



Interactive UDP

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6. CONSERVATION AND THE BUILT ENVIRONMENT

OBJECTIVES:

1. To protect and improve the quality of the Borough's built environment
2. To encourage a high standard of design of development and to promote sustainable environmental quality
3. To preserve, enhance and raise awareness of the Borough's heritage
4. To improve the appearance of the Borough's roads and public areas by ensuring good design of street furniture and minimising street clutter
5. To ensure that development proposals achieve the highest standards of accessibility and inclusion so that all potential users can use them safely and easily, regardless of disability.

STRATEGIC CONSIDERATIONS

6.1 The London Plan supports the fact that the quality and character of London's urban environment is a major asset valued by those who live, work, visit and invest in the capital. It is essential to protect and improve the quality of the environment in order to maintain London's attractiveness and competitiveness.

6.2 The London Plan also advises that areas of distinctive architectural character and/or historic or archaeological interest should be identified and conserved. The Borough has an urban environment of a generally high quality; the aim is to protect this quality from development pressures and to enhance it wherever the opportunity arises.

6.3 The Council has taken into account important local views, or views of landmarks or major skyline ridges, across the Borough that should be protected from obtrusive development.

LOCAL CONSIDERATIONS

6.4 Many areas of the Borough are characterised by spacious suburban-style development interspersed with varied and attractive open spaces; other areas are more densely developed. Each part has its own character and qualities. Although some of the Borough's town centres and villages have existed for several hundred years, large parts of the Borough took shape during the late 19th and early 20th centuries during London's suburban expansion.

6.5 The Borough has a fine heritage of historic buildings, all of which make an important contribution to its character. Many such buildings are in areas of architectural or historic interest, which add to the attractiveness of the Borough and give a sense of continuity with the past.

6.6 New development affects only a small part of the Borough each year, and the likelihood of any widespread changes taking place in the foreseeable future is limited. However, even small developments, alterations to buildings and changes of use, can have a substantial impact within a locality. Over a period of time the cumulative effect of many small changes could alter the overall character of large parts of the Borough.

6.7 The archaeological heritage of the Borough includes historic centres and ancient monuments, and archaeological sites, as well as areas of geology and topography attractive to early settlers. It is also quite probable that sites exist which are as yet undiscovered. These remains are a fragile and finite resource and are the principal remaining evidence of the Borough's ancient past. They are also extremely vulnerable to development and other changes in land use.

6.8 Conserving and enhancing the built environment also contributes to regeneration and sustainability objectives. Sustainable environmental quality means retaining and enhancing the good aspects of the built environment. This involves conserving and reusing buildings, ensuring that new development is attractive and designed to ensure continued and extensive use by all sections of the community. It can also contribute to regeneration by attracting businesses and generating inward investment, creating a sense of place and reinforcing feelings of civic pride.

DESIGN OF NEW DEVELOPMENT

POLICY BE1

All development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. To those ends, proposals will be expected to meet all of the following criteria:

- (i) development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas;*
- (ii) development should not detract from the existing street scene and/or landscape and should respect*

important views, skylines, landmarks or landscape features;
(iii) space about buildings should provide opportunities to create attractive settings with hard or soft landscaping;
(iv) relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings;
(v) the development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing;
(vi) the development should include measures that achieve sustainable design and construction methods including, where appropriate, energy generated by on-site renewable development;
(vii) suitable access should be provided for people with impaired mobility. Where necessary and relevant to the development, contributions may be sought to improve accessibility around the development;
(viii) security and crime prevention measures should be included in the design and layout of building and public areas; and
(ix) applications should be accompanied by a written statement setting out design principles and illustrative material showing relationship of the development to the wider context.

6.9 The Council wishes to secure the creation of an attractive townscape and pleasant living and working conditions by ensuring that all new development (including extensions to existing buildings) makes a positive contribution to the area in which it is located. Good urban design including the space around and between buildings and their landscaping, contributes to the quality of the built environment and can help urban regeneration.

6.10 The design of new development should safeguard public amenity and improve the quality of life in the borough with new development relating well to the character of its surroundings. New development affects the streetscape now and in the future. By careful control, its relationship to its surroundings will encourage appropriate and sensitive designs. The Council will prepare supplementary planning guidance on design. In doing so, and when considering the design aspects of individual proposals, reference will also be made to advice in government guidance such as "Safer Places: The Planning System and Crime Prevention" (ODPM February 2004), "By Design – better places to live" published by DETR/DTLR in association with the Commission for Architecture and the Built Environment (CABE), DOE Circular 5/94 "Designing out Crime" and PPS1 Paragraph 37.

6.11 There is a need to encourage local distinctiveness and "sense of place", particularly through the use of vernacular materials. Good modern design can be imaginative and innovative, and will be welcomed in appropriate circumstances where it contributes positively to the surrounding environment.

6.12 The Council will work in partnership with the police to promote designs and layouts which take account of crime prevention and community safety. Such measures should be taken into account when considering the design and layout of buildings and public areas. These measures can help create places that also connect well with other areas, encouraging the use of public transport, walking and cycling and ensure, for example, the overlooking of public areas, the inclusion of mixed uses that contribute to 24-hour occupancy, and the effective use of landscaping and lighting. In determining planning applications, the Council will refer to "Secured By Design" which is a UK Police Flagship initiative supporting the principles of designing out crime through the use of effective crime prevention and security standards, and other government advice such as 'Places, Streets and Movement: a Companion Guide to Design Bulletin 32'.

6.13 In major development proposals a design statement should be submitted to the Council to include information on the key design principles, density, mix and distribution of uses, as well as provide sufficient illustrations to demonstrate relationship of the development to its wider surroundings. The Council will also consider making Article 4 Directions where appropriate.

See also: Policies BE3, ER13, H7, NE3 and Supplementary Planning Guidance

MIXED USE DEVELOPMENTS

POLICY BE2

The Council will expect proposals, in appropriate cases, to incorporate a mix of land uses. In considering when to require a mix of land uses the Council will have due regard to:

- (i) the character and diversity of the surrounding area;***
- (ii) the scale and nature of the proposed development; and***
- (iii) whether the extent of the proposals would lead to over-dominance of a single use.***

6.14 PPS1 indicates that policies should promote mixed use developments for locations that allow the creation of linkages between different uses and thereby create more vibrant places. Some parts of the Borough, especially in and around the larger town centres, have an established mixed use character that the Council wishes to maintain. The incorporation of an element of mixed use into development schemes for businesses and commercial uses can add variety and diversity of land uses, complementing their surroundings and contributing to sustainable development objectives.

