



# A.1

## Appendix 1 Policy Context

A1.1 The Planning and Compulsory Purchase Act 2004 introduced major changes to the way the development plan system operates. It requires the eventual replacement of the Council's Unitary Development Plan (UDP) with a new Local Development Framework (LDF). The LDF will comprise a number of Local Development Documents (LDDs), including Area Action Plans (AAPs).

A1.2 Bromley Council is required to draw up a Local Development Scheme (LDS) which sets out how the LDF will be developed over a 3 year period (and beyond). PPS 12 requires Local Authorities to produce a Core Strategy as part of their LDFs, which all other LDDs, including AAPs, should relate. In Bromley, priority is being given to the preparation of the AAP and it is being brought forward in advance of the Core Strategy. It will be informed by saved UDP policies and will feed into preparation of the Core Strategy. There is a particular need for more detailed local policy and development guidance in the town centre given the pressures for development.

A1.3 The Draft AAP has been prepared in accordance with national, regional and local planning policies. A summary of the most relevant ones is set out below.

### National Policy

#### PPS1: Creating Sustainable Communities (2005)

A1.4 The Government's commitment to the creation of sustainable communities and the delivery of sustainable development is reiterated in PPS1 which focuses on:

- The need for planning authorities to take an approach based on integrating the four aims of sustainable development: economic development; social inclusion; environmental protection and prudent use of resources;

- The need for positive planning to achieve sustainable development objectives and proactive management of development;
- The need for plans to set clear visions for communities and to help to integrate the wide range of activities relating to development and regeneration;
- The need for the planning system to actively promote participation and involvement.

A1.5 PPS1 states that planning should facilitate and promote sustainable patterns of development by:

- Making suitable land available in line with objectives to improve the quality of life;
- Contributing to sustainable economic growth;
- Protecting and where possible enhancing the natural and historic environment and existing successful communities;
- Ensuring high quality development through good design; and
- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities with good access to key services.

PPS1 promotes development that builds socially inclusive communities and the need to address accessibility to jobs, health, housing, education, shops, leisure and community facilities.

A1.6 Planning and Climate Change: Supplement to Planning Policy Statement 1 sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable.

A1.7 PPS3: Housing establishes the Government's objectives for housing and reinforces the commitment to more sustainable patterns of development. Sustainable development is to be achieved through concentrating the majority of additional housing development within urban areas, making efficient use of land, maximising the re-use of previously developed land and creating compact mixed use and balanced communities. It seeks to ensure that housing development is well connected to and well served by public transport facilities and comprises high quality built development and open spaces. It promotes housing development in suitable locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure. A key objective is that Local Planning Authorities will continue to make effective and efficient use of land and reduce and adapt to the impacts of climate change. Good design is highlighted as being fundamental to using land efficiently. Good design should be facilitated by identifying the distinctive features that define the character of an area

A1.8 PPS 6: Planning for Town Centres (2005) sets out the Government's policy on planning for the future of town centres. PPS6 (Planning for Town Centres) and Draft PPS4 (Industrial, Commercial and Small Firms) have now been cancelled and replaced with a consolidated PPS4 (Planning for Sustainable Economic Growth). Existing town centres are seen as having a key role to play in achieving sustainable development. The existing facilities and infrastructure present in town centres makes them well placed to accommodate major planned through high density, mixed-use development patterns. The creation of viable and vital town centres which can accommodate this future growth is a key

objective of the government. The vitality and viability of town centres should be promoted by:

- planning for the growth and development of existing centres
- focusing mixed-use development in centres and encouraging a wide range of services in a good environment which is accessible to all
- increasing consumer choice by meeting the needs of the entire community including socially-excluded groups within town centres.
- improving access, by ensuring new and existing development is supported by an expansion in sustainable transport capacity

A1.9 Regional spatial strategies (in London, the Spatial Development Strategy) and local development documents should reflect these objectives by planning positively for the growth and development of town centres. Regional planning bodies should:

- Identify a regional hierarchy and network of centres;
- assess the need for further main town centre uses and ensure there is the capacity to accommodate them;
- focus development in, and plan for the expansion of, existing centres as appropriate

A1.10 At the local level, local planning authorities should actively plan for growth and manage change in town centres over the period of their development plan documents by:

- selecting appropriate existing

centres to accommodate the identified need for growth by:

- making better use of existing land and buildings, including, where appropriate, redevelopment;
- where necessary, extending the centre
- managing the role and function of existing centres by, for example, promoting and developing a specialist or new role and encouraging specific types of uses in some centres;
- planning for new centres of an appropriate scale in areas of significant growth or where there are deficiencies in the existing network of centres.

A1.11 The revised PPS6 seeks to strengthen the Government's policy on positive planning for town centres. Planning authorities are required to assess the need for new town centre development and to take account of scale, impact and accessibility considerations or the sequential approach in selecting sites for development in development plans. Revised PPS6 highlights the importance of planning for sustainable economic growth and the need for flexible policies which are responsive to change and to take account of Regional Economic Strategies when planning for town centres, and town centre uses.

