Land North of Gascoyne Drive	0.35
Call for Sites	CR017	Vacant Previously Developed Industrial Land	5.01

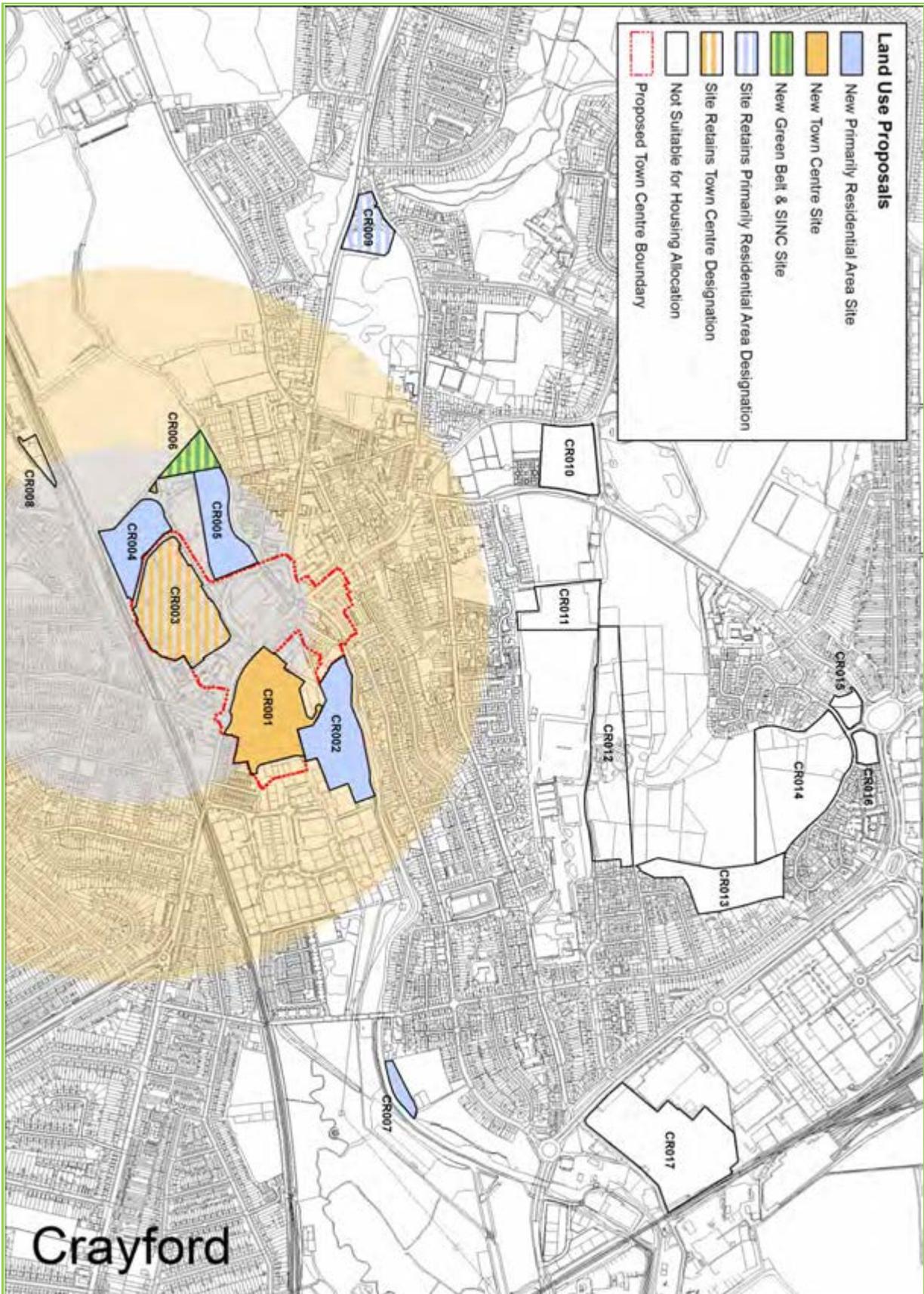


Figure 27: Inset map of Crayford (CR) sites

Tower Retail Park
Crayford

Site area (Ha)

3.42

PTAL rating

2

Current use(s)

Retail park

Land designation(s)

Primary Employment Area

SHLAA 17040328

SHLAA 17040288

SHLAA 17040289



This site was submitted as part of Bexley's Call for Site's exercise where it was proposed for inclusion within Crayford town centre, and intensification through the incorporation of housing.

Site assessment

This site is designated as Primary Employment Area, though was redeveloped for retail and industry uses prior to the adoption of the UDP (2004) whilst it had a policy designation (now withdrawn) allowing for such uses. As a consequence, the site now consists of a well-used retail park centred on a large car park in a location that currently lays on the edge of Crayford town centre.

Due to the site's current retail offering and proximity to both the established town centre and Crayford train Station it is considered that the site should be incorporated within the town centre boundary. There are also clear opportunities to make a more efficient use of this centrally located site by way of intensification and incorporation of housing and other town centre uses, by retaining retail floor space and other town centre uses on the ground floor and incorporating residential units above.

Proposals should be accompanied by parking surveys to ensure the appropriate level of parking is retained.

The site should be considered in tandem with surrounding sites where possible (particularly CR002) as part of a wider regeneration scheme for Crayford.

Recommendations

- That the land use designation of the site is changed to **Town Centre**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Crayford Industrial Estate

Tower Park Road, Crayford

Site area (Ha)

2.76

PTAL rating

2

Current use(s)

Industrial

Land designation(s)

Primary Employment
Area; Town Centre

SHLAA 17040189



Site assessment

This site is designated as **Primary Employment Area**, with the westernmost part of the site within Crayford Town Centre. The site contains several industrial units of varied sizes. Whilst many of the units are occupied, there are some vacancies.

However, if Crossrail were to begin serving Slade Green station, only one stop away from the nearby Crayford station, this would improve access to services into London from this area and would unlock more sites for housing development. This site would consequently lie in a prime position, being adjacent to Crayford town centre and only a 10 minute walk to Crayford station. In this scenario, and subject to the conclusions of Bexley's ongoing Employment Land Review, it would be appropriate for this site to be released from its Primary Employment Area designation and re-designated.

