

# Bexleyheath Development and Improvement Framework

Adopted December 2009



urban  
practitioners 





# Bexleyheath Development and Improvement Framework

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# I. Introduction

**1.1.1** Bexleyheath town centre currently plays a significant role as one of the most successful town centres in London. The retail heart is focused around the Broadway, the east-west Roman Road. The town centre has a variety of independent and chain retailers and an indoor shopping centre, the Mall, at the eastern end fronting Market Place. The character of the town centre varies greatly from west to east, with the western stretches characterised by older smaller shop units, relating to the early Bexleyheath street pattern and the eastern end characterised by larger modern shop units and bounded by larger roads.

**1.1.2** This Development and Improvement Framework seeks to build upon the current successes of Bexleyheath and to provide a framework to guide future development to enhance the town centre in terms of the shopping and leisure experience, pedestrian and cycle movement and the environment in general. This document provides the strategic context for the Council's plans for Bexleyheath, including the Night Vision Strategy, developed to improve the night time economy of the town centre. The proposals

in this document will inform the development of the Council's Local Development Framework, forming part of the evidence base, and has been formally adopted as Council Strategy following consultation with key stakeholders, local businesses and residents.

**1.1.3** A brief description of the historic development of the town centre and the current situation are given in Chapter 2. Some of the issues, opportunities and possible solutions, raised during consultation with local businesses and other key stakeholders are also outlined.

**1.1.4** Chapter 3 illustrates the concepts from which this framework has been developed. Chapter 4 sets out the broad vision, objectives and overall framework plan, followed by the proposals to improve Bexleyheath town centre in the future, under the following themes:

- A green and attractive place;
- A place for everyone;
- A place to shop;
- A place to live;
- A place to linger;
- A place to work;
- A sustainable place; and
- A connected place.

**1.1.5** Chapter 5 sets out a movement framework for the town centre while Chapter 6 focuses on individual development areas that could contribute towards the delivery of the above themes. Finally Chapter 7 addresses the potential delivery mechanisms in the form of an Action Plan to implement these proposals.



## 2. Understanding

### 2.1 Bexleyheath past

**2.1.1** Bexleyheath has grown up around the historic Roman road, Watling Street (the A207), which links Bexleyheath with Dartford to the south east and central London to the north west. Historically, Watling Street connected Dover, London and St Albans with the Midlands. At the turn of the nineteenth century Bexleyheath was largely uncultivated and unpopulated, with the only building of note being the Golden Lion, a coaching inn dating from 1730 which is at the western edge of today's town centre.

**2.1.2** By the end of the nineteenth century Bexleyheath had grown into a town of over 8,000 inhabitants, with a mixture of large villas and modestly priced terrace cottages bordering the London to Dover road. These were focused around Market Place at the junctions with Woolwich Road, Chapel Street and Mill Road.

**2.1.3** Christ Church (a Grade II listed building) was built on the north side of the Broadway in 1877, replacing an earlier chapel on Oaklands Road, of which only the graveyard remains. Bexleyheath was considered by some to be an exceptionally healthy place to live.

Therefore there were a large number of sizable homes developed in the surrounding countryside.

**2.1.4** Developments between the Second World War and the present, most significantly the creation of Arnsberg Way and Albion Road on either side of the Broadway and the development of the large modern shops and leisure buildings, mean that most of the central part of the town centre lacks historic buildings apart from the Clock Tower, a Grade II listed building, which stands in the middle of Market Place.

### 2.2 Bexleyheath present

#### Population

**2.2.1** The London Borough of Bexley had a population of 218,307 in 2001 (Census, 2001). The wards of Christchurch and Barnehurst, which cover Bexleyheath town centre, contained 20,667 residents at this time. Bexleyheath has a slightly older than average population (average age of 40, compared to the national average of 39).

#### Deprivation

**2.2.2** Relative to its immediate surroundings the town centre currently suffers from a higher



Bexleyheath in 1862

source: Old Ordnance Survey Maps, The Godfrey Edition



level of deprivation (Indices of Deprivation, 2007), although this is average when compared to London as a whole.

### Crime

**2.2.3** Although Bexleyheath has traditionally low levels of crime, the town centre suffered from a rise in alcohol related violence and anti social behaviour in previous years. Despite this being successfully addressed by a series of measures, including a cumulative impact licensing policy and dispersal zones, the areas still suffers with a poor image in relation to crime.

### Retail

**2.2.4** In terms of the Bexley's retail provision, Bexleyheath is the strategic town centre and has representation from a number of national multiple retailers along with a low retail unit vacancy rate (just under 7%). However, the town centre lacks "higher end retail" offer and has a limited cafe culture. Bexleyheath town centre currently has a limited catchment to the south of the borough and beyond and new retail development would help to address this point. Businesses in Bexleyheath town centre are actively considering the implementation of a Business Improvement District in the centre. These have been implemented successfully throughout the country, and can help to fund public realm and

other improvements in town centres.

### Office

**2.2.5** There is currently limited demand for office space in Bexleyheath, perhaps in part due to the poor public transport links to central London. However, the Employment Land Study for Bexley suggests that there is likely to be an undersupply of office space between 2021 and 2026 which will need to be met in a preferred office location such as Bexleyheath.

### Design

**2.2.6** As mentioned previously, the centre of today's Bexleyheath has been carved out by major large scale developments, and the two surrounding major roads, Arnsberg Way and Albion Road. The town centre area can be split into three main character regions as outlined below and illustrated in the picture opposite:

#### A Secondary retail

Characterised by smaller shops and by traffic moving along the Broadway, this area contains the highest concentration of bars and restaurants in the town centre. Parts of this area still retain the historic building lines and some of the older parades of shops/buildings themselves.

#### B Retail core

This area is largely pedestrianised

and contains larger shop units. The 1980s shopping centre, the Mall is located in the heart of this area, and the large scale 1990s development at Broadway Square, (containing Sainsburys) is also located in this area.

#### C Civic Fringe

The Civic Fringe is characterised by buildings of a larger footprint which isolate themselves from their surrounding streets through step backs or large blank frontages. A large cinema complex is located within this area, along with the current Civic Offices, a Marriott Hotel and the former Woolwich Headquarters site. Several of the sites in this area have redevelopment potential as they are either vacant, or in the case of the Civic Offices site, no longer fit for purpose in its current form.

### Transport

**2.2.7** Analysis of the existing transport and movement conditions in Bexleyheath has highlighted a number of key issues currently faced by the town centre. These are summarised below:

- There are currently poor pedestrian links to, from and within the town centre created by the dominance of the road network, particularly at Albion Road;

- Bexleyheath Station is not located in the centre of the town, offering overground railway services only. The pedestrian links between the station and the town centre are not clear or well used;
- The existing cycle route network through the town centre is poor from east to west with no through route. Through linking existing sections in the town centre and the provision of secure cycle parking facilities this could be improved;
- A large number of bus routes currently terminate in the town centre, and the existing bus interchange dominates Market Place by TK Maxx; and
- There are a large number of car parks in Bexleyheath, with supply outstripping demand. These car parks could be rationalised, to ensure the best use is made of these town centre sites.