A1.12 As such, local councils are required to:

- assess the need for further main town centre uses and ensure there is capacity to accommodate them;
- focus development in and plan for the expansion of the existing centre as appropriate and at the local level identify appropriate development sites;

- identify the appropriate scale of development;
- ensure retail expansion is linked to sustainable transport capacity improvements and that locations are accessible
- promote town centre management, improve and maintain the town centre and manage the evening and night-time economy;
- apply the sequential approach to site selection;
- assess the impact of development on existing centres; and
- regularly monitor and review the impact and effectiveness of its policies for promoting vital and viable town centres

A1.13 PPS 9: Biodiversity and Geological Conservation sets out guidance and principles to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered. It states that development plan policies should be based on up-to-date information about the environmental characteristics of the area and should aim to maintain and enhance, restore or add to biodiversity and geological conservation interests.

A1.14 PPS 10: Planning for Sustainable Waste Management sets out the Government's strategy for sustainable waste management, moving the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting and only disposing as a last resort with the objective of breaking the link between economic growth and the environmental impact of waste. Development plan documents will be required to identify sites and areas suitable for new or enhanced waste management facilities and planning authorities should consider opportunities for

on-site management of waste where it arises.

- A1.15 PPS 22: Renewable Energy (2004) states that local planning authorities should recognise the full range of renewable energy sources, their differing characteristics, locational requirements and the potential for exploiting them subject to appropriate environmental safeguards. Consideration should be given to the opportunity for incorporating renewable energy projects in all new developments.
- A1.16 PPS 23: Planning and Pollution Control (2004) advises that any consideration of the quality of land, air or water and potential impacts arising from development possibly leading to impacts on health is capable of being a material planning consideration in so far as it arises or may arise from or may affect any land use. The planning system plays a key role in determining the location of development which may give rise to pollution either directly or indirectly and in ensuring that other uses and developments are not affected by potential sources of pollution. The statement reiterates that the Government believes that planning should become a more strategic, proactive force for economic, social and environmental well-being and attaches great importance to controlling and minimising pollution. In line with PPS23, any proposed development within the area will need to undertake a site risk assessment to identify contaminated land / remediation.
- A1.17 PPS 25: Development and Flood Risk (December 2006) sets out the Government's policy on flood risk management. The objective is to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct

development away from areas of highest risk.

- A1.18 PPG4: Industrial and Commercial Development and Small Firms (November 1992) emphasises the need for development to take account of the locational demands of business and wider environmental objectives. PPG4 has now been replaced by PPS4 (Planning for Sustainable Economic Growth). The guidance reiterates PPG1 and other guidance by highlighting the contribution that mixed uses have in achieving sustainable development, the importance of re-using urban land, and minimising the need to travel (especially by private car). It encourages the provision of a range of employment land and accommodation.
- A1.19 The Barker Review of Land Use Planning (2006) made a series of recommendations on how to make the planning system more responsive to market conditions and better positioned to deliver economic growth. It identified a need for specific national planning policy guidance relating to economic development and regeneration to replace PPG4 which dated from 1992. As a result, the Planning White Paper Planning for a Sustainable Future (May 2007), proposed a new policy framework for encouraging sustainable economic development, including a commitment to publish a new planning policy statement. The Government published a consultation paper seeking views on draft PPS4: Planning for Sustainable Economic Development (December 2007). The draft guidance made recommendations based on the objectives set out in PPS1 designed to help local authorities plan for economic growth. The results of the consultation showed that:
- There was a general welcome for the

positive approach to sustainable economic development set out in draft PPS4.

- There was strong support for the emphasis on the need for robust evidence to underpin both plan-making and decisions on planning applications.
- There was also strong support for a less prescriptive approach to non-residential car parking, provided that it would not result in unacceptable environmental and social costs.
- There were specific concerns about whether draft PPS4 achieved the right balance between economic, social and environmental considerations and whether the needs of rural areas were dealt with adequately.

A1.20 PPG13: Transport (March 2001) outlines the government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The Guidance places an emphasis on putting people before traffic, indicating that new development "should help to create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport."

A1.21 PPG15: Planning and the Historic Environment (September 1994) seeks to ensure there is effective protection for all aspects of the historic environment. Conservation and economic prosperity are promoted as complimentary objectives and the historic environment is seen as being of particular importance for leisure and tourism. New development will be required to respect their historic setting in terms

of scale, massing, height and alignment and to use appropriate materials.

A1.22 PPG16: Archaeology and Planning (November 1990) sets out the government's policy on archaeological remains and how they should be handled, particularly in light of discovering the remains through the development plan process and actual development. The PPG advises the degree of weight they should be afforded in relation to planning decisions and conditions. PPG15 has been cancelled and replaced with PPS5 (Planning for the Historic Environment).

A1.23 PPG17: Sport and Recreation (July 2002) seeks to protect and where possible enhance open space and recreation facilities and promotes the creation of high quality open spaces which are accessible and well-suited to the needs of the communities they serve.

A1.24 Sustainable Communities: Building for the Future (February 2003) identifies key proposals for sustainable growth in housing supply over the next 15 years. The initiative aims to deliver sustainable communities through such measures as raising the standard of homes and developing additional affordable homes. It forms part of the Government's wider initiative to raise the quality of life within communities and identifies the elements that form a sustainable community: these

include flourishing local public transport system, housing choice, good quality public services, diversity and a sense of place.