6.15 To ensure a balanced mix of uses, planning permission will be resisted where failure to incorporate a secondary use would have a demonstrably harmful effect upon the character, diversity or vitality of the area. Applicants proposing single uses on sites considered suitable for mixed use will need to justify why they believe a mixed use development is not achievable by reference to physical constraints or in terms of the site's contribution to the overall mix of uses within the area.

6.16 The amenity and character of existing residential areas should not be undermined by inappropriate new uses. Where a mixed use development includes residential properties, residential amenity should not be compromised. Off street parking spaces in new developments will be expected to be provided at levels no higher than the parking standards, and in order to facilitate mixed-use developments the Council will consider a flexible approach to planning standards for car parking and density which facilitate such developments.

RAILINGS, BOUNDARY WALLS AND OTHER MEANS OF ENCLOSURE POLICY BE7

The Council will:

- (i) seek to ensure the retention of railings, walls, plantings and hedgerows of native species and other means of enclosure where they form an important feature of the streetscape; and*
- (ii) resist the construction or erection of high or inappropriate enclosures where such boundary enclosures would erode the open nature of the area, or would adversely impact on local townscape character.*

6.24 Existing enclosures, such as railings, gates, fences, walls or hedges, often form characteristic features within the street scene. The Council believes they should be protected and maintained. The Council would also discourage their removal to provide off-street parking, the accumulation of which can have an adverse effect on the character and appearance of an area. Similarly, the introduction of new boundary enclosures can have a significant effect on the character of an area. It is important that new enclosures are appropriate in scale, location and design.

6.25 Proposals for new enclosures in Conservation Areas, open-plan estates and rural areas may prove to have particularly significant effects; any such proposals will be stringently tested and the impact on the wider area taken into account.

See also: Policy NE9

HISTORIC BUILDINGS POLICY BE8 (STATUTORY LISTED BUILDINGS)

Applications for development involving a listed building or its setting, or for a change of use of a listed building, will be permitted provided that the character, appearance and special interest of the listed building are preserved and there is no harm to its setting. In the case of a change of use, the applicant needs to additionally demonstrate that the existing or last use is not viable or is no longer compatible with the building's fabric, interior or setting.

POLICY BE9 (DEMOLITION OF A LISTED BUILDING)

Applications for planning permission that involve total or substantial demolition of a listed building will not be permitted unless:

- (i) there is clear and convincing evidence that reasonable efforts have been made to continue the present use or to find a viable use for the building, and these efforts have failed, and it is demonstrated that preservation of the building as part of the development or in some form of charitable or community ownership is not possible or suitable, or;*
- (ii) the costs of repairs or maintenance of the building cannot be justified against its importance or the value derived from its retention, provided that the building has not been deliberately neglected, or;*
- (iii) there will be substantial planning benefits for the community from redevelopment which would decisively outweigh the loss from the resulting demolition;*

A condition will be imposed to ensure that the demolition will not take place until a contract has been let for the carrying out of the development that necessitates the demolition.

6.26 Under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the guidance in PPG15, the Council is required to have special regard to the desirability of preserving listed buildings and their settings. The Council will seek to ensure the preservation and conservation of buildings of historical and architectural interest.

6.27 There are a number of buildings in the Borough which are listed under Section 1 of the 1990 Act, as being of special architectural or historic interest (i.e. they are included on the Statutory List of Buildings of Architectural or Historic Interest). They make a significant contribution to the heritage of the Borough; and so the Council will pursue all reasonable means to ensure that they are protected.

6.28 Government and local policy is to secure the preservation of listed buildings. The above policy will be applied to ensure that demolition is carefully assessed and avoidable. In assessing the efforts made to sustain existing uses or find viable new uses, the evidence could include the offer of the unrestricted freehold of the building at a price that reflects its condition. The architectural merits of the proposed replacement are not determinants for demolition but the Council will need to be satisfied that what is proposed is acceptable. To this end, full applications will be required, to enable a proper assessment to be made. In some instances it may be necessary to record demolished or altered listed buildings.

6.29 The Council will also have regard to the setting of a listed building when considering proposals within its curtilage or on adjacent land. Historic buildings can be seriously devalued by being seen in proximity to other development of inappropriate design. Indeed, where the opportunity arises, the Council will consider sympathetically proposals which involve the demolition or replacement of buildings that adversely affect the setting of a listed building.

See also: Supplementary Planning Guidance

POLICY BE10 (LOCALLY LISTED BUILDINGS)



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4. HOUSING

OBJECTIVES:

1. To maintain and enhance the quality of the residential environment, and promote sustainable residential quality.
2. To promote mixed and balanced communities by meeting the housing requirements of the whole community, including those in need of affordable and supported housing.
3. To make provision for at least 11,450 additional dwellings between 1997 and 2016.
4. To seek provision of at least 3,012 additional affordable homes during the Plan period as part of the total provision of 11,450, and the affordable homes that the Council will seek to bring forward through other strategies.

STRATEGIC CONSIDERATIONS

4.1 PPG3 seeks to create housing environments that make a significant contribution to improving quality of life and promoting urban renaissance. This involves: promoting good design to create attractive, high-quality living environments in which people choose to live; placing the needs of people before ease of traffic movement in the design of the layout of residential development; and reducing car dependence by facilitating more walking and cycling, access to public transport, and planning for mixed use [PPG3 paras 1-2].

4.2 London Planning Advisory Committee (LPAC) has published interim advice on sustainable residential quality (SRQ) for small and large sites (February 1998 and December 1999 respectively). It promotes a design-led approach to SRQ, using higher densities and lower parking requirements, coupled with higher quality, to off-set intensity both visually and for occupiers. This, it states, will help make more efficient use of urban land and increase housing capacity, while also helping to reduce travel demand and encourage public transport use.

4.3 PPG3 states that the housing needs of all in the community should be recognised and that everyone should have the opportunity of a decent home. This means providing a better mix in the size, type and location of housing, to create mixed and balanced communities [paras 1-2, 10].

4.4 Local Planning Authorities (LPAs) should, therefore, through the development plan, allow for the provision of sufficient land for housing, giving priority to re-using previously-developed land within urban areas, and bringing empty homes back into use and converting existing buildings – rather than developing greenfield sites. The aim is to make more efficient use of limited land supply and promote more sustainable patterns of development [PPG3 paras 1-2].