If this site were to be redeveloped for housing, there are many opportunities that should be capitalised on. Redevelopment must make the most of the riverside location, and should contribute to enhancements of the adjacent Site of Importance for Nature Conservation (SINC), and green and blue corridor. The riverside currently suffers from fly tipping and is poorly maintained; development would allow the area to be cleared of litter, the increase of eyes on the river helping to prevent these issues reoccurring. Access may need to be improved to support residential development.

Recommendations

- That the land use designation of the site is changed to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Sainsbury's Crayford

Stadium Way, Crayford

Site area (Ha)

3.69

PTAL rating

2

Current use(s)

Retail

Land designation(s)

Town Centre

SHLAA 17040330



Site assessment

This site lies within Crayford town centre, immediately adjacent to Crayford train station, and is therefore in a very sustainable and strategic location.

There are clear opportunities to make more efficient use of this centrally located site. The current footprint of the retail store is large, and parking takes up a huge proportion of the site. The site could benefit from intensification. This could be achieved by utilising a multi-storey layout to retain retail floor space, incorporating undercroft parking, or by incorporating housing above the retail element.

It is acknowledged that the site is constrained in terms of building height due to the low overhead power cables running from South-West to North-East. Nonetheless, the site is very large and by reorienting the store, or relocating it to another part of the site, the airspace above could be utilised more effectively, opening up the rest of the site for the introduction of housing.

Redevelopment of the site would allow new, much-needed pedestrian links between Crayford station and the town centre to be created, addressing the current poor legibility of the area. Redeveloping the site would also provide the opportunity to provide extensive soft landscaping and greening, for both biodiversity and amenity, on a site that is currently virtually 100% hardstanding.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of the Plan period, or even beyond the plan period

Crayford Greyhound Stadium

Stadium Way, Crayford

Site area (Ha)

1.67

PTAL rating

2

Current use(s)

Greyhound stadium
Leisure centre

Land designation(s)

Urban Open Space
Non-designated (white
land)



Site assessment

This site lies just adjacent to Crayford town centre and only a short distance from Crayford train station. The site is occupied by the Crayford Greyhound Track, with its ancillary buildings, and the Crayside Leisure Centre on land designated as urban open space. Consequently, it is considered that the purpose of urban open space is not being fulfilled, primarily because the land is not publically accessible, and is almost entirely developed. An area of associated car parking is sited on non-designated or 'white' land.

The site lies in a very sustainable location and could cut journey times to the station to less than 5 minutes by providing pedestrian access to the site from the south, across the existing footbridge (subject to negotiations with relevant land owners).

In considering a holistic plan-led approach to land uses in and around Crayford town centre, redevelopment of this site for residential use could provide much needed housing in a sustainable location. Provision should be made onsite for the existing leisure centre if possible, or an opportunity for a replacement site should be secured in an appropriate location before this site is developed.

The site also lies adjacent to Crayford Rough a designated Site of Metropolitan Importance for Nature Conservation (MSINC). Any development proposals to redevelop the stadium site must avoid any significant adverse impacts to the MSINC.

Recommendations

- That the land use designation is changed to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or even beyond, the Plan period

Former Electrobases/Wheatsheaf Works

Maxim Road, Crayford

Site area (Ha)

2.5

PTAL rating

1 - 2

Current use(s)

Vacant previously developed land

Land designation(s)

Secondary Employment Area

SHLAA 17040260



Site assessment

This site is part of a Secondary Employment Area known as Tanners Works. A larger site, including CR006, has an active planning application for 359 residential units, awaiting decision.

This site is considered vacant previously developed land and is located close to Crayford station and town centre. The principle of residential development, given its sustainable location, would be appropriate. However, development should avoid encroachment onto the adjacent Site of Importance for Nature Conservation (SINC) and Green Belt (see CB006). It is therefore considered that, subject to the conclusions of Bexley's ongoing Employment Land Review, this site should be released from its Secondary Employment Area designation and re-designated.

Recommendation

- That the land use designation of the site is changed from **Secondary Employment Area** to **Primarily Residential Area**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Greenfield land adjacent to Crayford Rough
Maxim Road, Crayford

Site area (Ha)

0.77

PTAL rating

1b

Current use(s)
Greenfield land

Land designation(s)
Secondary Employment
Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for inclusion within the adjoining Crayford Rough Site of Metropolitan Importance for Nature Conservation (SINC) designation. The existing Crayford Rough SINC boundary is shown within Bexley's SINC document, published in 2016.

Site assessment

Despite a current land use designation of secondary employment area, this site functions as greenfield land. Adjacent to the site lays Green Belt and designated SINC. Given this context, the opportunity exists to explore the site's contribution to and inclusion within the Green Belt and SINC. The site's land use designation therefore warrants fresh consideration.

As part of this Local Plan review, the Council will be considering amendments to SINC boundaries. Proposals made by land-owners or interested party for amendments to SINC boundaries will be considered as part of this process. Only those sites that provide a significant contribution to the ecology of an area will be afforded a SINC designation.

Recommendation

- That the land use designation of the site is changed to **Metropolitan Green Belt**
- That the site is assessed for potential inclusion within the adjacent SINC

Land to the north of the River Cray, east of Maiden Lane
Crayford

Site area (Ha)

0.33

PTAL rating

1

Current use(s)

Vacant industrial
buildings

Land designation(s)

Non-designated (white)
land



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for widening the extent of the adjoining River Cray Site of Metropolitan Importance for Nature Conservation (SINC) designation.

Site assessment

The site is undesignated 'white land' on Bexley's UDP policies map. The north western boundary of the site is bounded by existing residential uses with allotments along the north eastern half of site's boundary. The River Cray flows to the South of the site.

The site is predominantly hardstanding and contains a number of vacant buildings with some vegetation and trees. The habitat value of the on-site buildings and hardstanding is considered to be low, and the value of the vegetation and trees on site is also considered to be poor. A SINC designation would not necessarily lead to positive management of a site in private ownership; only those sites that already provide a significant contribution to the ecology of an area will be designated as SINC. However, the suitability of the site will be considered as part of the Local Plan process, for inclusion as part of the adjacent SINC through a change in boundary.

Whilst the site itself appears to have limited habitat value, the adjacent river habitat, already within the River Cray SINC, provides foraging opportunities for a range of species and is an important wildlife corridor of high habitat value.