### Regional Policy

- A1.25 The London Plan (Consolidated 2008) provides a strategic regional planning framework which establishes a spatial policy framework for Greater London looking forward 10-15 years. The Mayor's vision of a sustainable world city is pursued by policies which seek to promote:
- strong, diverse long term economic growth
  - social inclusivity to give all Londoners the opportunity to share in London's future success
  - fundamental improvements in London's environment and use of resources.
- A1.26 In response to PPS6, the London Plan categorises a hierarchical network of town centres in Greater London. Five categories of town centre are identified as operating within London: International, Metropolitan, Major, District, and Neighbourhood. Bromley is identified in the London Plan as a Metropolitan Town Centre.
- A1.27 Metropolitan Town Centres:
- Serve wide catchment areas covering several boroughs and offer a high level and range of comparison shopping.
  - Typically have over 100,000 square metres of retail floorspace, including multiple retailers and department stores.
  - Have significant employment, service and leisure functions.
- A1.28 Within Metropolitan Town Centres, local planning policies should seek to:
- Improve accessibility from the areas they serve
  - Provide a full range of town centre functions including retail, leisure, employment and community facilities and
  - Sustain and enhance the vitality and viability, including maximising

housing provision through high density, mixed use development and environmental improvement.

- A1.29 The importance of town centres in sustainable development is highlighted by Policy 2A.8 Town Centres in the London Plan. London's polycentric network of town centres are seen as having a key role to play in sustaining long term economic, social and environmental sustainability. DPDs should:
- sustain and enhance the vitality and viability of town centres and include community and civic activities and facilities
  - accommodate economic and housing growth through intensification and selective expansion reducing delivery, servicing and road user conflict
  - meet the needs of Londoners and improve the sustainability of London's development
  - take account of the relationship with town centres in adjoining sub-regions and in the regions adjoining London, to provide strategic direction for the development of the network of centres.
- A1.30 The London Plan places particular emphasis on the need to ensure that development proposals achieve the highest possible intensity of use compatible with local context, design principles for a compact city and with public transport capacity. Bromley Town Centre is the most accessible area of the borough, and is classified as a central location in terms of density. The Plan states that Boroughs should adopt the residential density ranges set out in the London Plan Residential Density Matrix.
- A1.31 The London Plan sets out maximum parking car parking standards for employment, residential, retail and leisure uses and provides guidance on parking in large mixed use developments and parking for disabled people. The London Plan recommends that parking standards should be used in conjunction with other transport and spatial integration mechanisms to limit the use of the car and encourage access by sustainable

modes of transport. Higher density and lower car parking is encouraged in areas with high public transport accessibility levels (PTAL) and close to town centres.

A1.32 Key strategic priorities of relevance to the future development and role of Bromley Town Centre may be summarised as follows:

- Promoting more intensive forms of development in areas well served by public transport
- Intensifying retail, services, employment, leisure and housing in town centres
- Promoting use and Improvements to public transport
- Sustainable, safe and well designed development
- Realising the value of open space
- Promoting high quality architecture and design
- Heritage conservation

A1.33 The Consolidated Plan aims to exploit the strengths of Metropolitan Town centres and support initiatives and development that increase their competitiveness. They support the development of a competitive retail sector; promoting the complimentary competitiveness of town centres and engaging with developers and operators to find appropriate sites. Development Plan Document policies are required to identify future levels of retail and other needs in the light of local assessments and provide the capacity to meet these needs.

A1.34 The GLA classifies Bromley Town Centre as being within a cluster of town centres that have important night time activities (Managing the Night time Economy, GLA (March 2007)). The London Plan policies support the development of the night time economy where appropriate but recognise that its impacts often need to be managed and to reflect local

circumstances. The GLA, however, consider that a wide range of uses enhances the vitality and viability of town centres and is a key element in any town centre regeneration. Town Centre Management therefore has an active role to play in coordinating activities and ensuring such activities are well managed. The integration of planning and licensing policies, in particular, can provide an approach which will support growth in appropriate locations while seeking to manage potential negative impacts. On Friday and Saturday evenings a marshalled taxi rank has already been provided in a prime location in order to encourage its use by taxi drivers and to provide opportunities for people in the town centre at night to access transport home more easily and safely.

A1.35 The South London Sub-Regional Development Framework (SRDF) (May 2006) establishes the development framework for South London. Town centres are identified as providing significant scope for absorbing much of the growth in employment, housing and infrastructure, in particular through mixed use schemes that make best use of land resources and achieve increased densities.

A1.36 The SRDF acknowledges that in South London, population and consumer expenditure growth is generating very significant need for new retail space, in particular for comparison goods and that relatively higher levels of comparison goods floorspace need have been identified in Bromley. The projected demand for new retail floorspace in Bromley Town Centre is 35,000-51,000 sq m.

A1.37 The SRDF highlights the importance of culture, leisure and tourism and the fact that South London is well placed to exploit growth in these sectors. However, the region currently has less than 5% of London's supply of visitor accommodation (primarily in Croydon and Richmond) and the



SRDF concludes that South London's town centres are well placed to take advantage of measures to diversify and increase tourism provision throughout London.