## 2.3 Messages from consultation

**2.3.1** Urban Practitioners and the London Borough of Bexley held a stakeholder workshop on the afternoon of 10th October 2008. Business and property owners in the town centre were invited to attend, as well as other key stakeholders in the area. The following boxes illustrate the key issues that





Trinity Chapel



Christ Church



Asda



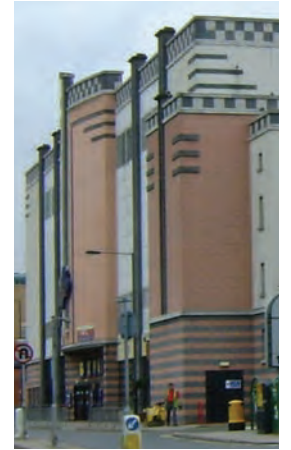
Broadway shops



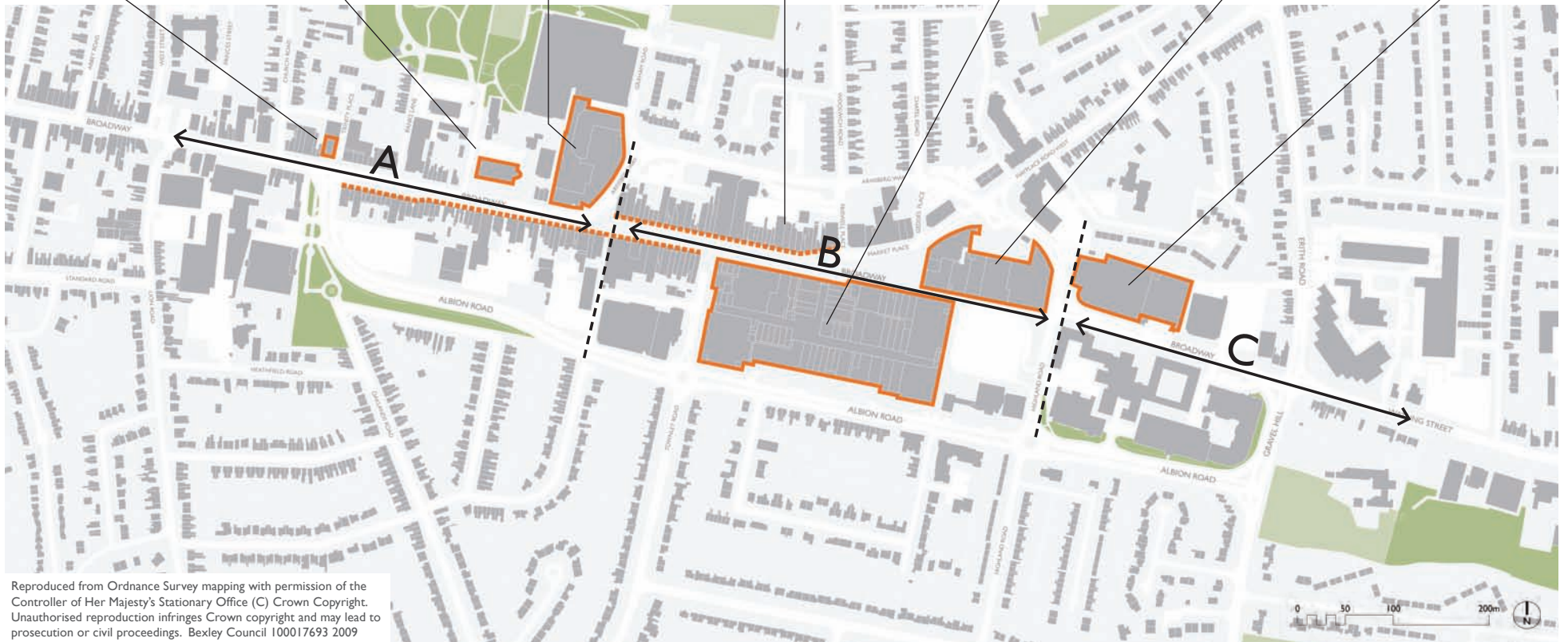
The Mall



Broadway Square shopping centre



Cineworld and bingo



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the stakeholders highlighted in Bexleyheath and the illustration opposite shows the opportunities present in the town centre identified in the workshop.

### streets

- Need an “elegant experience”, with attractive public realm
- Better management of spaces and creation of attractive public squares
- Exterior of the Mall is unwelcoming
- Need activity in the open spaces – i.e. bandstands, markets, events
- More pedestrian crossings needed – north - south access is difficult
- Car park next to Magistrates Court could be a community space



### shopping

- Extended shopping hours
- Need more higher quality and niche shops
- Shopping standard dropping, caters mostly for essential/ functional shopping
- The Mall is successful but need to spread this out
- Aspiration to secure a Department Store in the centre



### night time

- Support more restaurants in town centre
- 6pm to 9pm Bexleyheath Town Centre is quiet
- Poor taxi availability
- Need for a better quality offer
- Crime perception needs to be corrected

### transport

- Areas should be pedestrianised to coincide with restaurants and pubs
- Taxi rank is in the wrong place, particularly for night time users
- Over reliance on buses, and lack of bus capacity
- Train stations too remote from town centre and bus stops not close enough
- Buses restrict quality and use of Market Place
- Walking, cycling and bus links should be promoted, with more cycle parking
- Poor pedestrian links with residential areas
- School bus activity is detrimental
- Empty car parks at the weekend at the Marriott



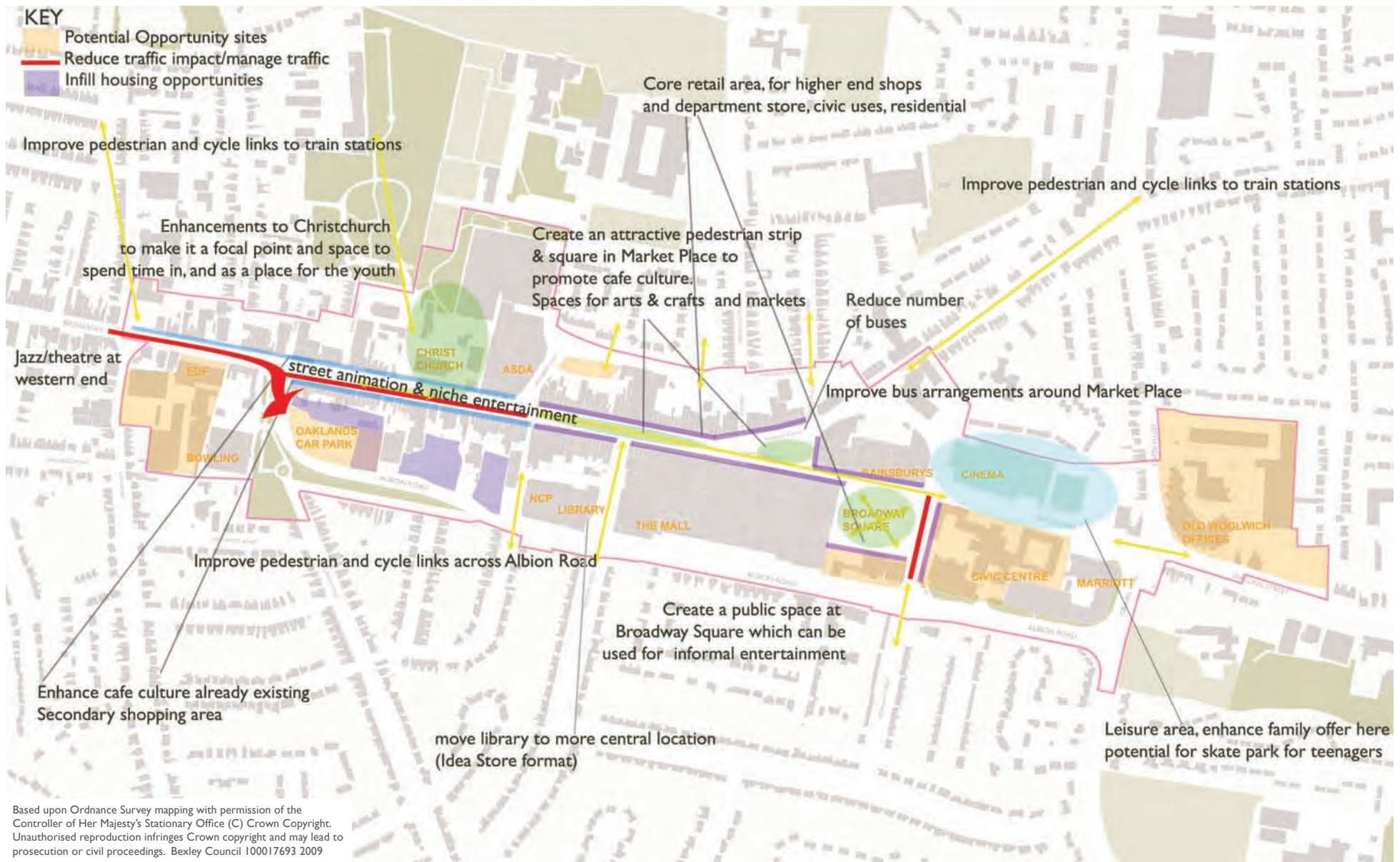
### place for everyone

- Not many places for families
- Not enough activities for teenagers
- No real places to spend time in or café culture