Recommendation

- That the land use designation of the site is changed to **Primarily Residential Area**
- To assess this site for potential inclusion within the adjacent SINC

Development Phasing

- If allocated, the redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

The Cottage

Lower Station Road, Crayford

Site area (Ha)

0.3

PTAL rating

1

Current use(s)

Children's nursery

Land designation(s)

Metropolitan Green Belt



This site has been submitted as part of Bexley's Call for Sites exercise and was proposed for housing and community uses.

Site assessment

Sites put forward for development that have been identified as being on Metropolitan Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

SGN Crayford Holder Station

London Road, Crayford

Site area (Ha)

1.03

PTAL rating

1b

Current use(s)

Decommissioned gas holders

Land designation(s)

Primarily Residential Area

SHLAA 17040086



Site assessment

This site is designated as Primarily Residential Area and is currently occupied by two gas holders. Whilst the underlying gas network is still functioning, the gas holders are now surplus to requirements, offering up a potential development site.

Housing neighbours the site to the west and north and Shenstone Park surrounds the site to the east. In this context, it is considered that the site is suitable for residential development, infilling a predominantly residential area.

Given that the gas holders provide a prominent industrial landmark to journeys along Watling Street/London Road it would be expected that redevelopment of the site continues to provide a wayfinding contribution. However, given the site's low PTAL of 1b and present industrial nature it is expected that development would come forward at a later stage in the plan period.

Recommendation

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of the Plan period, or even beyond the plan period

Land west of Bakers Sports Field

Manor Road, Crayford

Site area (Ha)

1.8

PTAL rating

1a

Current use(s)

Greenfield land

Land designation(s)

Metropolitan Open Land



This site was submitted as part of Bexley's Call for Sites and was proposed for housing.

Site assessment

The site is designated as Metropolitan Open Land.

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Metropolitan Green Belt.

A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

Recommendations

- That there is no change to the land use designation

Land north of Woodfall Drive Crayford

Site area (Ha)

1.62

PTAL rating

1

Current use(s)

Greenfield land

Land designation(s)

Metropolitan Open Land
Site of Importance for
Nature Conservation



This site was submitted as part of Bexley's Call for Sites and was proposed for housing.

Site assessment

The site is designated as a Site of Importance for Nature Conservation, and Metropolitan Open Land.

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Metropolitan Green Belt.

A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

Recommendations

- That there is no change to the land use designation

Land at Perry Street Farm Mayplace Avenue, Crayford

Site area (Ha)

3.94

PTAL rating

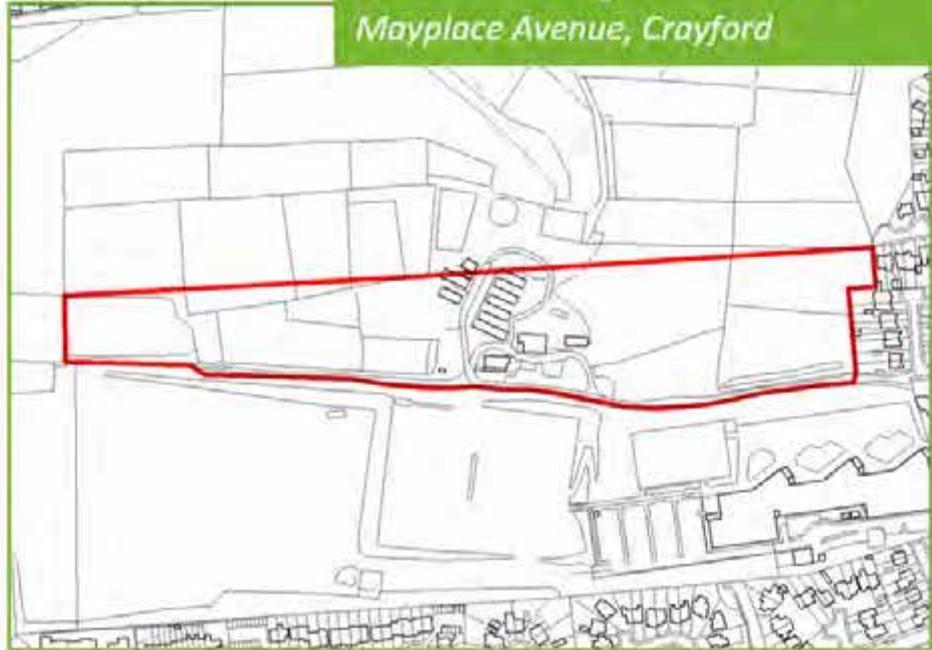
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Current use(s)

Agricultural land

Land designation(s)

Metropolitan Open Land
(MOL)
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites and was proposed for housing.

Site assessment

The site is designated as Metropolitan Open Land and a Site of Importance for Nature Conservation

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Metropolitan Green Belt.

A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

Recommendations

- That there is no change to the land use designations

Stoneham Park

Medway Rd, Crayford

Site area (Ha)

2.34

PTAL rating

1

Current use(s)

Greenfield land; Open space

Land designation(s)

Metropolitan Open Land



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for inclusion within the adjoining Perry Street Farm Borough Grade II Site of Importance for Nature Conservation (SINC) designation. The existing Perry Street Farm SINC boundary is shown within Bexley's SINC document, published in 2016.

Site assessment

The site is currently designated as Metropolitan Open Land.

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Metropolitan Green Belt.

A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

As part of this Local Plan review, the Council will be considering amendments to SINC boundaries. Proposals made by land-owners or interested party for amendments to SINC boundaries will be considered as part of this process. Only those sites that provide a significant contribution to the ecology of an area will be afforded a SINC designation.

Recommendations

- That there is no change to the land use designation
- That the site is assessed for potential inclusion within the adjacent SINC

Land South of Gascoyne Drive Crayford

Site area (Ha)

4.89

PTAL rating

1 - 2

Current use(s)
Greenfield land

Land designation(s)

Metropolitan Open Land
(MOL)
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites and was proposed for housing.

Site assessment

The site is designated as Metropolitan Open Land and a Site of Importance for Nature Conservation

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Metropolitan Green Belt.

A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

Recommendations

- That there is no change to the land use designations

Land North of Wyatt Road Crayford

Site area (Ha)

0.39

PTAL rating

2

Current use(s)

Greenfield land

Land designation(s)

Metropolitan Open Land



This site was submitted as part of Bexley's Call for Sites and was proposed for housing.

Site assessment

The site is designated as Metropolitan Open Land.

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Metropolitan Green Belt.