A1.38 The ability of the sub-region's town centres to improve their image and attractiveness will be a key to accommodating sustainable growth. The SRDF highlights that much of their vitality will be driven by a suitable retail offer, a consolidated office market and a spread of other attractions- cultural, leisure and public services as well as housing. In addition to a need for comparison goods floorspace, the SRDF also identifies some speculative office development potential and a requirement for transport based expansion. Sufficient sites should be allocated to meet identified need.

A1.39 Like many of its neighbours in the sub region, it is a key local economy in its own right as well as having a supply-chain relationship with the central London economy. The Mayor expects the development of a minimum of 11,450 dwellings by 2016, (annual monitoring target 570) just over a quarter of the total expected for the South London Region as a whole, which will accommodate 42,000 additional homes. It will be responsible for a share of the expected 36,000 new jobs in the sub-region by 2016.

A1.40 The SRDF acknowledges that Bromley will continue to face competition from Bluewater but that this is being countered through retail refurbishments, traffic management and public realm improvements. The SRDF states that the scope for further mixed use intensification of the centre and strengthening the retail offer should be explored as a priority and that whilst Bromley possesses well developed commercial facilities and good radial connections, it could benefit from improved orbital connections. Enhanced public transport services to Bromley South

where development potential exists, through Thameslink 2000 and London Metro could also improve the accessibility and commercial attractiveness of the town centre.

A1.41 The process of developing the AAP has also taken due account of relevant development plan policies and proposals within adjoining Authorities. The SDRF encourages town centres within the South London sub region to consider how they could consolidate and enhanced their towns to meet increase retail capacity and additional housing. These towns include Bromley, Croydon and Lewisham.

### Local Policy

A1.42 The Area Action Plan will form part of the statutory development plan for the Borough along with the Unitary Development Plan (UDP) (July 2006) and the London Plan. The UDP was adopted in July 2006 and provides an up-to-date plan consistent with Government guidance and in general conformity with the London Plan. The UDP policies will be saved for three years until July 2009, when a further application for specific saved policies will need to have been approved, which and will form part of the LDF until that time.

### Bromley Unitary Development Plan (2006)

A1.43 The UDP policies aim to:

- Ensure high quality development through good and inclusive design and the efficient use of resources;
- Contribute to economic development;
- Protect and enhance the natural and historic environment;
- Ensure that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all;

- Promote the use of more sustainable transport modes and to allow for lower levels of off-street parking in association with new development particularly in locations accessible by public transport

A1.44 The UDP highlights the key role of vital and viable town centres in creating sustainable communities. The growth and development of existing centres should be carefully planned and development should be focussed to encourage a wide range of services in a good environment which is accessible to everyone. The UDP policies on Town Centres and Shopping aim to support the strategic role of Bromley Town Centre and recognise that resolving issues of transport, housing, retail and service provision and the quality of the environment are all integral to the successful and sustainable future of the town centre and their contribution to both the economy and the well being of the community.

A1.45 The UDP identifies a number of strategic objectives which are relevant to the Bromley Town Centre Area Action Plan, notably:

- Supporting the strategic role of Bromley Town Centre as the major shopping centre;
- Sustaining and promoting the vitality and viability of town centres and ensuring the appropriate range and level of facilities;
- Improving the environment within town centres and shopping areas to make them safer and more attractive places;
- Reducing traffic growth in the length and number of motorised journeys especially by car by integrating land use and transport planning;
- Maximising the environmental and economic benefits of serving the Borough's travel needs by public transport in preference to the private car;

- Reducing reliance on the private car and creating conditions to encourage greater use of public transport and alternative means of transport eg: by seeking improvements to public transport interchanges and public transport service provision, seeking safe, convenient conditions and improvements for cyclists, pedestrians and other vulnerable road users and allowing for reduced parking provision in areas of good transport accessibility;
- Improving access to town centres by means of transport other than the car while providing parking for shoppers and leisure visits at levels that would enhance the attractiveness of the centre and reduce congestion;
- Protecting and enhancing the quality of the Borough's built environment;
- Encouraging a high standard of design of development and promoting sustainable environmental quality;
- Preserving, enhancing and raising awareness of the Borough's heritage;
- Protecting, promoting, enhancing and actively managing the natural environment, landscape and biodiversity of the Borough;
- Improving indoor and outdoor recreation and leisure facilities encouraging the provision of new tourism related facilities in locations well served by public transport;
- Consolidating and improving employment opportunities for the benefit of the Borough and London;
- Providing the right climate for investment in Business Areas;
- Securing the provision of accessible good quality facilities to meet the health, educational, faith, social service and other essential needs of the community;

- Encouraging energy efficiency and promoting environmentally acceptable energy generation and use;
- Encouraging efficient use of water resources, reducing the risks of and from flooding and seeking improvements in the quality of the water environment;
- Delivering sustainable development and ensuring that social and environmental benefits are achieved through proper use of planning obligations in regeneration and new development proposals.