4.5 The UDP also operates within the context of the national requirement to find more land for housing. The most recent projections show that, between 1996 and 2021, the number of households in England will increase by 3.8 million, with some 600,000 in London. The largest component of projected growth (83%) is for single-person households. In Bromley, these projections are for an additional 13,800 households between 1991 and 2016, which closely corresponds to total completions 1991-1996 of 2,800 units and capacity 1997-2016 of 11,450 (see Table 4.1 below).

4.6 In London, however, owing to the limited supply of land for housing, the approach to determining housing requirements has not been demand-led. Rather, requirements have been determined from estimates of capacity.

4.7 In 1999 LPAC and London Boroughs jointly reassessed London's housing capacity set out in LPAC's 1992 Housing Capacity Study (HCS); Bromley's capacity for the period 1997-2016 is estimated to be 11,450 net additional dwellings, an average annualised rate of 573. The HCS figures were subsumed into LPAC's draft supplementary advice (December 1999), and have subsequently been published by the GLA (September 2000). The study forms the basis of the Spatial Development Strategy (the London Plan) published by the Mayor for London in February 2004. The London Housing Capacity Study (2000) figures are currently under review as part of the London Housing Capacity Study 2004/05 and revised housing capacity figures for all of the London Boroughs will result in formal alterations being made to the London Plan in 2006/07.

4.8 In this context, the UDP takes its assessed housing capacity to be its housing requirement to 2016, in line with the guidance given in PPG3 para 7. Housing capacity studies are in any case encouraged by PPG3 [para 24] as a way of ensuring best use of urban land.

LOCAL CONSIDERATIONS

4.9 The Council takes the view that meeting the housing requirements for the whole community can be achieved without compromising its other primary aim of protecting the exceptional environmental qualities of the Borough, particularly within the existing residential areas. Given the characteristics of the Borough, little can be identified in advance, that is the reason why much of the housing provision is likely to come forward on windfall sites, though the Council has identified a number of Proposal Sites where additional housing can be accommodated.

See also: Proposals (Chapter 16)

HOUSING SUPPLY

POLICY H1

Making provision for at least 11,450 additional dwellings over the plan period will be facilitated by:

- (i) the development or redevelopment of sites identified in the Schedule of Proposals Sites (Chapter 16) and on the Proposals Map;**
- (ii) the development or redevelopment of windfall sites;**
- (iii) not permitting the loss of housing through redevelopment or change of use, except where accommodation is unsuitable and incapable of being adapted for continued residential use or where the proposal meets an identified need for community facilities;**
- (iv) ensuring efficient use of the existing housing stock, including re-use of vacant buildings and conversion of existing buildings;**
- (v) seeking a housing component in mixed use development in and close to town centres;**
- (vi) making the most efficient use of sites, in accordance with the density/location matrix at Table 4.2;**
- (vii) redevelopment of unneeded employment land subject to the tests of Policy EMP3 and EMP5**

The suitability of windfall sites for housing purposes will be assessed against the following criteria

- (viii) whether the site comprises previously developed land;**
- (ix) the location of the site in relation to employment, day to day facilities and services and accessibility by modes of transport other than the car;**
- (x) the capacity of existing or potential infrastructure to accommodate additional dwellings;**
- (xi) physical and environmental constraints on development of the site;**
- (xii) the need to retain the existing land use on the site.**

4.10 The Council is committed to allowing for 11,450 net additional dwellings to be built in the Borough over the period 1997-2016 (see Table 4.1 below). It believes this can be achieved within the environmental and other constraints set by the policies of the UDP, while also allowing for the application of SRQ principles in town centre locations – and so making the most efficient use of previously-developed land (as defined in PPG3 Annex C). It will also encourage additional residential accommodation to be provided through the conversion of redundant office and other buildings, and above shops (see Policy H12). The Council expects the Government's target that 60% of additional housing be provided on previously-developed land and through conversions to be exceeded locally.

The figures set out in Table 4.1 are currently subject to review through the London Housing Capacity Study 2004/2005. Any changes to the figures will form part of alterations to the London Plan 2006/07.

Table 4.1: LB Bromley estimated housing capacity 1997-2016

Source	Net additional dwellings
Large identified sites	1,734
Large windfalls	4,564
Large identified offices	230
Large office windfalls	150
Small sites	2,880
Small conversions	1,600
Non self-contained permanent accommodation	300
TOTAL	11,458

Source: LPAC Housing Capacity Study (published by GLA September 2000)

4.11 The UDP allocates a number of Proposal Sites for residential use and will prepare planning briefs setting out the scale, type and design of development it expects to be provided on these sites. Mixed use development will be encouraged in appropriate locations on proposal and windfall sites [PPG3 paras 49-51].

4.12 The Council estimates the capacity of the allocated Proposal Sites to be approximately 800 dwellings, or 7% of assessed housing capacity. The major part of future capacity will arise from windfall sites, as set out in the HCS [PPG3 para 36]. Other housing land requirements that may arise during the period of the plan will be assessed according to the sequential test set out in PPG3 [paras 30-31, 38], particularly with respect to public transport accessibility [paras 47-48], and in relation to other priority uses, such as health and educational facilities.

4.13 This policy also aims to minimise the net loss of housing through changes of use or redevelopment. Proposals for the change of use from residential will only be permitted in the circumstances outlined in the policy. When considering whether a dwelling unit is suitable for continued residential use, the Council will assess the accommodation in terms of its size, its access and its location in relation to other uses and activities in the locality. In line with the guidance contained in PPG12, the loss of a residential unit may be acceptable where the proposed use meets an identified community need.

4.14 The Council, in its enabling role, will also promote the efficient use of the existing housing stock.

See also: Policies H7, H11 and C1

the supply of accessible housing in the borough. Meeting "Lifetime Homes" standards is a cost-effective way of providing homes that are adaptable, flexible, convenient, appropriate to changing needs and enable independent living.

4.29 Part M of the Building Regulations requires new buildings (including residential developments of fewer than 20 units) to be reasonably safe and accessible for disabled people to visit and to use the principal storey; this usually entails wheelchair access to all rooms on the ground floor, including the WC. The provisions are expected to enable occupants to cope better with reducing mobility and to remain in their own homes, but not necessarily to facilitate fully independent living.

4.30 Housing designed to "wheelchair" standards (as set out in "Wheelchair Housing", DoE 1975) allows for fully independent living. Over and above the requirements of Part M, wheelchair housing ensures, for example, adequate manoeuvring space in relation to parking/garage provision.

4.31 In determining planning applications for new residential development of any size, appropriate planning conditions will be used to secure the provision of accessible housing in line with this policy. The Council will also publish supplementary guidance on how to achieve these requirements, including aspects of design which benefit the visually impaired.