A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

Recommendations

- That there is no change to the land use designation

Land North of Gascoyne Drive Crayford

Site area (Ha)

0.35

PTAL rating

2

Current use(s)

Greenfield land

Land designation(s)

Metropolitan Open Land



This site was submitted as part of Bexley's Call for Sites and was proposed for housing.

Site assessment

The site is designated as Metropolitan Open Land.

The London Plan is clear in its approach towards Metropolitan Open Land, affording it the same protections as Metropolitan Green Belt.

A full review of Metropolitan Open Land is being carried out as part of the Green Infrastructure Study, which will form part of the evidence base for the Local Plan. Early findings from the study suggest that aside from minor alterations there are no proposed modifications to MOL boundaries.

Recommendations

- That there is no change to the land use designation

Vacant industrial land

Thames Road Industrial Area, Thames Road, Crayford

Site area (Ha)

5.01

PTAL rating

1a

Current use(s)

Vacant previously developed land

Land designation(s)

Primary Employment Area



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for management for wildlife on a meanwhile or permanent basis.

Site assessment

The site is located within the Thames Road Industrial Area, and has been cleared of built structures for several years. The site is currently designated as **Primary Employment Area** with a lapsed planning permission for an extension to an adjacent business.

It is necessary to retain this site in its Primary Employment Area designation to ensure future capacity for employment growth. As the site is in private ownership, there is no method of ensuring the site is managed for wildlife on a meanwhile basis at the current time. The possibility of managing this area in a way to encourage its use by wildlife in the interim will be explored if another application for the wider site was to come forward. Development must be guided by comprehensive ecological surveys from the scheme's inception, following the Ecological Impact Assessment process.

The North Kent railway line runs along the site's north-eastern boundary, and as such a buffer along this part of the site may be needed for an extension of Crossrail from Abbey Wood to Ebbsfleet. An existing safeguarding is in place, but this is for a two track option only; a four track option may need additional land.

Recommendation

- That there is no change to the land use designation

Bexley Village (BX) sites

Source	Ref. No.	Site name	Size (ha)
SHLAA	BX001	Bexley High Street Car Park	0.30
SHLAA	BX002	BT Crayford Telephone Exchange	0.33
SHLAA	BX003	Black Prince Holiday Inn	1.53
Call for Sites	BX004	Open land near to Bexley Village	53.96
LB Bexley	BX005	Land at Tile Kiln Lane	6.31
Call for Sites	BX006	House and land, 33 Monterey Close	2.43
Call for Sites	BX007	Stuart's Nursery	5.56
Call for Sites	BX008	RJF Motors and Adjacent Grazing Land	2.89
Call for Sites	BX009	Land at Riverside Road Pumping Station	1.89

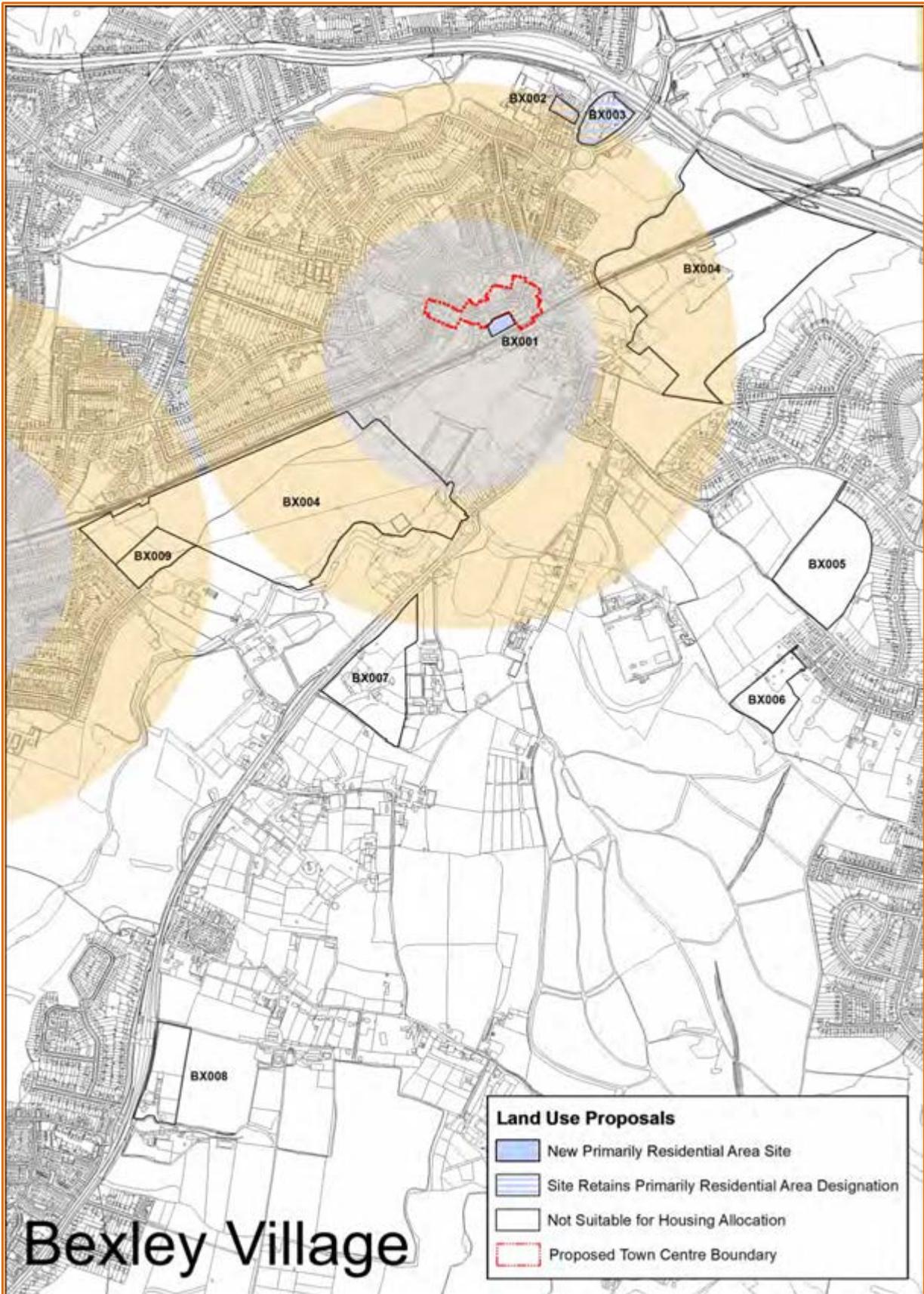


Figure 28: Inset map of Bexley Village (BX) sites

Bexley High Street Car Park Bexley Village

Site area (Ha)

0.3

PTAL rating

3

Current use(s)

Car park

Land designation(s)

Town Centre;
Conservation Area

SHLAA 17040029



Site assessment

This site is located within the **Old Bexley Conservation Area** and currently falls within **Bexley Village Town Centre**. Despite the site's central location, it is visually tucked away behind Bexley High Street and is used as a car park, which serves the town centre. It is therefore considered that the site would best suit residential development rather than town centre uses more broadly; residential development near to town centres can play an important role in maintaining and improving their vitality and success.