A1.46 Building a Better Bromley- 2020 Vision (Sustainable Community Strategy, March 2009) has been prepared by the Bromley Local Strategic Partnership (LSP) which is a broad-based partnership of local organisations representing residents and the public, private and voluntary sectors of Bromley. The AAP has been prepared in full accordance with the vision and objectives set out in the Sustainable Community Strategy. The overall purpose is to develop a long-term comprehensive strategy to preserve and enhance an environment in which people can improve their well-being and to make Bromley one of the best London Boroughs to live in. The sustainable Community Strategy

sets out what the LSP want to achieve over the next 10-15 years. The vision of the Plan is overseen by the LSP. Feedback from residents has been encapsulated in a statement of the LSP's immediate priorities:

- Safer communities
- A quality environment
- All children and young people having opportunities to achieve their potential
- Supporting independence and health of people of all ages
- Availability of decent housing to satisfy a variety of tenure requirements and to preserve the special nature of the Borough
- A prosperous and thriving Borough including vibrant town centres offering a wide range of facilities where people of all ages want to visit and spend time.
- Involving communities and citizens
- Quality public service





## A.2

### Appendix 2 Superseded Policies

### Proposal Sites to be superseded

UDP Number	Location	Ownership at time of UDP publication (2006)	UDP proposals and supporting justification
PROPOSAL SITE 6	Tweedy Road/ London Road	Vacant (LBB)	To provide additional housing and improved landscaping.
PROPOSAL SITE 7	Tweedy Road/ South Street	Vacant (LBB)	To provide office accommodation for small businesses.
PROPOSAL SITE 8	Bromley South Station	Railway station and ground level car park (Network Rail)	To provide a new railway station with improved ticket facilities, access and concourse together with a mix of uses (planning permission has been granted) to add vitality to the southern section of the town to enhance the appearance and function of the Town Centre.
PROPOSAL SITE 9	Land rear of Bromley North Station	Car park (Network Rail / LBB)	To provide additional housing. New development should incorporate or provide an alternative location for the existing bus terminus.
PROPOSAL SITE 10	Police Station/shop units/First Church of Christ Scientist, Widmore Road	Police Station and offices, church (Private)	To achieve the appropriate mix of residential and commercial re-use of the listed church and locally listed police station buildings.
PROPOSAL SITE 11	Terrace on south side of Queens Garden	Underused pedestrian/ garden area (Private)	To provide retail/cafe/restaurant uses which will complement Queens Garden, The Pavilion and The Glades.
PROPOSAL SITE 12	Westmoreland Road (multi-storey car park) and 1-9 Simpsons Road	Car park and retail units (LBB)	To retain town centre car parking and provide new retail development, an element of residential and/or office development and leisure uses which respect the scale and character of the adjacent residential area.