### other issues

- Lack of offices result in less daytime trade
- Lack of toilets
- There is currently a poor image of Bexleyheath
- Opposite Christ Church the area is currently under utilised
- There is no theatre in the town centre



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## 2.4 How can Bexleyheath improve?

2.4.1 Analysis and consultation has identified four main issues for Bexleyheath town centre. These are summarised as follows:

### Links and legibility

2.4.2 The links to both Bexleyheath and Barnehurst train stations from the town centre should be improved to create a safe, pleasant and clear walking route, with clear signage, lighting and high quality public realm. The town centre is also currently severed from its residential hinterland. The re-connection of the pedestrian links between the centre and the residential areas to the north and south will encourage people to walk to the shops and facilities.

### Public realm

2.4.3 The town centre lacks a coherent appearance, which comprehensive public realm treatment could serve to address. Treatment could include the removal of numerous barriers to pedestrian movement, such as the railings, and the introduction of high quality paving, street lighting, and street furniture. This would significantly improve the look and feel of the town centre, creating a positive modern image. The introduction of more spaces for people to spend time in, such as new public squares

created as part of redevelopment will also contribute towards making Bexleyheath more of a destination.

### Greening

2.4.4 The area surrounding Bexleyheath town centre is very green, but the town centre itself lacks greenery and trees. A comprehensive tree planting strategy could contribute to the creation of a boulevard feel along the Broadway and Albion Road in particular. The promotion of the existing attractive green spaces in the town centre, through the creation of better links and development of complementary uses, would assist in improving the image of the town centre, and

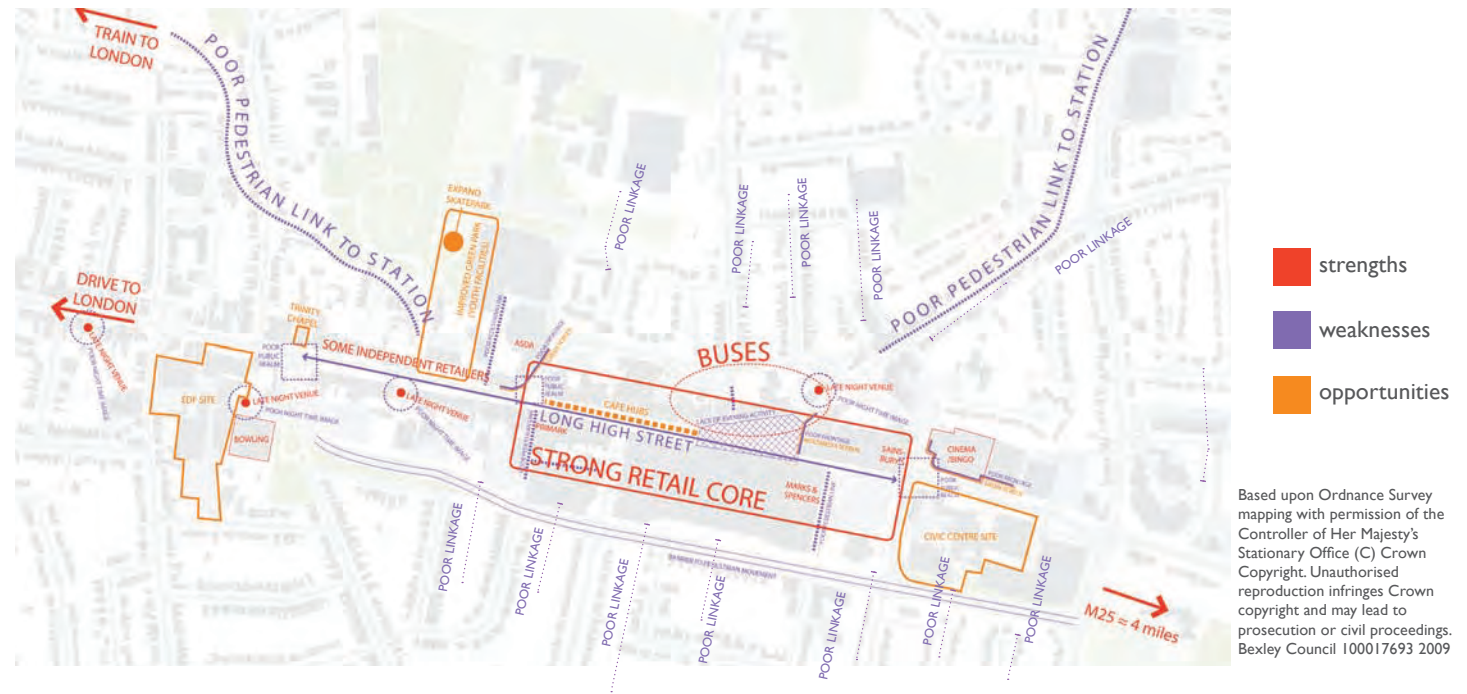
potentially attract more families. The green spaces formed by Christ Church and the cemetery to the rear are not currently widely used, and it is recommended that public use of these is promoted, and that complementary community and youth facilities are located here.

### Diversifying town centre uses

2.4.5 Bexleyheath currently has a good range of shops, but lacks higher end retailers and eateries which could attract a more diverse range of people to the centre. There are opportunities to develop new cafés and restaurants around new/enhanced public spaces in the town centre, for example at Market Place,

which should be fully grasped. The provision of these uses will also play a key role in encouraging people to linger in the town centre, potentially staying beyond the traditional shopping day, or coming in the evening to eat out.

2.4.6 There are very few people currently living within the town centre, which limits surveillance in the evening and at night. Bringing residential uses back into the town centre would address this issue and also provide a new population to use the new shops, cafés/ restaurants, squares and community facilities in the centre, creating a vibrant place to be at all times of the day and night.