Development of this site must also be supported by comprehensive parking surveys. Sufficient public parking must be retained on site in order to accommodate demonstrated need and maintain the vitality and success of the town centre. If parking needs to be retained, separate access routes for resident and public parking could be achieved by creating a second access point off Tan Yard Lane. Pedestrian routes through to the high street should be retained and improved.

Recommendations

- That the land use designation of the site is changed to **Primarily Residential Area**

Development Phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Crayford BT Telephone Exchange

Southwold Road, Bexley

Site area (Ha)

0.33

PTAL rating

2

Current use(s)

Telephone exchange

Land designation(s)

Primarily Residential
Area

SHLAA 17040069



Site Assessment

This site, currently occupied by a BT telephone exchange, lies within a **Primarily Residential Area** just south of the A2. A school is to the west of the site. If the site were to become surplus to requirements, it is considered suitable for residential redevelopment.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Black Prince Holiday Inn

Southwold Road, Bexley

Site area (Ha)

1.48

PTAL rating

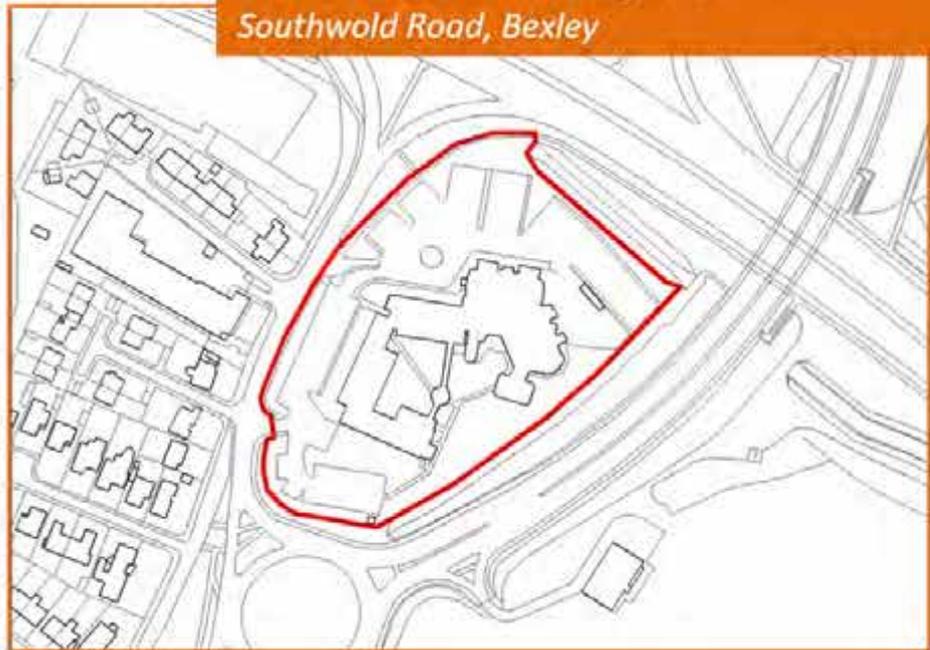
2

Current use(s)

Hotel

Land designation(s)

Primary Residential Area



Site Assessment

This site lies just south of the A2 in a **Primarily Residential Area**. It is an island site, surrounded by a busy road network on all sides. A residential neighbourhood is to the west of the site, and a recreation ground to the south. If the site were to become surplus to requirements, it is considered suitable for residential redevelopment. The mature trees lining the eastern edge of the site should be retained where possible.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the final five years of, or beyond, the Plan period

Green Belt land near Bexley Village

Bexley

Site area (Ha)

54

PTAL rating

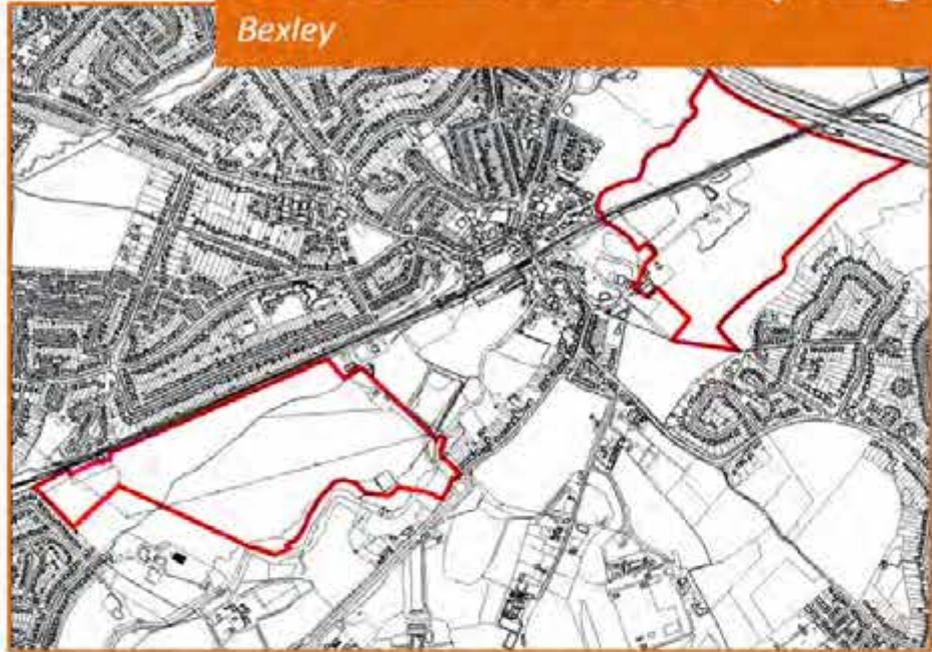
0 - 1

Current use(s)

Greenfield land;
Aggregates supplier

Land designation(s)

Metropolitan Green Belt
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for housing-led mixed use development. The site consists of two parcels of largely greenfield land located entirely within the Metropolitan Green Belt, which the submission proposes to link with a new bypass around Bexley Village.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

Land at Tile Kiln Lane

Bexley

Site area (Ha)

6.31

PTAL rating

1a

Current use(s)

Greenfield land.