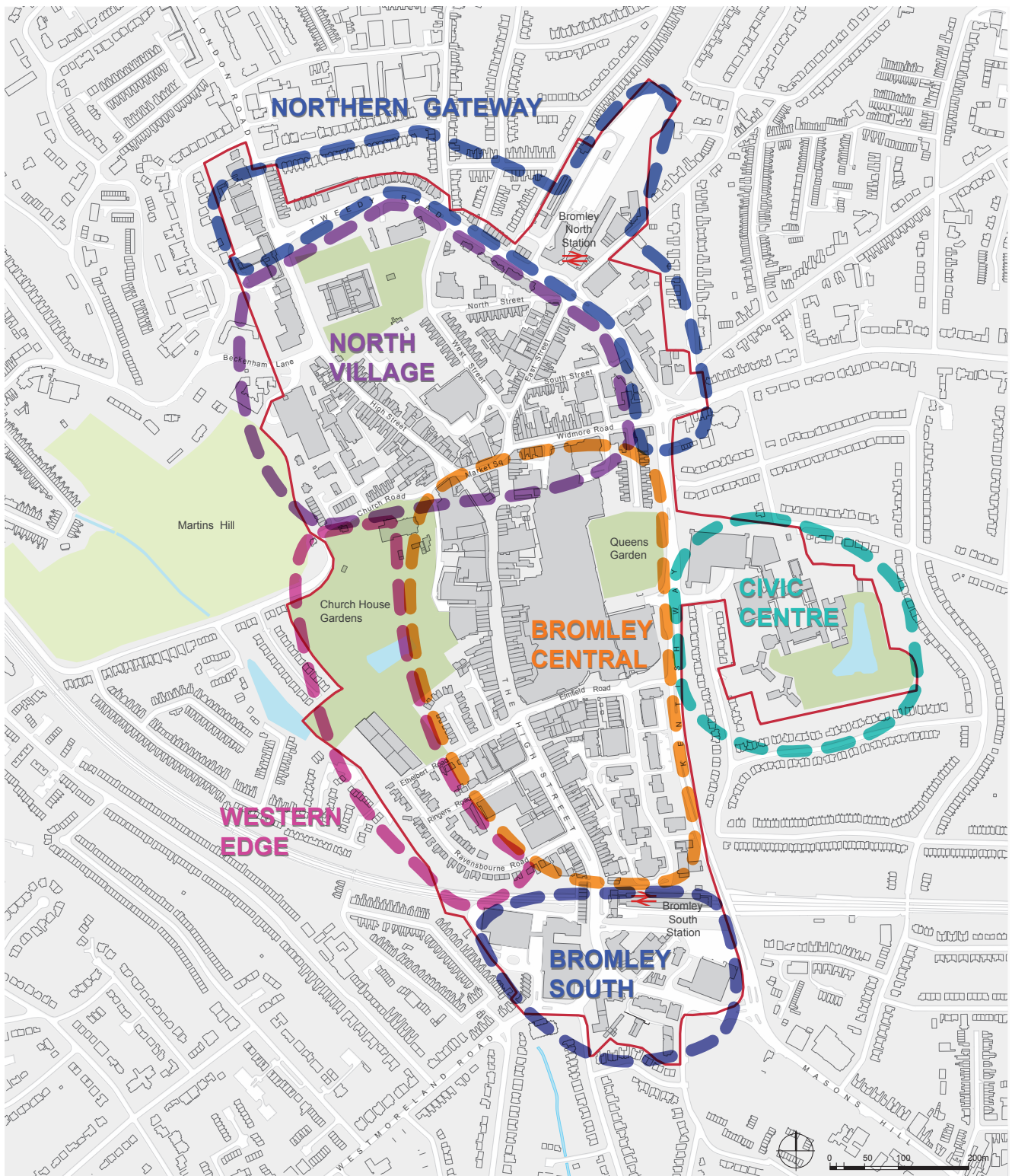
# A.3

## Appendix 3 Character Area Guidelines

Character Area	Opportunity sites	Key built form considerations	Key landscape considerations
Northern Gateway	A, B	Development should aim to create a strong built edge to Tweedy Road with key frontages addressing the street while also responding to the historic context of the North Village and listed buildings. Additional architectural quality and detail would be appropriate at key "gateway" junctions of Tweedy Road and the pedestrian crossing to Bromley North Station, and Tweedy Road and Widmore Road.	Public realm improvements along Tweedy Road and improved pedestrian crossings at key locations will help reduce the current divisive nature of Tweedy Road. An improved public forecourt is suggested for Bromley North Station.
North Village	P	Low scale buildings that are sensitive to the historic context and build upon dominant existing typologies (i.e. active ground floor uses, narrow fine grained frontages)	The following landscape considerations should draw upon or reference historic precedents for the area: a consistent street furniture family, appropriate materials including paving and public art interventions. Particular attention should be placed upon improving E-W links that connect Bromley North station to the parks.
Bromley Central	M,E,N,G	Encourage active edges to street frontages and discourage internalisation of activity and public spaces (ie active edges should always front onto public streets or spaces).  Ensure new development responds to the surrounding heritage buildings and the conservation area. Possible locations to consider taller buildings on the western side of the High Street (subject to an assessment of visual impact on the High Street, the conservation area and residential areas to the west.) Building scale needs to be carefully considered especially on the ridgeline.	Create enhanced E-W links to improve through town pedestrian links and to better connect the town to the surrounding landscape assets (eg Church House Gardens). A major new square is suggested to the south of the Churchill Tower to act as a forecourt to theatre and to create a strong link between the High Street and Churchill Gardens.  Preserve and enhance the good quality streetscape of High Street.  Better integration of Queens Garden to the broader town centre.
Western Edge	G	New buildings will need to demonstrate that their visual impact and overshadowing are minimised in this sensitive area. Topography should be utilised to conceal parking and services where possible.	New pedestrian links should aim to provide strong links back to the town centre and High Street.



Character Area	Opportunity sites	Key built form considerations	Key landscape considerations
Civic Centre	F	Care should be taken when considering the arrangement of new buildings in the vicinity of the Old Palace and specialist historic knowledge should be sought prior to works to ensure this important cultural landscape is not compromised.	<p>Improved pedestrian links and at grade crossing over Kentish Way to better integrate the Civic Centre with the town centre.</p> <p>Uses should be provided that are compatible to the historic landscape of the Palace and grounds.</p> <p>Accessibility should be improved to this key asset to encourage more people to experience this underutilised space.</p>
Bromley South	K,J,L	<p>An appropriate location to consider taller buildings (subject to a tall buildings study) and higher density because of the reduced visual impact of the valley, the proximity to the station and the gateway role.</p> <p>Building scale must respond to the surrounding low scale residential areas and the few historic listed buildings in the vicinity.</p>	<p>An improved public forecourt is suggested for Bromley South Station. Improved pedestrian crossings and public realm treatments are desired for the major road junctions.</p>

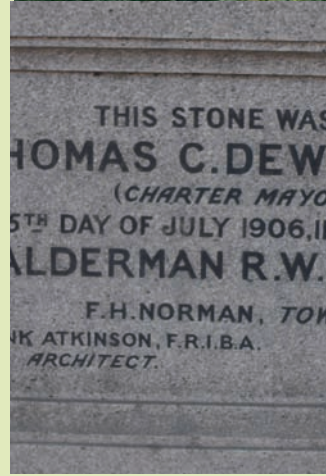


**Character Areas**

- Town centre boundary
- Character area boundaries
- Existing parks and open spaces

© Crown copyright. All rights reserved.  
 London Borough of Bromley. Lic. No. 100017661. 2008