Create tree lined and attractive links through the town



Community focus around Christ Church



Encourage café culture



Enhance the public realm through new paving, landscaping, lighting and activity



New public squares as places to linger and spend time in

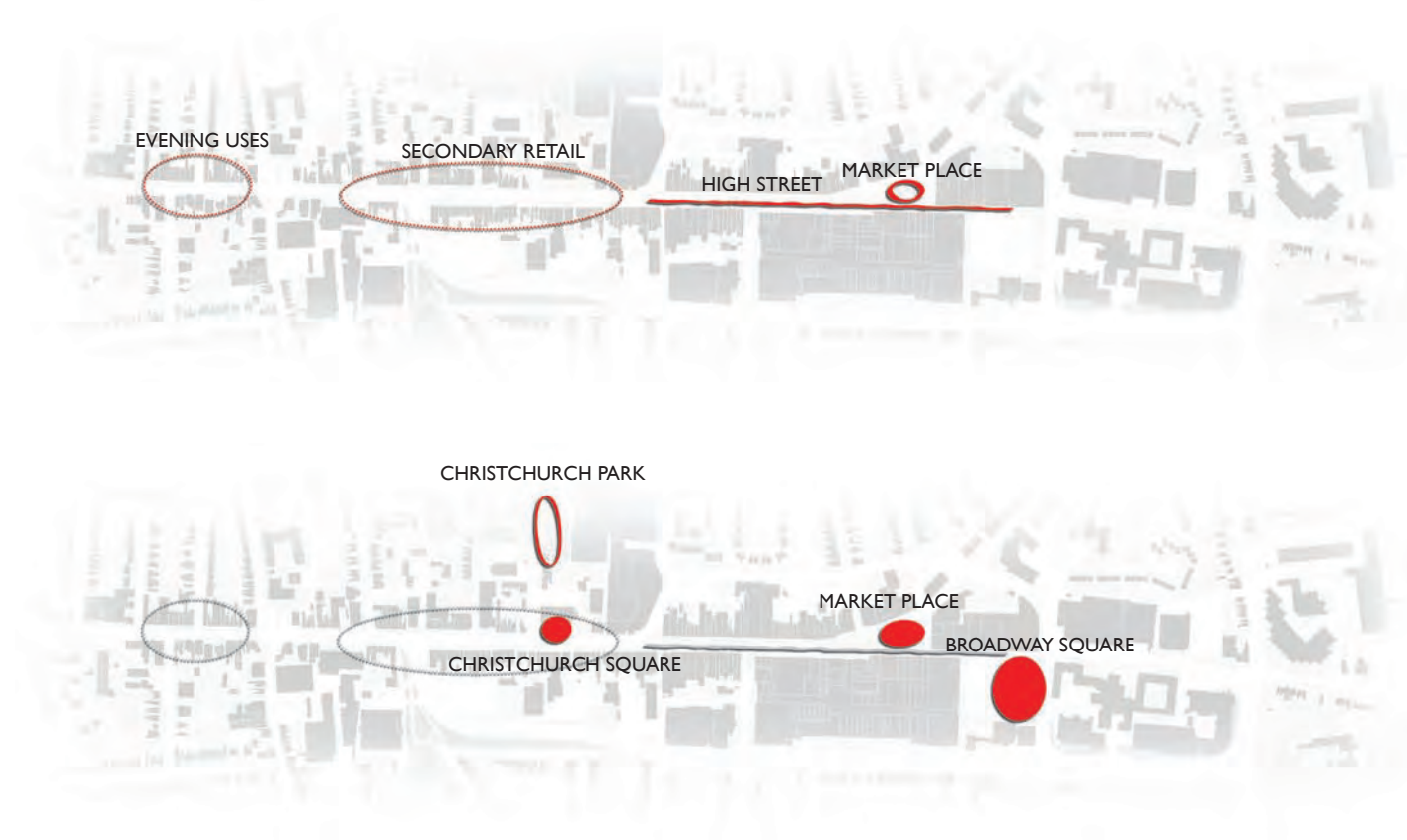


Town centre living to add to the vibrancy of Bexleyheath



# 3. Development concept

This section outlines the key concepts which have informed the evolution of the Development Framework (see section 4).



## Existing condition

Bexleyheath has a strong linear arrangement with a successful high street containing many national retailers. Market Place acts as a focal point but for a town centre of this size there is a distinct lack of quality public space and unique character areas.

## New/enhanced public space

New public squares in front of Christ Church (utilising a shared road surface) and at Broadway Square will combine with an improved Market Place to form a series of high quality spaces along the main retail route. The green space behind Christ Church could be better used with enhanced youth and community uses within a green park setting.

### Retail linkages

The retail route will be enhanced by three place specific interventions:

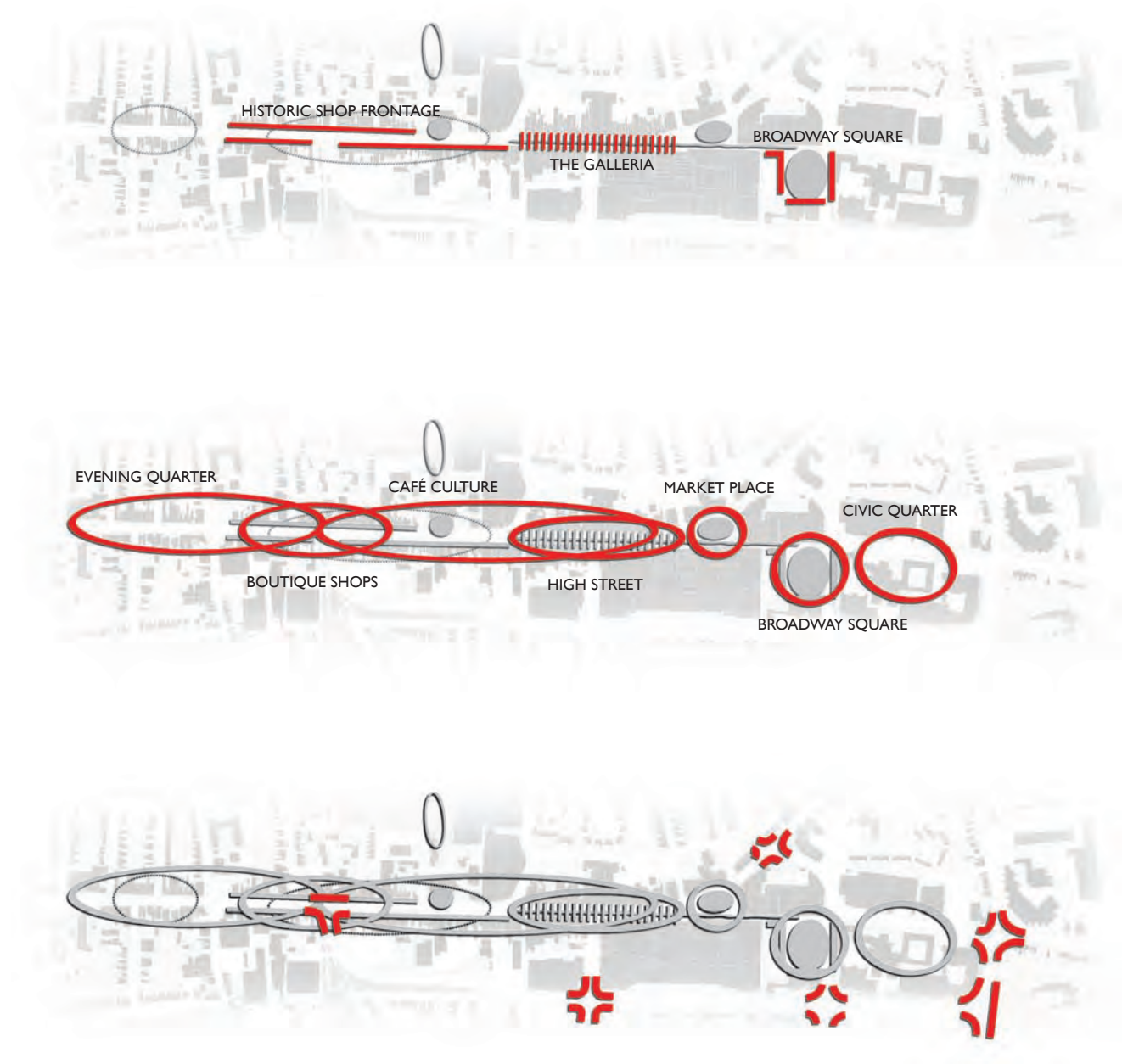
1. Reinforced historic shop frontage to the west of the Broadway and an improved street environment.
2. The Galleria - a lightweight canopy along part of the pedestrianised area of the Broadway, containing shopping kiosks, cafés and seating and providing opportunity for continental markets. Alternatively a series of freestanding kiosks could perform the same function.
3. Broadway Square to be characterised by active frontages on all sides including a high end department store.