Land designation(s)

Metropolitan Green Belt.



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing. The site is in Bexley Council ownership.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

House and land

33 Monterey Close, Bexley

Site area (Ha)

2.43

PTAL rating

1a

Current use(s)

Dwelling; Stable yard;
Sand school

Land designation(s)

Metropolitan Green Belt
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing with improved public access to Joyden's wood.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

Stuart's Nursery

57 North Cray Road, Sidcup

Site area (Ha)

5.56

PTAL rating

1a

Current use(s)

Greenfield;
Garden centre

Land designation(s)

Metropolitan Green Belt



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing, employment and open space.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

RJF Motors and adjacent grazing land

139 North Cray Road, Sidcup

Site area (Ha)

2.89

PTAL rating

1a

Current use(s)

Dwelling; stables; car dealers; greenfield land

Land designation(s)

Green Belt



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for development for housing.

Site assessment

Sites put forward for development that have been identified as being on Green Belt have not been assessed further. The Green Belt is afforded strong protection against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

**Greenfield land adjacent to Riverside Road
Pumping Station, Riverside Road, Sidcup**

Site area (Ha)

1.89

PTAL rating

1 - 2

Current use(s)

Greenfield land

Land designation(s)

Metropolitan Green Belt
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites exercise and was proposed for housing.

Site assessment

The site is designated as Metropolitan Green Belt and as a Site of Metropolitan Importance for Nature Conservation. Strong protection is therefore afforded against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions.

Recommendations

- That there is no change to the land use designations

Sidcup (SID) sites

Source	Ref. No.	Site name	Size (ha)
Call for Sites	SID001	Co-op Food, Station Road	0.32
Call for Sites	SID002	Travis Perkins Builders Merchant	0.28
Call for Sites	SID003	Lamorbey Church Hall	0.17
Call for Sites	SID004	Former Lamorbey Baths	0.17
SHLAA	SID005	Old Farm Avenue Car Park	0.47
SHLAA	SID006	Marlowe House	1.39
LB Bexley	SID007	B&Q and DFS, Sidcup-by-pass	2.30
Call for Sites	SID008	Woodland and grazing land East of Queen Mary's Hospital	14.80
Call for Sites	SID009	Frognal Field	4.64

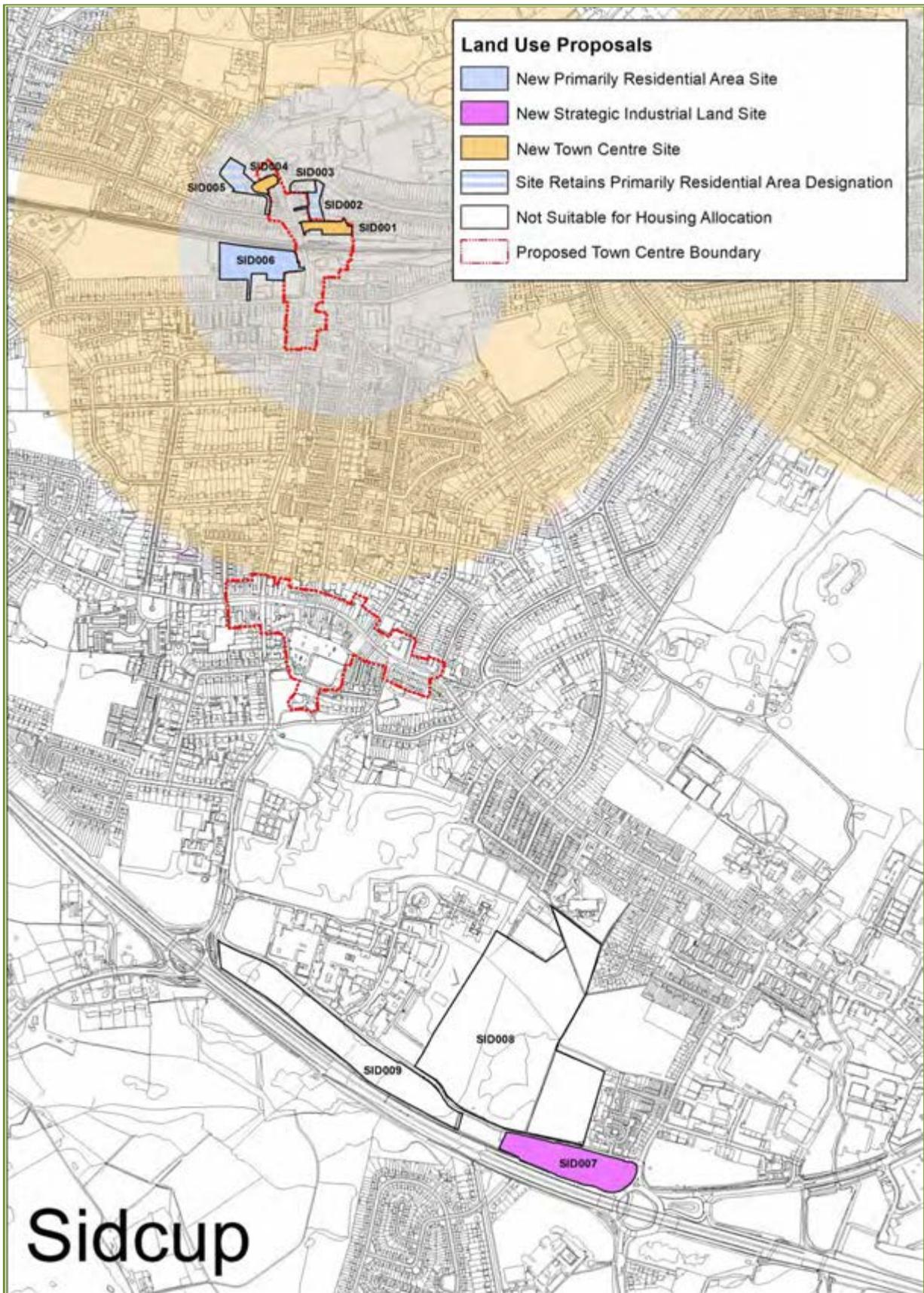


Figure 29: Inset map of Sidcup (SID) sites

Co-op Food Station Road, Sidcup

Site area (Ha) **0.32**

PTAL rating **4**

Current use(s)

Small supermarket; Office;
Car park

Land designation(s)

Primarily Residential
Area; Neighbourhood
Centre

SHLAA 10740093



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing and retail.