See also: Policies C3 and C6, and SPG

GYPSIES AND TRAVELLING SHOW PEOPLE

POLICY H6

The Council will ensure the continued provision of existing sites for gypsies at:

- **Star Lane, St Paul's Cray and**
- **Old Maidstone Road**

and for travelling show people at:

- **King Henry's Drive, New Addington and**
- **Keston Showmans Park, Layhams Road**

Proposals for the use of land by gypsies or travelling show people for the stationing of caravans will be acceptable provided that:

- (i) the proposal would meet an identified need for gypsies residing within the Borough or for travelling show people who have traditionally occupied sites locally;**
- (ii) the site is situated outside any areas of constraint;**
- (iii) the site is well-related to schools, shops, medical facilities and public transport; and**
- (iv) there would be no adverse effects on the amenities of surrounding development.**

When considering applications for such sites, the Council will have regard to other policies of the UDP and to the detailed design guidance set out in Supplementary Planning Guidance.

4.32 The Council has two dedicated permanent sites for gypsies at Star Lane, St Paul's Cray and Old Maidstone Road, and there are established travelling show people sites at King Henry's Drive, New Addington and Layhams Road, Keston. This policy sets out the criteria against which any applications for additional permanent or temporary sites will be determined. The Council recognises that opportunities for additional sites will be limited, particularly outside areas of constraint (eg Green Belt), but it wishes to achieve a high standard of facilities for occupants, while also protecting local amenity. Additional design guidance will be prepared. In accordance with the requirements of Circulars 22/91 and 1/94, a needs assessment of gypsies and travelling show people will form part of any future Housing Needs Surveys. The Council has also commissioned WS Planning to produce an Assessment of Gypsy and Traveller Family Needs in the London Borough of Bromley, which was published in July 2005. The Council will continue to take enforcement action against the unauthorised use of any site by gypsies or travelling show people, where it is expedient to do so.

See also: Policies G1, G2 and G8 and SPG

HOUSING DENSITY AND DESIGN

POLICY H7

Applications for new housing developments will be expected to meet all of the following criteria:

- (i) the development complies with the density ranges set out in the density/ location matrix at Table 4.2 below;**
- (ii) in the interest of creating mixed and balanced communities, the development provides a mix of housing types and sizes, or provides house types to address a local shortage;**
- (iii) the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas;**
- (iv) adequate private or communal amenity spaces are provided to serve the needs of the particular occupants;**
- (v) off street parking is provided at levels no more than set out in the Table at Appendix II. These are maximum parking standards. A higher provision will be acceptable only where it can be demonstrated that complying with the maximum standards would not be in the interest of the safety of highway users, or where additional parking is required to meet the needs of particular users, such as those with disabilities;**

- (vi) the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and
- (vii) security and crime prevention measures are included in the design and layout of buildings and public areas.

Table 4.2 Density / location matrix (habitable rooms and dwellings per hectare)

		<i>Predominant housing type</i>	<i>Detached and linked houses</i>	<i>Terraced houses & flats</i>	<i>Mostly flats</i>
<i>Location</i>	<i>Accessibility Index</i>	<i>Setting</i>			
<i>Sites within 10 mins walking distance of a town centre</i>	6 to 4	<i>Central</i>			650 – 1100 hr/ha 240 – 435 u/ha
		<i>Urban</i>		200 – 450 hr/ha 55 – 175 u /ha	450 – 700 hr/h 165 – 275 u/ha
		<i>Suburban</i>		200 – 300 hr/ha 50 – 110 u/ha	250- 350 hr/ha 80 – 120 u/ha
<i>Sites along transport corridors & sites close to a town centre</i>	3 to 2	<i>Urban</i>		200 – 300 hr /ha 50 – 110 u/ha	300 – 450 hr/ha 100 – 150 u/ha
		<i>Suburban</i>	150 – 200 hr/ha 30 – 65 u/ ha	200 – 250 hr/ ha 50 – 80 u /ha	
<i>Currently remote sites</i>	2 to 1	<i>Suburban</i>	150 – 200 hr/ha 30- 50 u/ha		

hr/ha – Habitable rooms per hectare, u/ha – Units per hectare

4.33 Government advice promotes the efficient use of previously-developed land (PPG3 para 57), both to help meet housing requirements and to achieve more sustainable patterns of development. Good design and layout help to make best use of previously-developed land, as well as improving the quality and attractiveness of residential areas [PPG3 para 54]. This is the basis for the concept of sustainable residential quality (SRQ) which links the need to build more efficiently while also improving quality. Often this will be at a greater intensity than has historically occurred. In particular, more intensive development may be sought in town centres and other places with good public transport accessibility [para 58].

4.34 PPG3 goes on to state that new housing cannot be viewed in isolation and should take account of the wider context in townscape and landscape terms [para 56].

The government has also published a companion guide to PPG3 "By Design – better places to live" (DTLR/Commission for Architecture and the Built Environment, 2001). The Council will take this into account in preparing supplementary planning guidance on design and in considering the design aspects of individual proposals.

4.35 Within the Borough there are many diverse and attractive housing areas, and, in the context of Government policy, it is the Council's view that their individual characteristics and quality should be adequately protected. Scope for further housing development occurs mainly on "infill" sites, or redevelopment of older, low-density property, and through the redevelopment of large non-residential sites. The Council's primary objective is to ensure a high standard of residential environment. Redevelopment should be of a design that is sympathetic to and complements the surrounding residential area but not necessarily a reproduction of the established form and pattern of development. In line with the advice in PPG3 [para 63], the Council will reject poor designs that do not accord with the terms of this policy. The onus will be on applicants to demonstrate how they have taken account of the need for good layout and design. Affordable housing brought forward under Policy H2 will generally have to comply with the Housing Corporation's Scheme Development Standards.

4.36 In assessing housing capacity through the Housing Capacity Study (HCS), the Council has generally assumed that existing environmental standards will be maintained. An allowance has been made for some intensification over prevailing densities in locations accessible by public transport both in relation to a number of identified large sites and to small sites in general.

4.37 The guidelines on density given in this policy will enable the strategic housing requirement to be met in accordance with Objective 3, while securing SRQ in appropriate locations and maintaining and enhancing the quality of the Borough's residential environment in accordance with Objective 1.

4.38 In some parts of the Borough, existing high-density development creates an unsatisfactory residential environment. The Council will seek to improve this through the application of SRQ principles in assessing proposals for new development. This will not necessarily involve reduced densities.