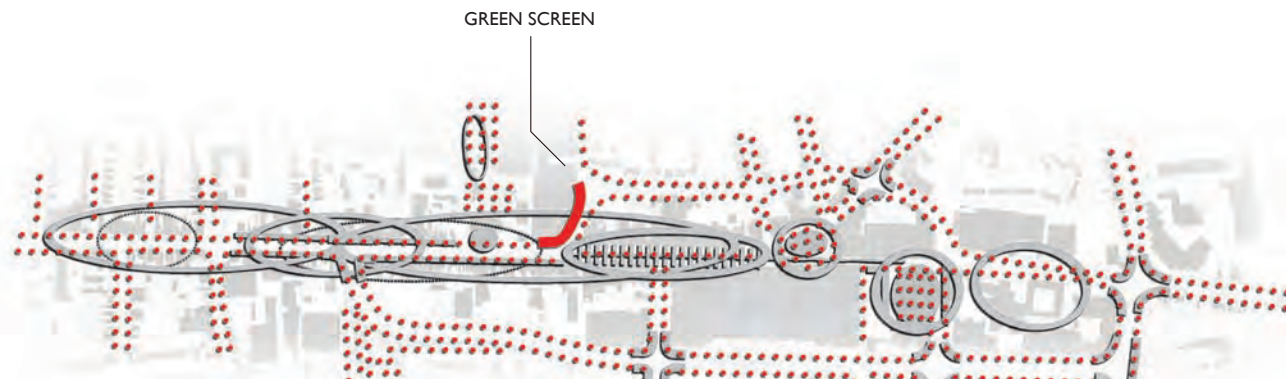
### Distinct character areas

The distinctiveness of each character area will be reinforced through an integrated approach to the design of high quality public spaces and coherent building frontages. This approach promotes pedestrian footfall through a sequence of unique areas, and re-constitutes the linearity of Bexleyheath as a strength rather than a constraint.

### Reconfigure road junctions

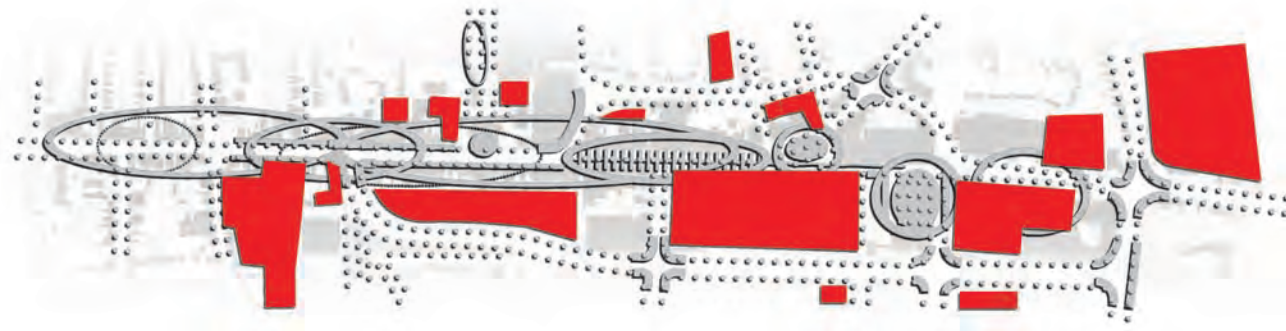
Road junctions will be reconfigured to give greater priority to pedestrians and to reverse the sense of separation between the town centre and its residential hinterland caused by the current arrangement.





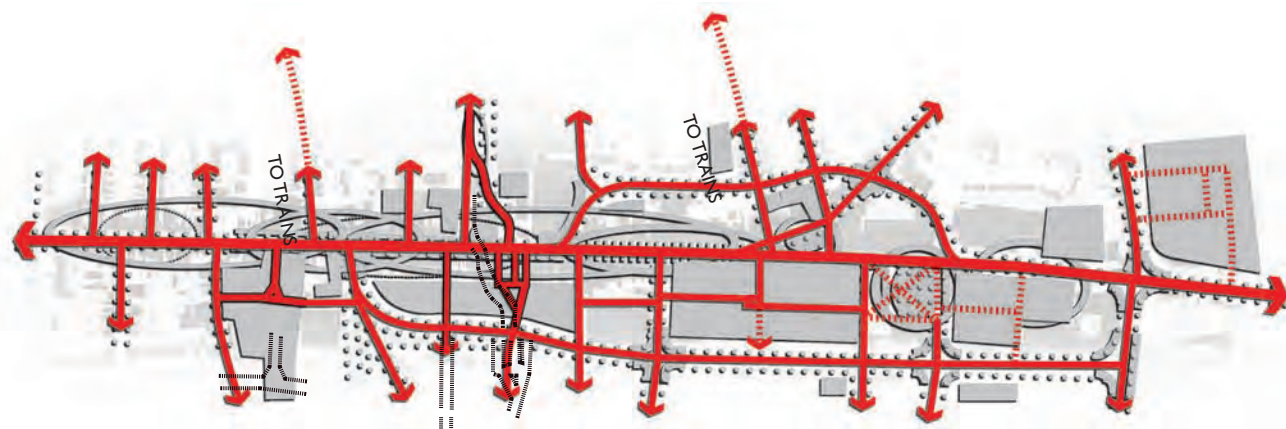
### Urban greening

The town will use a comprehensive tree planting programme to significantly improve the appearance of the town centre. This will make Bexleyheath more resilient to the predicted warming effect of climate change and greatly enhance the current streetscape. A vertical green screen could be attached to the front of ASDA to create a more pleasant frontage. If this is successful, vertical greening could be used on more of Bexleyheath's large blank building façades (such as Sainsbury's and the cinema).



### Town centre living

More people living within the town centre will help to bring life to the centre outside shopping hours. It will create a more sustainable community where residents are easily able to walk to the town's retail and leisure facilities, leading to a reduction in vehicle use. Large sites should however contain a mix of uses rather than exclusively housing. The Mall is shown as a potential residential location within the diagram which reflects a long term vision where the site is redeveloped into a retail led mixed use scheme, to provide more shop units, with apartments above.



### Increased connectivity

New public routes (shown with black shading) and improved pedestrian crossings will increase pedestrian permeability and reduce the severance that Arnsberg Way and Albion Road cause to the pedestrian experience of the town.



# 4. Development and Improvement Framework

## 4.1 Vision, objectives and themes

4.1.1 The vision for the town centre, as outlined in the Local Development Framework (LDF) Draft Core Strategy is as follows:

### Vision

Bexleyheath will continue to be a vibrant, accessible and active strategic town centre offering a variety of high quality retail shops. It will be supported by a mix of uses including housing, offices, hotel, civic uses and leisure facilities to suit a wide range of age groups and preference. Its high quality public spaces will contribute to an attractive, accessible and safe environment.

### Objectives

#### Town centre experience

- To expand retail offer in the town centre and support attracting a new anchor store;
- To provide a range of uses in the town centre to spread activity throughout the day, and encourage shoppers to stay into the evening,

- through the provision of new restaurants and cafés and high quality public spaces:
- To meet the significant comparison retail capacity forecast\* for Bexleyheath town centre of at least 24,000 sqm by 2026, and the borough as a whole and, in particular, to create an opportunity to attract a new store or similar retail anchor to the town, and to attract additional high quality retailers to the town centre; and
- To enhance the town centre appearance through a framework of public realm improvements, and promoting the use of Market Place for cafés, tables and chairs to encourage a more European style town centre experience.