Figure A.3.1 Character Area Diagram



## A.4

### Appendix 4 -Town Centre Opportunity Sites: Summary of Indicative Development Areas and Development Principles

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
A. Bromley North Station	2.86	Mixed use development comprising: Improvements to Station facilities and new ancillary retail Public transport interchange- to include public conveniences and bus facilities Refurbishment of listed building Decked car park improved public space Residential Offices/businesses Associated food and drink Improved pedestrian access to town centre Improved community, and health facilities	Phase 1/ 2	Existing listed building to be retained and refurbished, with an improved forecourt and setting Civic space and high quality public realm Potential for taller buildings that respect existing residential amenities Possible introduction of future transit system to be safeguarded in consultation with TfL/Network Rail/LB Lewisham Improved pedestrian crossing and links to Bromley North Village High quality design No redevelopment of Northside House Market to be accommodated on this site if not relocated within town centre	Residential- around 250 units Business (B1)- 2,000 sq m Community uses 1,000 sq m A3/A5 Ancillary food and drink Replacement of public car parking	Townscape improvements Improved public transport interchange Encourage use of public transport Improved access to community facilities and town centre Mix of housing including affordable New business and employment opportunities

Note: Site D excluded after Consultation on Revised Preferred Options

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
B. Corner of Tweedy Road/ London Road	0.37	Residential development	Phase 1	<p>Sensitive design to minimise impact on the setting of Bromley and Sheppard's College (Grade 1 listed building) and to enhance appearance of gateway</p> <p>Retention/enhancement of public space at junction of Tweedy Road/London Road</p> <p>Development to be in accordance with Design Guidance</p> <p>Residential development in line with urban density levels in the London Plan 165-275 units/ha)</p>	<p>Policy BTC2 and the Density Matrix in the London Plan could facilitate around 70 residential units. However, number of units dependent on an acceptable design and massing of development and impact on the character and appearance of the locality</p>	<p>High accessibility index- no significant transport impact</p> <p>Provision of housing including affordable</p> <p>Mitigation measures proposed to minimise environmental impacts</p>
C. The former Town Hall and South Street Car park	0.70	Mixed use scheme: Offices/businesses and/or hotel/ conference centre	Phase 1	<p>Development to address the road frontages and be in keeping with the scale and character of the surrounding development and Conservation Area</p> <p>Development to respect listed status of buildings on site and to identify appropriate new uses</p> <p>Address relationship with adjacent listed and locally buildings</p>	<p>Additional Business (B1)- 5,000 sq m</p> <p>150 bed hotel/ conference centre</p> <p>Small scale residential development (around 20 units)</p> <p>Pick-up/set-down point to be provided for coaches</p>	<p>Improved range of town centre facilities</p> <p>Economic benefits</p> <p>New business opportunities</p> <p>Townscape improvements</p>
D The Hill Car Park						
REMOVED POST CONSULTATION						

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
E. Pavilion	0.69	Retail extension to The Glades	Phase 3	<p>Development to provide an active frontage and links to Queens Gardens</p> <p>Improved linkages across Kentish Way</p> <p>Improved linkages to High Street</p> <p>Re-provision of appropriate leisure uses within town centre</p> <p>Linkages to Sites F and M</p>	<p>Retail- approximately 22,000 sq m (gross) of net additional retail floorspace</p> <p>No additional parking</p>	<p>Expansion of retail offer and economic benefits</p> <p>Employment benefits</p> <p>Positive impact on townscape</p>
F. Bromley Civic Centre	5.75	<p>Mixed use development comprising elements of the following:</p> <p>Reconfigured civic offices and car parking</p> <p>Low density residential development including conversion of listed building</p> <p>Leisure centre</p> <p>Improved pedestrian connections</p>	Phase 2/3	<p>Development to respect and enhance the scale, architecture and landscape setting of the Palace</p> <p>Improved Civic frontage on to Kentish Way</p> <p>Improved pedestrian linkages to town centre</p> <p>Requirement for mitigation of impact of development on adjoining residential properties</p> <p>Protection of listed folly and rocks</p> <p>Travel Plan</p> <p>Public use of car parks</p> <p>Preference for housing rather than apartments</p> <p>Linkages with Site E</p>	<p>Residential- 20 units</p> <p>Residential parking not to exceed 2 spaces per dwelling average</p> <p>Leisure Centre- 5,000 sq m (relocated and reconfigured from Site E)</p> <p>Reconfiguration of existing office floorspace</p>	<p>Social benefits of new leisure centre and new civic facilities</p> <p>Improved linkages and accessibility</p>