4.39 Many residential areas are characterised by spacious rear gardens and well-separated buildings. The Council will therefore resist proposals which would tend to undermine this character or which would be likely to result in detriment to existing residential amenities. "Tandem" development, consisting of one house immediately behind another and sharing the same access, is generally unsatisfactory because of difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front.

4.40 Backland development, involving development of land surrounded by existing properties, often using back gardens and creating a new access, will generally also be resisted. Private gardens can be of great importance in providing habitats for wildlife, particularly in urban areas. Except in Areas of Special Residential Character, such development, however, may be acceptable provided it is small-scale and sensitive to the surrounding residential area. Lower residential densities than those outlined in Table 4.2 will usually be required and there should be adequate access. Additional traffic should not cause an unacceptable level of disturbance to neighbouring properties, and a high standard of separation and landscaping should be provided.

4.41 PPG3 [para 61] advises Local Planning Authorities (LPAs) to revise parking standards for housing to allow for significantly lower levels of off-street parking, particularly in locations accessible by public transport and for types of occupier with lower demand for parking. The Council has revised its parking standards accordingly (Appendix II), and this will contribute both to more efficient use of land and quality objectives.

4.42 The design of all new housing development should include appropriate measures to maximise security and prevent crime. In determining planning applications the Council will refer to "Secured By Design" principles and any other supplementary planning guidance. "Secured by Design" is a UK Police Flagship initiative supporting the principles of designing out crime through the use of effective crime prevention and security standards set out in various guides and publications. Detailed information is available at www.securedbydesign.com.

4.43 A number of the provisions of the policy relate to matters of principle rather than detail. The Council therefore considers it appropriate to apply the policy, where appropriate, to outline proposals.

See also: Policies C3 and C6, and SPG

RESIDENTIAL EXTENSIONS

POLICY H8

The design and layout of proposals for the alteration or enlargement of residential properties will be required to satisfy all of the following criteria:

- (i) the scale, form and materials of construction should respect or complement those of the host dwelling and be compatible with development in the surrounding area;**
- (ii) space or gaps between buildings should be respected or maintained where these contribute to the character of the area;**
- (iii) dormer windows should be of a size and design appropriate to the roofscape and sited away from prominent roof pitches, unless dormers are a feature of the area.**

4.44 The Council will normally expect the design of residential extensions to blend with the style and materials of the main building. Where possible, the extension should incorporate a pitched roof and include a sympathetic roof design and materials. In particular, flat-roofed side extensions of two or more storeys to dwellings of traditional roof design will normally be resisted unless the extension is well set back from the building line and is unobtrusive. The enlargement of a roof structure from a hipped design to a gable end is unlikely to be acceptable except in relation to end of terrace dwellings. Dormer extensions into prominent roof slopes and extensions above the existing ridgeline, will not normally be permitted.

4.45 Proposals for residential development in the roof space of blocks of flats or for an additional storey on an existing block of flats should comply with the Council's requirements for new residential development including car parking.

4.46 Proposals for forward extensions to symmetrically-designed terraced houses sharing a common building line will not normally be permitted. Where such extensions are proposed for detached houses, semi-detached houses and asymmetrically-designed terraced houses not sharing a common building line, these will be considered on their merit, with particular regard to the relationship to neighbouring buildings, and to the effect on the street scene.

See also: Policies H5, H7, BE1, BE11 and G4, and SPG

ACCOMMODATION FOR HOUSEHOLD MEMBER

4.47 Residential extensions (so-called "granny annexes") can provide accommodation which enables a family to care for an elderly or disabled relative. Problems can arise, where this type of development constitutes a self-contained unit which could potentially be severed from the main dwelling. This can result in the creation of substandard accommodation with inadequate privacy, access provision, parking and amenity space. Such accommodation is likely to be out of scale and character with the surrounding area and detrimental to residential amenity. Therefore such extensions should be designed to form an integral part of the main dwelling. Permission for such development will be subject to a condition restricting occupancy to members of the main dwelling's household.

SIDE SPACE

POLICY H9

When considering applications for new residential development, including extensions, the Council will normally require the following:

- (i) for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the flank wall of the building; or**
- (ii) where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties.**

4.48 The Council considers that the retention of space around residential buildings is essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. It is important to prevent a cramped appearance and unrelated terracing from occurring. It is also necessary to protect the high spatial standards and level of visual amenity which characterise many of the Borough's residential areas. Proposals for the replacement of existing buildings will be considered on their merits.

See also: Policies H7 & H8

If during the course of an application for a development proposal the nature conservation interest of the site becomes evident, the protection and active management of that site will be sought as part of the proposal.

7.17 It is likely that, through the development control process, additional sites of nature conservation interest will become evident. Where such circumstances arise, the Council will carry out a full assessment of that interest in consultation with relevant nature conservation bodies and, where appropriate, recommend sites' formal designation in order to protect indigenous species and/or habitats. Where appropriate, the designation of further Local Nature Reserves will be supported.

See also: Policy NE3

PROTECTED SPECIES

POLICY NE5

Planning permission will not be granted for development or change of use of land that will have an adverse effect on protected species, unless mitigating measures can be secured to facilitate survival, reduce disturbance or provide alternative habitats.

7.18 PPG9 points out that the "presence of a protected species is a material consideration when a local planning authority is considering a development proposal which, if carried out, would be likely to result in harm to the species or its habitat." The Council will consult English Nature before determining such applications.

7.19 Many plant and animal species (including badgers, bats, dormice, great crested newts and some species of birds) are statutorily protected. The Wildlife and Countryside Act 1981 contains schedules of many of the species which are given protection. For the purposes of this policy, statutorily protected species are those included on Schedules 1, 5 and 8 of the Act or those protected by other legislation (eg badgers). These schedules are updated on a regular basis and local authorities are kept informed of any changes.

WORLD HERITAGE SITE

POLICY NE6

In considering proposals in or adjoining the proposed World Heritage Site, as defined on the Proposals Map, the likely impact on the Site's cultural and natural heritage will be assessed. Where appropriate, management and enhancement of the Site will be sought and secured by the use of conditions or planning obligations.

7.20 Under its Convention concerning the Protection of the World Cultural and Natural Heritage, UNESCO seeks the identification, protection, conservation and presentation of the world's natural and cultural heritage of outstanding universal value. A member country nominates sites proposed for inclusion on the World Heritage list.

7.21 The latest UK list of proposed sites (April 1999) includes Charles Darwin's home at Down House and the surrounding countryside. This was the setting for his life and work during the forty years of his main scientific and natural history achievements culminating in the publication of his theory of evolution.