#### Design and development

- To promote high quality, well designed development and to create a strong identity for Bexleyheath;
- To maximise opportunities for redevelopment within the town centre, and ensure development is sustainably integrated into the town centre; and
- To rationalise car parking in

\* As identified by Bexley Retail Capacity Study 2008

the town centre (subject to the findings of a town centre wide Parking Strategy) onto a number of expanded key town centre sites, and to selectively redevelop car parks for an appropriate mix of uses.

#### Employment

- To retain employment within Bexleyheath;
- To enhance the local economy;
- To encourage new businesses to locate offices in the area, to promote sustainable lifestyles through enabling Bexleyheath residents to work locally.

#### Environment, open space and sustainability

- To enhance existing public spaces through improving the quality of public realm, enhancing access to existing open/ green space and maximise opportunities for green spaces in any new development;
- To ensure that new development in the town centre is designed and built to the highest possible sustainable standards.

#### Transport

- To strengthen and create new pedestrian links from surrounding

residential areas to the town centre and stations;

- To improve the layout of bus stands, particularly around Market Place; and,
- To consider linking the town centre directly to the railway network in the long term; and
- To promote sustainable transport to and from the town centre by means of:
  - a. continuing an enhanced travel awareness campaign;
  - b. establishing better public transport information facilities;
  - c. enhancing the pedestrian experience (particularly improving new crossings at key locations);
  - d. establishing local cycle network and cycle parking facilities;
  - e. formulating an area-wide travel plan for the town centre; and
  - f. Personal travel planning (see section 5.6) for the Bexleyheath/Barnehurst area.

#### Community

- To create new and enhance existing youth facilities in the town centre;
- To ensure new development and enhancements are accessible to all; and

- To create a retail and leisure experience that appeals to all sections of the community, particularly families and older people.

4.1.2 The Framework diagram highlights where key changes are proposed within Bexleyheath town centre. These will contribute towards achieving the above vision and objectives.

### Themes

4.1.3 The main issues and proposals are discussed in sections 4.3-4.10 under the following themes:

- A green and attractive place;
- A place for everyone;
- A place to shop;
- A place to live;
- A place to linger;
- A place to work;
- A sustainable place;
- A connected place.

A movement framework is contained at Chapter 5 and the areas identified for potential development are illustrated and discussed in Chapter 6, "Focus Areas".

## 4.2 Development and Improvement Framework

The following sites have been identified as having development potential but their development will be subject to discussion with landowners.

1. **EDF and Albion Road corner** - residential led mixed use development
2. **Albion Road sites** - comprehensive residential led mixed use development
  - a. Oaklands Road car park;
  - b. Maison Maurice;
  - c. Albion Road sites;
  - d. NCP
3. **Christ Church** – community uses and public realm improvements
4. **Market Place** – public realm improvements and new activity along pedestrianised section
5. **The Mall** – refurbishment/ rebuilding to improve retail offer and town centre housing, long term potential
6. **Broadway Square/ Civic Centre** – Comprehensive redevelopment for a mix of uses including new Civic Offices, retail, housing and improved public realm
7. **10-20 Broadway** – mixed use development
8. **Former Woolwich offices site** – residential led mixed use development, potentially incorporating family housing and, offices, community and appropriate scale retail uses
9. **Arnsberg Way sites** – comprehensive mixed use redevelopment, long term potential
  - a. West Lodge;
  - b. Geddes Place/ Friswell Place
10. **Market Place/ Arnsberg Way improvement area** – refurbishment/rebuilding for improved shops/ residential above, long term potential
  11. **Banks Lane garages** – long term potential
  12. **Watling Street car sales site** – long term potential
  13. **Albion Road South sites, church & clinic** - long term potential

## Development and Improvement Framework



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LEGEND

- |                   |  |  |  |  |   |
|-------------------|--|--|--|--|---|
| short/medium term |  | Residential development                | Possible new water feature in Market Place |  | Facade to include vertical greening                   |
|                   |  | Residential led mixed use development  |  |  |   |
| long term         |  | Retail led mixed use development       |  |  | Area of potential long term refurbishment/development |
|                   |  | Hotel                                  |  |  | New public routes                                     |
|                   |  | Community buildings                    |  |  | The galleria canopy line                              |
|                   |  | Taller decked car park with commercial |  |  | Area for historic shopfront enhancement               |



## 4.3 A green and attractive place

### Objectives

- To enhance existing public spaces through improving the quality of public realm, enhancing access to existing open/green space and maximise opportunities for green spaces in any new development;
- To ensure that new development in the town centre is designed and built to the highest possible sustainable standard; and
- To promote high quality well designed development to create a strong identity for Bexleyheath.

### Greening

4.3.1 The town centre would be transformed through a comprehensive tree planting scheme in the town centre and surrounding environs, as illustrated, as there are currently very few street trees in the area. The production of a landscape strategy would assist in implementing this aspiration which is seen as an essential component of achieving the vision for the town centre.

### Frontage improvements

4.3.2 Improvements to blank facades, such as TK Maxx at Market Place and ASDA could be achieved through

the introduction of vertical greening and/or the use of screens. The TK Maxx façade could be the location for a media screen, as it fronts the pedestrianised Market Place which is already a focal point and proposed for further public realm enhancements in this framework. Vertical greening of the ASDA building is proposed, as the structure currently dominates the junction of the Broadway and Arnsberg Way with its blank walls, and greening this building would greatly improve the townscape at this central location.

### Refurbishment/ improvement of townscape

4.3.3 A series of longer term improvements or redevelopment opportunities have been identified for buildings or areas which are under utilised or of lower architectural/ townscape quality. These include a parcel of buildings north of Market Place, backland car repair west of Christ Church, Banks Lane garages, church and clinic sites to the south of Albion Road, garages on Watling Street and a number of sites on Arnsberg Way.

### Street furniture improvements

4.3.4 The existing pedestrian environment in Bexleyheath is visually weak and lacks strong branding, with tired paving, street lighting, signage and barriers to pedestrian movement. A comprehensive approach should be taken to improving the quality of the paving, lighting, and branding of the town centre. This should

include the removal of unnecessary street furniture, particularly railings, to make Bexleyheath an attractive and visually appealing town centre. This will be particularly important in Market Place, which is the focus of the current shopping area and could be vastly improved through these changes.

### Christ Church

4.3.5 Christ Church should be a new focus for the town centre, with improved links to the existing open space to the rear and the creation of a new high quality public square fronting the Broadway. New community buildings and youth facilities at Christ Church will create a vibrant, green focal point in the town centre and a place to take a break during a visit to the shops, to encourage people to stay longer in the town.

### New and improved public squares

4.3.6 A network of new and improved public spaces would address the current lack of quality spaces for people to meet friends and to relax and spend time in. A new public square at the location of Broadway Square, which is currently a car park, with new green landscaping and high quality seating will create a pleasant place to pass through or stop to relax or meet friends. Market Place has the potential to provide a contrasting but complimentary space accommodating a significant number of additional trees, which will greatly improve the appearance of this area.



## 4.4 A place for everyone

### Objectives

- To create new and enhance existing youth facilities in the town centre;
- To ensure new development and enhancements are accessible to all; and
- To create a retail and leisure experience that appeals to all section of the community, particularly families and older people.

### New youth and community facilities at Christ Church

4.4.1 Christ Church has the potential to become a community focal point for Bexleyheath, with places for people of all ages to visit. An enhanced skate ramp and new youth facilities at the back of the church could draw some of the young people that congregate in the town centre after school away from the overcrowded Market Place. Existing walking links to Bexleyheath Station are poorly signed, and improvements to this area would assist in improving the usability of more direct routes to the station.

4.4.2 There is a need for a strong attractor in the Christ Church area, which could be achieved by new developments such as a relocated

library, or a new community hub, or potentially a new theatre / gallery. A combination of these uses would also be appropriate.