Site assessment

The site currently lies within a neighbourhood parade and primarily residential area and consists of an occupied retail store on the ground floor, with office space above and a car park to the rear. Early findings of the Council's neighbourhood centre review indicate that Station Road neighbourhood centre may be appropriate for promotion to a local centre. Because of this, and the close proximity to Sidcup Station, this is considered a suitable location for incorporating residential development alongside a retail offering.

Retail (or other town centre uses) should be retained at ground floor, but there is scope to provide residential units above and to the rear of the retail unit. The adjacent public house should be protected and incorporated into the proposed development.

Recommendation

- That the land use designation of the site is changed from **Primarily Residential Area** and **Neighbourhood Parade** to **Town Centre**

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Travis Perkins Builder's Merchant Hurst Road, Sidcup

Site area (Ha)

0.28

PTAL rating

4

Current use(s)

Builder's merchant

Land designation(s)

Primarily Residential Area

SHLAA 17040294



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing and employment uses.

Site assessment

The site lies within a primarily residential area and consists of a builder's merchants and associated yard space, storage and parking. As this site is within a predominantly residential area, in close proximity to both Sidcup station and the existing retail offering at Station Road, the site would be considered appropriate for redevelopment as 100% residential. However, the landowner has indicated that their preference would be to retain an element of a builder's merchant at ground floor, with residential development above.

This combination of uses would have to be carefully considered in partnership with environmental health officers, as it is not clear that the two uses would be compatible. Issues such as frequency of deliveries, size of delivery vehicles, noise, safety, etc. would need to be addressed before this would be considered appropriate. The landowner has achieved this mix on sites elsewhere in London by downscaling the builder's merchant element into more of a retail focussed offering, which may be more appropriate alongside residential.

Discussions should be sought with the landowner of the Holy Trinity Church Hall to the northwest, which was submitted for Bexley's Call for Sites but was considered too small to allocate in isolation. Combining the two sites would give more flexibility regarding layout and, crucially, would allow the narrow access to be improved. However, the Church Hall is locally listed and must be retained, and its character protected, with particular regard given to height and massing. This would also provide an opportunity to renovate the Church Hall as part of the development and improve its condition.

Recommendations

- That no change is made to the land use designation of this site

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the plan period.

Site number
SID003

Lamorbey Church Hall

Hurst Road, Sidcup

Site area (Ha)

0.17

PTAL rating

4

Current use(s)

Church hall

Land designation(s)

Conservation Area;
Primarily Residential
Area



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for redevelopment for housing and community uses.

Site assessment

Sites smaller than 0.25 hectares have been deemed too small for allocation; therefore this site has not been assessed any further. It is considered that applications for sites below this size are more likely to come forward as windfall development, and are unlikely to benefit from allocation, particularly where the current designated land use does not preclude development of the proposed use.

Identified via
Call for Sites

Former Lamorbey Baths

Station Road, Sidcup

Site area (Ha)

0.17

PTAL rating

4

Current use(s)

Vacant building

Land designation(s)

Primarily Residential Area;
Neighbourhood Centre



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing and community uses.

Site assessment

The site lies within a **Primarily Residential Area**, and within a neighbourhood parade and adjacent to the Halfway Street Conservation Area. Early findings of the Council's neighbourhood centre review indicate that Station Road neighbourhood centre may be appropriate for promotion to a local centre. Sites less than 0.25 hectares have been deemed too small to be allocated as a strategic housing site and have therefore not been assessed further. However, this site is the subject of an extant Local Development Framework supplementary planning document entitled *Lamorbey Planning Brief*, adopted by the Council in 2007, which can be found on the Council's website.

This Planning Brief looks primarily at the potential redevelopment of the Lamorbey Baths site as indicated by the red line boundary. However, the brief could also apply equally to potential redevelopment of other adjacent sites on the frontage, either those flanking the building or those to the north. These may come forward for comprehensive redevelopment in conjunction with this site or could be redeveloped subsequently. The site could also be redeveloped with the car park site to the rear (**SID005**).

The site presents an opportunity to create an attractive building in Sidcup in a very visible location, and to greatly improve a frontage which has remained derelict and vacant for several years. Pedestrian access can be improved between the car park to the rear and the retail offering along Station Road, where the neighbourhood centre is to become a local centre. Redevelopment would be expected to provide active town centre uses on the ground floor within the town centre boundary, with residential units above and to the rear.

Recommendations

- That the land use designation of the site is changed from **Neighbourhood Parade** to **Town Centre** along Station Road in line with the **Sidcup Station local centre** proposed boundary, and that there is no change in land use designation to the remainder of the site

Development phasing

- If allocated, redevelopment of the site is anticipated to take place within the first 10 years of the Plan period

Old Farm Avenue Car Park

Sidcup

Site area (Ha)

0.47

PTAL rating

4

Current use(s)

Car park

Land designation(s)

Primarily Residential Area

SHLAA 17040271



Site assessment

This site lies within a **Primarily Residential Area**, immediately behind Station Road neighbourhood centre, and adjacent to 'The Green' conservation area.

The site includes the only public car park serving this neighbourhood centre. Early findings of the Council's neighbourhood centre review indicate that Station Road neighbourhood centre may be appropriate for promotion to a local centre. Therefore, any proposal must be supported by comprehensive parking surveys and sufficient public parking must be retained on site to accommodate demonstrated need to support the viability and vitality of the local centre. The site and wider shopping area are however in very close proximity to Sidcup train station; therefore, a lower parking provision could be justified. Some shops on Station Road also use the car park entry to access the rear of their properties for deliveries; this access will need to be retained.