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
G. West of the High Street	3.58	Comprehensive mixed use development comprising: Redevelopment of existing buildings Retail Residential car parking Bars/cafes/restaurants Community (including Faith) and health facilities Replacement office floorspace Public spaces Linkages to the parks	Phase 2/3	Sensitive approach to Conservation Area Need for a comprehensive approach to development Agreed phasing plan Variety of architectural style Development to provide permeability and create a sensitive active frontage onto Church House and Library Gardens and High Street Includes a Department Store Sensitive integration of residential uses Potential for taller buildings Enhanced gateway to the town centre from the south High quality public realm/civic focus Opportunities for provision of Public art	Retail up to 20,000 sq m (net additional) including up to 5,000 sq m 3/A5 food/drink Residential- around 1180 units New public parking- 600 spaces Community/ health 2,000 sq m (net additional) Appropriate operational parking	Economic and social benefits associated with renewal Extended retail capacity with larger retail units Increased food and drink offer Housing including affordable housing Townscape improvements Community benefits including new health facilities and relocated faith groups Modern office facilities Vibrant mix of uses Re-provision of Department Store Improvements to park
J. Bromley South	0.48	Improved station and forecourt Improved public transport interchange facilities Retail, food and drink and improvements or replacements of existing retail Improved drop off facilities	Phase 1	Improvements to enhance appearance of gateway Creation of quality public realm and transport interchange Improved pedestrian and mobility impaired access Re-developed of re-furnished shop units		Improved public transport facilities and accessibility to town centre Townscape improvements

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
K.	0.94	Mixed use cinema led development comprising the Re-provision of multi-storey car park, cinema and associated leisure uses together with elements of: Residential Food and drink Hotel	Phase 1	Proposed development to be accord with urban design guidelines in AAP Potential for taller buildings on appropriate parts of site as per urban design guidelines Need to consider relationship and links to Site J, G and adjoining play space Need for integration with the High Street and good quality pedestrian linkages Need to address flood risk and incorporate mitigation measures	Residential- around 200 units Residential parking not to exceed 140 spaces Cinema- 4,000 sq m Hotel A3/A4/A5 Food & Drink- 1,000 sq m No more than 400 public parking spaces overall	Improved range of town centre facilities will make it more attractive Economic benefits Good access to public transport Efficient use of land and buildings Improvements to existing play area
L. Former DHSS building and Bromley Christian Centre, Bromley South	0.53	Mixed use hotel-led development comprising: Hotel Residential Community and Faith use	Phase 1/2	Enhancement of public realm/setting High quality gateway development Improved community facilities Respect / enhance setting of listed building Accommodate safeguarding line for transport improvements	Residential- 40 units Hotel- 100 beds Community and Faith use Appropriate re-provision of existing office floorspace Replacement of existing car parking	Economic benefits Extend range of facilities to include hotel accommodation Townscape improvements Improved community facilities



Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
M. Queens Garden	1.23	Cafes and restaurant use along the boundary with the Glades Improved pedestrian access	Phase 1	Proposed development to respect and enhance the landscape structure of the Gardens Improved public realm, seating areas and pedestrian linkages Opportunities for provision of Public art Linkage to Site E	A3 food and drink- 1,000 sq m No additional parking	Improvements to open space quality Improved linkages
N. Central Library Churchill Theatre	0.35	Mixed uses comprising: Community hub/ public facilities/ meeting space Library (refurbishment and new entrance/ ground floor display area) Churchill Theatre (improved entrance and facilities linked to library) Improved access from the High Street Retained or relocated public conveniences	Phase 2/3	New town square with improved access to theatre and library Enhancement of setting of the Theatre and Library and improved access and relationship with the High Street Improved entrance to Church House and Library Gardens Linkages with Site G	Reuse/extension of existing library and theatre floorspace at ground floor level A3/A4 food and drink 500 sq m No additional parking	Extended range, quality and accessibility of facilities Cultural benefits Townscape improvements More efficient use of buildings
P. Sainsburys, West St	1.25	Mixed use redevelopment to comprise: Replacement or extension of food retail Replacement parking Residential at upper levels	Phase 2	Integration with North Village Improved configuration of parking Improved access Creation of active frontage to store on West St Proposed development to respect existing residential amenities including those properties to be retained in West Street Extension of food retail subject to impacts on North Village	Residential- 20 units Replacement or extended food store Maximum 15 residential car parking spaces	More efficient use of land and buildings Improved retail facilities Housing including affordable housing Townscape improvements Highway improvement to facilitate improved vehicle access and egress Improvements to Conservation Area

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
P. Sainsburys, West St	1.25	Mixed use redevelopment to comprise: Replacement or extension of food retail Replacement parking Residential at upper levels	Phase 2	Integration with North Village Improved configuration of parking Improved access Creation of active frontage to store on West St Proposed development to respect existing residential amenities including those properties to be retained in West Street Extension of food retail subject to impacts on North Village	Residential- 20 units Replacement or extended food store Maximum 15 residential car parking spaces	More efficient use of land and buildings Improved retail facilities Housing including affordable housing Townscape improvements Highway improvement to facilitate improved vehicle access and egress Improvements to Conservation Area
Bromley North Village		Improved streetscape Improved integration with Market Square Better integration between pedestrians and vehicles Encouragement of niche/independent traders Protection of existing entertainment and cultural facilities		Improvements to shop frontages having regard to the heritage and Conservation Area status Improved public realm Noise protection of residential amenities	N/A	Townscape improvements Improvements to Conservation Area Economic benefits
Town Centre Business Areas		Improved streetscape Traffic management scheme to improve access where necessary		Improved public realm Improved pedestrian and vehicle linkages with town	N/A	Economic benefits New business and employment opportunities