### New play spaces

4.4.3 All significant housing proposals (as outlined in section 4.7 “a place to live”) should include childrens play spaces to ensure the new communities have safe and exciting places for the children to play. Playspace should be provided in line with the Mayor’s Play Space SPG (2008) and Bexley’s Residential Design Guide “Design for Living”. Places for children are essential in promoting Bexleyheath as family friendly place to live and visit.

### New public squares

4.4.4 As outlined above, a network of public squares would significantly improve the centre’s attractiveness to visitors, and encourage people to spend longer and to “make a day of it” in Bexleyheath, when combined with new restaurants and cafés also promoted in this framework. This would be a key part of creating a place for everyone, as young and old would equally enjoy the new public spaces.

### A true Market Place

4.4.5 The broad, pedestrianised Market Place is an ideal location to foster a café culture as there is

ample space for outdoor seating. This culture is beginning to emerge with the location of Starbucks and Thornton’s café at the eastern end. However, the addition of outdoor seating would greatly improve the ambience of Market Place and the pedestrianised parts of the Broadway. New retail / café kiosks or a new covered galleria are proposed along the centre of the pedestrianised part of the Broadway. These proposals would utilise this vast space, provide spaces for new retail and cafés and creates a lively atmosphere. In addition these proposals provide the potential to create an “early win” for the town centre. The re-introduction of traffic to the area in the evenings, as suggested by the Night Vision report, as a complementary or alternative intervention will also be investigated.

### New civic facilities for all

4.4.6 The current Civic Offices are outdated and not fit for purpose. The site has therefore been identified by the Council for new mixed use development in a Supplementary Planning Document (SPD). The site provides the opportunity for a new landmark building with modern civic facilities, accessible to all. New shops at ground floor surrounding a new public square would complement the existing retail at Broadway Square and create a pleasant shopping

environment and vibrant location for the new civic centre.

4.4.7 The opportunity may also exist to relocate the Magistrates Court elsewhere in the town and integrate the site and the Broadway Square area as a whole into the Civic offices development, enabling the existing court location to be utilised, particularly at ground floor, for uses more appropriate to its town centre location such as commercial uses.



## 4.5 A place to shop

### Objectives

- To increase retail offer in the town centre and support attracting a new anchor department store;
- To promote high quality, well designed development, to create a strong identity for Bexleyheath;
- To meet the significant comparison retail capacity forecasted for Bexleyheath town centre of at least 24,000 sqm by 2026\*, and the borough as a whole and, in particular, to create an opportunity to attract a new department store or similar retail anchor to the town, and to attract additional high quality retailers to the town centre; and
- To enhance the town centre appearance through a framework of public realm improvements, and promoting the use of Market Place for cafés, tables and chairs to encourage a more European style town centre experience.

\* As identified by Bexley Retail Capacity Study 2008

### Pedestrianised part of the Broadway

4.5.1 The pedestrianised part of the Broadway and Market Place Square is currently an underutilised and uninviting place outside of peak shopping hours. Due to its width, it is capable of accommodating additional retail/ cafés and outdoor seating for pavement cafés, which could be delivered in two forms:

- Galleria - lightweight canopy with space for cafés/ potentially permanent structures; and
- Kiosks – a series of permanent glass kiosks containing cafés or small retail units.

In addition, as a complimentary or alternative measure, there is the potential to introduce some vehicles into parts of the pedestrian area at certain times of the day to help introduce activity outside of the core shopping hours. The transformation of this part of the Broadway would uplift the image of Bexleyheath as a whole and reaffirm this area as the heart of Bexleyheath. Making this space a vibrant active area is an essential component in achieving the objectives for Bexleyheath. There is also potential to extend the kiosks/ galleria into part of Market Place Square (around the Grade II listed clock tower), whilst still retaining a large part of this space as a public square, making this an attractive area in the daytime and early evening and

providing a link between the daytime and night time uses in the town.

### New shops at Civic Offices site

4.5.2 The comprehensive development proposed at the Civic Offices / Broadway Square site is capable of potentially accommodating a new anchor store, as well as a number of new smaller retail units bounding the anchor store and in surrounding buildings. A new anchor store would draw in a wider range of shoppers to Bexleyheath and help the centre compete more directly with shopping centres outside of Bexley currently drawing shoppers from within the borough.

### The Mall

4.5.3 There is a long term opportunity for either limited or comprehensive redevelopment/ refurbishment of the Mall to accommodate additional floors of retailing, as the centre currently predominantly has only one floor of shops.



## 4.6 A place to live

### Objectives

- To rationalise car parking (subject to the findings of a town centre wide Parking Strategy) in the town centre onto a number of expanded key town centre sites, and selectively redevelop car parks for an appropriate mix of uses;
- To promote high quality, well designed development and to create a strong identity for Bexleyheath; and
- To maximise opportunities for redevelopment within the town centre, and ensure development is sustainably integrated into the town centre.

### Former Woolwich Headquarters

4.6.1 The former Woolwich Headquarters at the eastern edge of the town centre boundary would be a suitable location for a residential led mixed use development, and due to the large site area could accommodate a significant proportion of traditional family housing, along with apartments and limited office/community provision and/or retail of an appropriate scale at ground floor, having regard to the need to promote the viability and

vitality of the town centre.

### Albion Road sites

4.6.2 There are a number of sites identified for potential residential development along the northern edge of Albion Road, including Oaklands Road car park and Maison Maurice. The redevelopment of these sites would be dependent upon securing the replacement car parking in the locality, which is shown here as relocated to a multi-storey car park on the existing NCP site, in addition to that which could be reprovided onsite. Family housing could potentially be accommodated on these sites in the form of town houses, apartments or maisonettes.

### Civic Offices site

4.6.3 As highlighted earlier, the Civic Offices site has been identified by the Council as a suitable site for mixed use development, including new housing. This would probably take the form of flats/apartments on the upper floors of the development, with larger units for family housing where appropriate. People living in this area would provide natural surveillance of the square throughout the day and night, therefore helping to bring this area to life in the evenings.

### EDF

4.6.4 The EDF site is the other most suitable location for traditional family housing within the framework area, as it is a large site surrounded by residential properties. The site is currently still in use as offices and depot facilities for EDF, which do not fit well with the surrounding quiet residential streets.

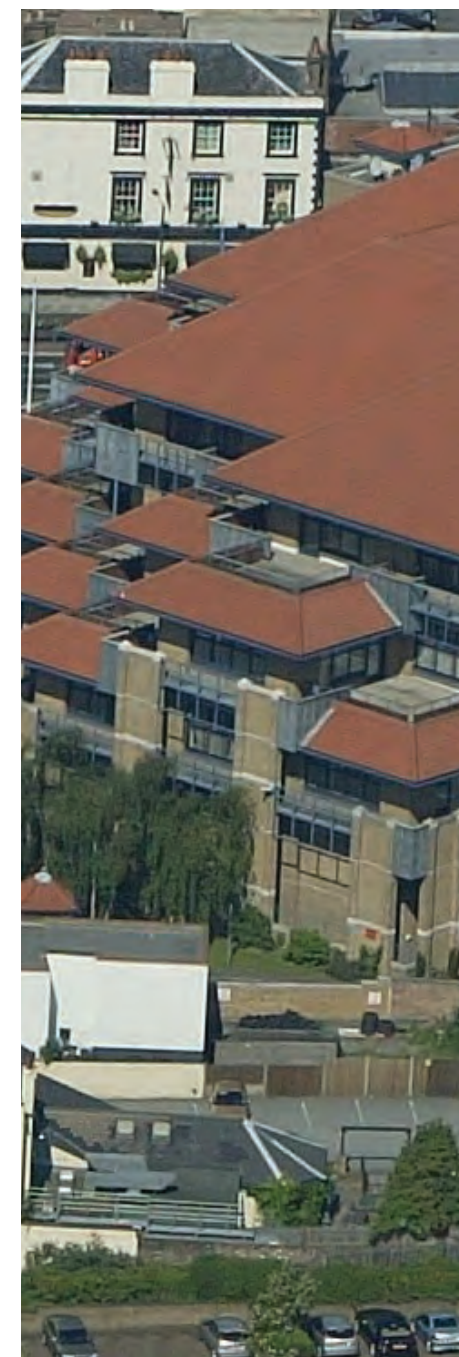
### The Mall

4.6.5 The long term aspiration of comprehensive redevelopment/ refurbishment of the Mall to create additional retail floorspace would also offer the opportunity to provide new flats/apartments above the redeveloped shopping centre, introducing a residential presence and overlooking Market Place.