7.22 No additional statutory controls follow from the inclusion of a site in the World Heritage List. Inclusion does, however, highlight the outstanding international importance of the site as a key consideration to be taken into account by local planning authorities in determining planning and listed building consent applications, and by the Secretary of State in determining cases on appeal or following call-in. In this context, PPG15 advises local planning authorities to formulate specific planning policies for protecting World Heritage sites.

7.23 This policy will act as a focus for the management plan for the area, which will be developed by working with local residents, landowners and other interested parties, and the co-ordination of other relevant policies within the plan for the areas contained within the proposed World Heritage Site. The designation shown on the Proposals Map remains "tentative" until the World Heritage Site is confirmed.

See also: Policies NE1 to NE5

DEVELOPMENT AND TREES

POLICY NE7

Proposals for new development will be required to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained. Tree preservation orders will be used to protect trees of environmental importance and visual amenity. When trees have to be felled, the Council will seek suitable replanting.

7.24 Trees are important features of the Borough's environment and are a valuable resource for wildlife. The Council places a high priority on their retention and protection. They can be protected, if they are reasonably healthy and of public amenity value, by the making of a Tree Preservation Order (TPO) which can relate to individual trees, groups of trees or areas of woodland. It is an offence to fell, top, lop or wilfully destroy any tree covered by a TPO without the prior written consent of the Council although the Town and Country Planning Act 1990 does provide for certain exceptions. Numerous trees and woodlands throughout the Borough are protected by TPOs. In addition, trees in Conservation Areas are protected even where they are not covered by a TPO.

7.25 When works are proposed to be carried out to protected trees and woodlands the Council will seek appropriate

replanting is required this will usually involve the use of heavy nursery stock, where appropriate of local provenance. A strategy to guide new woodland planting and management is set out in 'Bromley's Woodland Future', published in 1994 by the Council.

7.26 When considering development proposals the Council will seek the retention and the long term health and stability of as many trees as possible. Where trees are retained within new development sites, they can help to create a settled appearance to the landscape while newly planted trees will take a number of years to reach maturity. Guidance on planning of new development close to trees is set out in British Standard BS5837:1991, a 'Guide for Trees in Relation to Construction'.

7.27 When development is carried out, the Council will require the submission of a site survey, accurately showing the positions, species, heights, root plates, spreads and canopies of all existing trees and large shrubs. The trees to be retained should be indicated, as should the existing and proposed levels. In addition, details of all underground works to show the likely impact on tree roots will be expected to be submitted. In granting planning permission for new development where trees are to be retained, the Council will ensure that these trees are given appropriate protection during the building works through the use of planning conditions.

See also: Policy NE3

CONSERVATION AND MANAGEMENT OF TREES AND WOODLANDS

POLICY NE8

To improve the amenity and conservation value of trees and woodlands, the Council will:

- (i) encourage appropriate beneficial management;**
- (ii) encourage appropriate new tree planting in suitable locations; and**
- (iii) promote public interest in and enjoyment of trees and woodlands.**

7.28 The majority of woodlands in the Borough have been identified as ancient in origin (i.e. there has been a continuous woodland cover since 1600) and have a high nature conservation value. Since the storms of October 1987 and January 1990 there has been a heightened awareness of the value of trees and woodlands. All parts of the Borough were affected by the storms and whilst much clearing and replanting has taken place some work remains to be done. Every encouragement will be given to owners to manage their trees and woodlands appropriately, and to allow storm-damaged areas to regenerate naturally where possible. If replanting is desirable, heavy native nursery stock of local provenance should be used where appropriate. The Council's strategy guiding new woodland planting and management is set out in 'Bromley's Woodland Future' (1994).

7.29 Within the built up-area, natural regeneration of trees does not generally take place and a continuing programme of planting is necessary to replace those lost through old age, disease and the effects of new building. The Council will make use of planning conditions and obligations to achieve new planting through the planning process. In rural areas it may be appropriate to allow some woods to regenerate naturally; others will benefit from replanting. New planting in the vicinity of Biggin Hill Airport should take account of the safety implications of the possible attraction of large numbers of birds.

See also: Policy BH7

HEDGEROWS AND DEVELOPMENT

POLICY NE9

In considering development proposals, the Council will normally expect the retention and beneficial management of any existing hedgerow; where a hedgerow is to be removed, the Council will, where appropriate, require its replacement with native hedgerow species.

7.30 Hedgerows can play an important role in softening and screening new developments, in defining boundaries and in protecting the privacy of adjoining properties. The Council will resist the removal of significant hedgerows, and will use its statutory powers to seek appropriate replacement where hedgerows are removed without consent.

7.31 In granting planning permission for new development where significant hedgerows are to be retained, the Council will ensure that these hedgerows are given appropriate protection during the building works through the use of planning conditions.

HEDGEROW RETENTION

POLICY NE10

When considering notifications under the Hedgerow Regulations for the removal of a hedgerow, the Council will have regard to the hedgerow's importance in terms of its wildlife, historic or landscape value and will make a Hedgerow Retention Order where necessary.

7.32 Hedgerows are important features of the countryside and many have been lost through removal or neglect. They can be distinctive elements of the landscape, and can have a vital role to play in providing habitats for wildlife. In addition, many hedgerows are historically significant. The 1997 Hedgerow Regulations allow for the protection of hedgerows which meet particular criteria. In addition to applying these criteria in considering notifications of intention to remove hedgerows, the Council will encourage appropriate management of existing hedgerows and planting of new hedgerows.

KENT NORTH DOWNS AREA OF OUTSTANDING NATURAL BEAUTY

POLICY NE11

development is proposed close to an existing source of noise, or where a noise-generating development is proposed, the Council will usually require submission of a detailed noise impact survey, including proposed attenuation measures. Planning conditions or obligations will usually be necessary to achieve attenuation measures and to limit hours of operation.

14.28 PPG24 indicates that noise can be a material planning consideration. Within Bromley, the main sources of noise include traffic, railways and aircraft and construction sites. The most noise sensitive areas are those which include housing, schools, hospitals and "tranquil" areas where the high amenity value of countryside and nature conservation sites could be effected. Where mixed-use development is proposed, the individual uses will need to be compatible in order to ensure that noise pollution is minimised. Noise within residential conversions is also likely to be an issue.

14.29 The layout and design of a development can contribute towards the reduction in noise pollution. Where necessary, noise attenuation can be achieved through the application of appropriate technology and engineering techniques in design and construction. The hours of operation may also influence the effect a development may have on neighbouring land uses and users.