Due to the site's proximity to the future local centre, and to Sidcup train station, and the site's existing residential designation, the site is considered appropriate for comprehensive residential development. Development must also remain sensitive to the historic character of the adjacent conservation area. This site could benefit from working jointly with the landowners of the former Lamorbey Baths site to the East, which was submitted as part of Bexley's Call for Sites exercise and has been assessed elsewhere in this document (SC003) as being suitable for residential-led mixed use development. This would allow more flexibility in the design and layout of the scheme.

Recommendations

- That there is no change to the land use designation

Development phasing

- If allocated, the redevelopment of this site is anticipated to take place in the first 10 years of the Plan period

Marlowe House

Station Road, Sidcup

Site area (Ha)

1.39

PTAL rating

4

Current use(s)

Police station; Offices

Land designation(s)

No designation (white land)

SHLAA 17040094



Site assessment

This site currently lies on undesignated land (previously a preferred office location), near to Sidcup train station. The site is currently in use as a police station and offices, in a single c. 16 storey building with extensive parking to the side and rear.

The building is much taller than the buildings in the surrounding area. Given the size of the existing building, it is likely to be unviable and impractical to demolish, preventing comprehensive redevelopment of the site. However, given the site's proximity to Sidcup station and the size of the site, the remainder of the site could be brought forward for residential development. In addition, if the employment use of the existing building was to become surplus to requirements, there is an opportunity for it to be converted for residential use.

Pedestrian links should be considered through the site to link the town centre to the large playing fields to the west.

Any proposal must be sensitive to the Site of Importance for Nature Conservation immediately to the north of the site, avoiding any adverse impact to wildlife.

Recommendations

- That the land use designation of this site is changed to **Primarily Residential Area**

Development phasing

- If allocated, the redevelopment of this site is anticipated to take place in the final five years of, or beyond, the Plan period

B&Q and DFS

Sidcup By-Pass, Sidcup

Site area (Ha)

2.13

PTAL rating

2

Current use(s)

Retail warehouse

Land designation(s)

No designation (white land)

SHLAA 17040169

SHLAA 17040038



Site assessment

The site is bounded by the A20 to the south, greenfield Metropolitan Green Belt to the west and north, a residential estate also to the north, and primary employment land to the east.

This site is occupied by an 'out-of-centre' retail warehouse, built while the site had a 'Shopping or Town Centre Proposal' land designation. However, on 27 September 2007 the local planning policy supporting this designation on Bexley's UDP proposals map was allowed to expire, as per the requirements of the 2004 Planning Act, when it was not 'saved' by the Secretary of State. Since this time, the site has been considered 'white land' as no underlying land designation is present, although it is in use.

It is considered that, given the adjacent Foots Cray Industrial Area to the east, good road links, and the relative isolation from built up residential areas, this site could contribute to the provision of industrial land for the borough. If the site becomes surplus to its current use, it could be redeveloped for industrial uses. Any redevelopment of the site will need to sensitively relate to the existing residential estate to the north east.

Recommendations

- That the land use designation of the site is changed to **Strategic Industrial Land (SIL)**

Woodland and grazing land, east of Queen Mary's Hospital
Frognal Avenue, Sidcup

Site area (Ha)

14.8

PTAL rating

1 - 2

Current use(s)

Greenfield; Grazing;
Scrubland

Land designation(s)

Metropolitan Green Belt
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing, community uses, and open space.

Site assessment

The site is designated as Metropolitan Green Belt and as a Site of Metropolitan Importance for Nature Conservation. Strong protection is therefore afforded against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

Frognal Field

Frognal Avenue, Sidcup

Site area (Ha)

4.64

PTAL rating

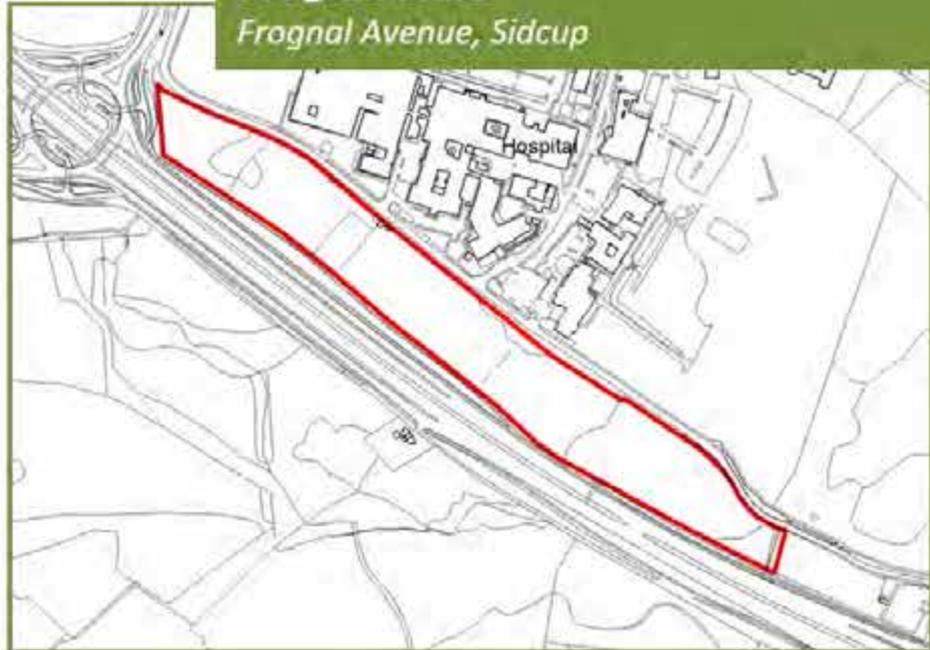
1

Current use(s)

Greenfield; Grazing

Land designation(s)

Metropolitan Green Belt
Site of Importance for
Nature Conservation
(SINC)



This site was submitted as part of Bexley's Call for Sites exercise, and was proposed for housing, employment and community uses.

Site assessment

The site is designated as Metropolitan Green Belt and as a Site of Metropolitan Importance for Nature Conservation. Strong protection is therefore afforded against inappropriate development in National, Regional and Local policy. The construction of new buildings in the Green Belt is considered inappropriate with very few exceptions. It is not intended to undertake a full review of Metropolitan Green Belt as part of the preparation of the local plan. However, in any case minor factual updates to the Green Belt boundary will be reflected in the draft policies map.

Recommendations

- That there is no change to the land use designation

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