See also: Policy H12

VENTILATION

POLICY ER9

When considering proposals for restaurants and cafes (Class A3), drinking establishments (Class A4), and hot food takeaways (Class A5), the Council will require submission of details of a ventilation system where such a system would be necessary in order that the smell, noise and visual impact of the system on its surroundings can be properly considered.

14.30 Food and drink premises have the potential to create a nuisance through smell and noise. In order to reduce the level of noise and smell produced to potentially acceptable levels, the Council expects to see the installation of effective ventilation systems within such premises.

See also Policy S9

LIGHT POLLUTION

POLICY ER10

The Council will consider applications for security or flood-lighting against the following criteria:

- (i) provision should be the minimum lighting required for the proposed purpose;***
- (ii) glare and hours of operation should have no undue adverse effect on residential amenity;***
- (iii) there should be no significant light spillage likely to be visible from a wider area;***
- (iv) there should be no undue adverse impact on road safety; and***
- (v) there should be no undue adverse impact on landscape or nature conservation.***

14.31 Provision of lighting can be positive, enabling evening activity and increasing safety and security (e.g. car parks) or can enhance the urban environment (e.g. floodlighting listed buildings). Excessive lighting, however, can result in levels of light pollution detrimental to the amenity of the immediate and wider vicinity. Therefore, the level of lighting should be the minimum appropriate so that the effect on amenity is minimal – particularly in residential areas, conservation areas, nature conservation sites, open, rural or Green Belt locations. Such effects may be directly from glare of floodlights or may result from light spillage over a wider area.

14.32 Where planning permission is granted for security or floodlighting, the Council will normally impose conditions limiting hours of use and restricting the extent of illumination.

See also: Policies NES, NE11& NE12

HAZARDOUS SUBSTANCES

POLICY ER11

Development relating to hazardous substances, or uses requiring the consent of the Council as Hazardous Substances Authority, will not be approved in or near residential areas. Elsewhere approval will only be given where there is no unacceptable risk to:

- (i) the occupiers of adjoining buildings;***
- (ii) public health and safety; or***
- (iii) nature conservation.***

Proposals for new development adjoining existing sites using hazardous substances will be considered against the same criteria.

14.33 The Planning (Hazardous Substances) Act 1990, along with Circular 04/2000, provide for the control of the presence or use of hazardous substances. The controls are designed to regulate the presence of hazardous substances so that they cannot be

primarily through the levels of parking provision, appropriate contributions to public transport, fostering alternative methods of travel and the provision of Travel Plans.

5.18 A Travel Plan will normally be required to ensure that methods of reducing the number of visits by car are thoroughly explored and then implemented. Travel Plans should set objectives for reducing car usage, increased walking, cycling and public transport use, improvements in safety features, environmentally friendly freight movement and delivery services. These may be made binding by attaching conditions on any planning permission or through a Section 106 agreement. However, a development proposal will not in itself be made acceptable by the provision of a Travel Plan.

5.19 Methods of achieving these objectives might include car-sharing schemes, the provision of adequate facilities for cyclists, providing bus links to public transport interchanges, and providing loans for purchase of season tickets or bicycles. The Council may also require Transport Assessments for large residential development that may have a significant traffic impact on existing residential areas.

See also: Policies T3, T5 – T10 and ER5

PARKING

POLICY T3

Off-street parking spaces in new development will be expected to be provided at levels no higher than the parking standards set out in Appendix II.

Parking provision at higher levels will be acceptable only where it can be demonstrated that the parking is required to meet the needs of disabled users or where lesser provision will lead to unsafe highway conditions, and it can be shown that the applicant has taken other measures to minimise the need for parking.

Where retail or leisure developments are proposed in town centres, parking additional to the relevant maximum standards will be acceptable, provided that the parking facilities will serve the town centre, the terms of which will be secured by means of a planning obligation. The parking facility should be consistent with the scale of the centre and with the Council's town centre parking strategy.

5.20 The purpose of employing maximum parking standards is to encourage the use of sustainable modes of transport and to assist in limiting use of the car. The parking standards are set at levels that should be exceeded only under the circumstances stated in the policy. The standards refer to High, Moderate and Low accessibility areas, with regard to public transport. These are defined in Policy T1 above. The parking standards in Appendix II are derived from the guidance in the London Plan and PPG13.

5.21 PPG3 advises that parking standards should "be framed with good design in mind, recognising that car ownership varies with income, age, household type, and the type of housing and its location". The residential parking standards have been set with this guidance in mind, particularly relating the accessibility of the location to the number of spaces required.

5.22 Lower parking standards for affordable housing have been set by the Council, as reflected in Appendix II. These have been set following a study of observed car parking and car ownership in existing social rented housing schemes which identified lower levels of car ownership for affordable housing. Where these standards require less than one space, spaces should not be allocated to individual properties. Where affordable housing forms part of a mixed tenure or mixed-use scheme the Council will seek a Section 106 agreement to secure an appropriate provision and management of parking.

5.23 The London Plan sets out maximum parking standards for residential and non-residential developments. Boroughs should adopt these standards where appropriate; taking account of local circumstances and allowing for reduced car-parking provision in areas of good transport accessibility. The approach to parking provision should, where applicable, also take into account the standards and requirements of the neighbouring boroughs.

5.24 Local residential streets are often crowded with shoppers' and commuters' cars to the detriment of the environment and the inconvenience of residents. One action identified in the Borough's Integrated Transport Strategy is the preparation of a Parking Plan for Bromley Town Centre, which aims to reduce car use without affecting the local economy. This includes reducing work place parking capacity where development and other opportunities arise, to encourage greater use of public transport. The Council will also continue to work in partnership with others to provide off-street short-term car parking facilities for town centre shoppers and visitors.

PARK AND RIDE

POLICY T4

Applicants for Park and Ride schemes to serve Bromley town centre will be expected to demonstrate that the scheme:

- (i) will lead to traffic reduction and use of other modes of transport;***
- (ii) will not increase additional travel by car;***
- (iii) will not increase significantly the total parking stock in the town centre;***
- (iv) will be designed and implemented in association with public transport improvements and traffic management; and***
- (v) will give priority to short-term users.***

5.25 The provision of park and ride, or similar, facilities can provide an opportunity for enhanced public transport provision. However, any such provision should reduce car journeys into the town centre and not lead to additional car travel. PPG13 states that any scheme should be accompanied by measures to achieve this aim, such as public transport improvements, traffic

management and parking controls. The priority will be for short-term users, but long-term users may be included provided that the restraint measures to avoid additional car journeys are in place. It is important such facilities are located where they are most accessible and will cause the least environmental impact and loss of amenity to local residents.

5.26 Green Belt location of park and ride facilities may be acceptable but only where:

- a comprehensive assessment of potential sites has been carried out;
- the assessment establishes that it is the most sustainable option;
- the scheme will not seriously compromise the purposes of putting land in Green Belts;
- the proposal is contained within the Local Implementation Plan; and
- new or re-used buildings are only included for essential facilities associated with the scheme.

ACCESS FOR PEOPLE WITH RESTRICTED MOBILITY

POLICY T5

The Council will require that all development is designed to ensure ease of access for people with restricted mobility. (Design guidance and access criteria are set out in supplementary planning guidance).

5.27 The quality of a person's life is affected by how free they are to move about. The design of the built environment and of some modes of transport can severely restrict the opportunities for access for people with disabilities. Improvements such as the provision of seating, clear information signing, induction loops in ticket halls and provision of shallow steps can help to remove such barriers. The Council will seek appropriate improvements to transport services where opportunities arise. Improvements aimed at easing access for people with disabilities will also benefit others, particularly parents with small children and the elderly.

5.28 The policy is designed to promote ease of access to all parts of the Borough's shopping areas and public facilities such as parks, libraries and public toilets. Consideration will be given to the needs of wheelchair users in the design of all road alterations. Dropped kerbs at road junctions, for example, do much to enable ease of movement. Similarly, the design of pedestrian areas, extensions to footways, fully accessible bus stops, installation of street furniture, landscaping schemes and other alterations will take the needs of people with disabilities into account. The Council recognises the differing needs of blind or partially sighted people and those using wheelchairs.

See Supplementary Planning Guidance: Access for People with Disabilities

PEDESTRIANS

POLICY T6

In determining planning applications, the Council will consider as appropriate the potential impact on pedestrians, and will seek provision of crossing facilities, designated routes and other improvements to the pedestrian environment.

5.29 Pedestrians are among the most vulnerable of road users. The Council aims to promote walking as this has the potential to take the place of the shortest of car journeys, such as getting to school or to local shops, which has both a health and environmental advantage. In order to encourage walking, the Council is seeking to improve existing pedestrian routes and ensure that these and new related infrastructure are more directly routed, safe and secure.

5.30 Development proposals should make adequate provision for pedestrian movement in the vicinity of the development. Infrastructure provided for pedestrians should also provide good links to the surrounding footpath and road network. Reallocation of road space to pedestrians and road calming measures may be desirable, while good standards of lighting are essential to provide a safe walking environment. Where appropriate, the Council will seek contributions to off-site facilities or infrastructure through the use of Section 106 agreements.

See also Paragraph 5.48: referring to Home Zones

CYCLISTS

POLICY T7

In determining planning applications, the Council will consider as appropriate the potential impact on cyclists and their safety and will seek provision of suitable facilities, including cycle parking/storage to the standards set within Appendix II, and contributions to the provision of the Strategic and Local Cycle Networks as identified on the Proposal Map.

5.31 The Council's objective is to provide a Borough-wide cycle network and to link that network with routes in neighbouring boroughs so that it forms part of the 1000-mile strategic Cycle Route Network for London. In its Integrated Transport Strategy the Council identifies cycling as an important part of an integrated approach to transport.

5.32 The aim is to reduce the number of short and medium distance car trips by promoting cycling to and from work, school and, where practical for shopping trips, which will have health in addition to environmental benefits. Cycling is, however, often seen as a dangerous and inconvenient option. The design of cycle routes and the provision of an appropriately high standard of associated facilities, however, is essential in order to overcome this perception.

5.33 The policy particularly applies to development proposals that are likely to have an impact on cyclists. Larger developments should include spur routes to complement the Network, while in some instances reallocation of road space may be appropriate in

In considering traffic management measures the Council will seek to improve the local environment in addition to road safety, particularly in residential areas. In determining planning applications the Council will consider the potential impact on traffic management and will seek any consequential improvements.

5.47 Traffic management measures can be a key element in improving local environmental quality, through increasing safety by discouraging inappropriate traffic and slowing essential vehicle movements, and potentially improving air quality as a result. Traffic Management is expressly mentioned in PPG12 and also required by Environmental Protection Act 1990. The Council will expect, where reasonable, development proposals to include traffic management measures and related facilities. Any traffic management schemes, which should not adversely affect the operation of public transport, would be the subject of consultation with transport providers.

5.48 The introduction of "Home Zones" will be considered in suitable areas as a method of calming traffic and improving the local environment. "Home Zones" give pedestrians greater priority within a designated group of streets, introducing traffic calming measures that slow drivers down to walking pace, increasing pedestrian safety and access.

See also: Policies T6 and ER5

TRAFFIC MANAGEMENT AND SENSITIVE ENVIRONMENTS

POLICY T16

In considering traffic management and other highway schemes in conservation areas, the Green Belt, or other visually sensitive environments, the Council will aim to ensure that the character and appearance of the area is retained and, where possible, enhanced.

5.49 Highway schemes and the introduction of traffic management measures can be difficult to integrate into the surrounding environment. Any scheme should ensure that it is designed so as to fit into the character and surroundings of the area affected, both as a whole and in the individual elements of the scheme. Sensitive measures may in fact help enhance their surroundings, through traffic calming. PPG15 suggests that there will be no standard solutions to these design problems but, for example, recommends that the use of traditional materials and devices within a scheme can help to integrate it into the streetscape.

SERVICING OF PREMISES

POLICY T17

When considering proposals for the redevelopment of frontages within town centres or development in other areas where servicing problems arise, the Council will normally require that rear-servicing facilities be provided.

5.50 In many shopping areas, lorries unloading in the street cause problems of congestion, delay to buses and inconvenience to pedestrians and cyclists. The provision of rear servicing in new developments would improve conditions. Where there is no prospect of new development taking place, the banning of loading and unloading during peak hours and on Saturdays may be appropriate, depending on local circumstances. The design of rear service roads should take into account the size of vehicles and frequency of deliveries to ensure that access to all frontages remains unobstructed.

See Appendix II.6 and II.9

ROAD SAFETY

POLICY T18

In determining planning applications, the Council will consider as appropriate the potential impact on road safety and will seek to ensure road safety is not adversely affected.

5.51 Road safety considerations need to influence the design of any development. Where a proposal may have a detrimental effect on the safety of any road user, measures to remove that potential risk should be agreed with the Council. Where a proposal is situated in a location with an existing road safety problem, the opportunity should be taken to improve that situation as far as is possible within the scope of the development.

Public Transport Accessibility Levels (PTALs) map (PDF, 0.68MB)

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