### Arnsberg Way sites

4.6.6 Small infill sites on the southern side of Arnsberg Way, currently in use for small car parks could potentially be redeveloped for small mews housing or apartments.

4.6.7 It will be important to strike a balance between the amenity of any future and existing residents, particularly in terms of potential noise, and the ability of the town centre to carry out functions to maintain its viability and vitality.





## 4.7 A place to linger

### Objectives

- To provide a range of uses in the town centre to spread activity throughout the day, and encourage shoppers to stay into the evening, through the provision of new restaurants and cafés and high quality public spaces;
- To promote high quality, well designed development, to create a strong identity for Bexleyheath; and
- To create a retail and leisure experience that appeals to all sections of the community, particularly families and older people.

### Café and arts culture

4.7.1 The promotion of a high quality public realm and promoting outdoor seating, particularly in the pedestrianised part of Broadway, will help to encourage the growth of a café culture in Bexleyheath. This, in turn, will assist in creating a town centre that is vibrant into the early evening, which is currently a time when this part of the Broadway is notably empty. The addition of a public square at Christ Church and at the Civic Offices site will also provide potential locations

for high quality cafés, bars and restaurants to cater to a variety of age ranges, and is seen as a focus for families in the daytime in particular. Bexleyheath currently lacks high quality restaurants, so creating environments that will attract suitable operators will be an important element in achieving the objectives set out in this framework. The Civic offices/Broadway Square sites have the potential to be a key zone for civic uses, leisure, culture and play throughout the day, whereas market place and the pedestrianised area will be the focus for interchange, movement, trade and cafe culture during the day and early evening, thereby ensuring that these areas complement rather than compete with each other as spaces.

### Community and youth facilities

4.7.2 The additional community and youth facilities at Christ Church as outlined in previous pages will diversify the offer of the town centre and this could include enhanced and new community and youth facilities. Families will be able to come to the town and enjoy spending time using these facilities in the spectacular setting of Christ Church.

### Greening and public spaces

4.7.3 The new public squares, extensive greening and comprehensive improvements to

the quality of the paving and street furniture (benches, lighting, bins) and decluttering of existing excessive street furniture will significantly uplift the appearance of Bexleyheath, creating a modern and sustainable place to shop and spend time in.

### A place to stay

4.7.4 There is potential to include a budget end hotel within the town centre, possibly at the site of an existing car showroom, opposite the Marriott at the eastern end of the town centre. The existing use on this site is a relatively low density in relation to its location in the town centre, and does not require a town centre site. A budget hotel in this area would complement the existing Marriott hotel and provide additional employment in the town centre.

## 4.8 A place to work

### Objectives

- To retain employment within Bexleyheath;
- To enhance the local economy; and
- To encourage new businesses to locate offices in the area, to promote sustainable lifestyles through enabling Bexleyheath residents to work locally.



## New civic offices

4.8.1 The redevelopment of the Civic Offices site will maintain a large number of jobs within the town centre.

## New mixed use development

4.8.2 Mixed use development throughout the town centre will contain a commercial element, potentially small offices, retailing or other services, which will all generate new jobs within the town centre. The former Woolwich HQ site has particular potential to retain a level of employment as part of any redevelopment or refurbishment. Also in general terms, many of the other proposals and initiatives set out in the framework will help to improve the attractiveness of Bexleyheath town centre to potential employers by, for example, improving the town centre's accessibility, its public realm, and also its range of facilities, making it a more desirable location for employers and their staff to do business. The Outer London Commission and the London Development Agency have placed great importance on enhancing the suburban town centre role in providing office and employment space, as this will contribute towards creating sustainable suburbs where people can live and work. Many of the potential development sites in the town centre would be suitable

for employment uses of various sizes and types, often potentially as part of a mixed use development.

## EDF

4.8.3 The retention of an element of employment use on the EDF site will be supported along with appropriate alternative uses including housing and limited retail. This assumes (a) EDF choose to vacate the site; and (b) it is not possible for all or part of the site to remain in office use.

## Local businesses

4.8.4 It will be important to retain employment in Bexleyheath, and particularly to foster the development of local businesses. The potential to include "start up" business units/ space for small offices where redevelopment occurs should be investigated fully. This will help to keep local jobs, and will also encourage sustainable commuting patterns. To support this, it will be important to ensure staff are recruited locally, and provide adequate training and child care facilities in the town centre, which can be developed within the proposal sites, or part funded through these developments. With the support of the Bexleyheath Business Partnership and the Council, town centre businesses are actively considering implementing a Business Improvement District (BID)

in Bexleyheath. BID's can help to fund various improvements in town centres and get businesses working together.

## 4.9 A sustainable place

### Objective

- To ensure that new development in the town centre is designed and built to the highest possible sustainable standard.

4.9.1 The following principles on sustainable design have been set out to provide general guidance for developing the proposals detailed Chapter 6, Focus Areas. The following text reflects guidance contained in Bexley's emerging Local Development Framework, the London Plan and the Bexley Unitary Development Plan (UDP).

### High quality design

4.9.2 Well designed buildings and public spaces will greatly enhance the appearance of Bexleyheath town centre. The framework illustrates potential layouts for development sites developed through the implementation of key urban design principles. These are not meant to be definitive layouts, but provide a clear indication of potentially successful development in terms of

urban design.

## Sustainable design and construction

4.9.3 Developments in Bexleyheath should be built to the highest possible sustainable standards to accord with Bexley's Sustainable Design and Construction Supplementary Planning Document (SPD), 2007. Developments will be expected to include measures to ensure that they meet the requirements set out in this SPD including:

- Ensuring that any contaminated land is remediated;
- Ensuring access to and the protection of the natural environment;
- Reducing / mitigating the potential negative impacts of development such as noise pollution, air pollution, light pollution, flooding, microclimate and impacts on heritage through a variety of different mechanisms including the use of Sustainable Urban Drainage Systems (SUDS) to minimise surface water run off and promoting the use of public transport to minimise potential traffic generated impacts on air quality in the locality;
- Minimising use of resources and reducing carbon emissions through designing buildings to include passive heating and cooling

and to ensure 20% of the energy demands of the new development are met by on site renewable energy generation; and

- Ensuring that developments create a pleasant environment including: secure design, accessibility, ensuring that there is natural light within the development and the appropriate management of waste and recycling.

### Renewable energy

4.9.4 There is the potential to introduce decentralised combined heat and power (CHP) facilities providing a heating network for new and existing housing stock and other buildings in Bexleyheath. Opportunities to introduce this in existing and new buildings throughout the town centre should be fully investigated.

### Sustainable communities

4.9.5 Creating more housing in the town centre will contribute towards creating a sustainable community. This framework encourages higher density mixed use development in areas with good public transport accessibility, including housing development at several sites in the town centre.

New homes should be constructed to Building Research Establishment Environmental Assessment Method's

(BREEAM) Code for Sustainable Homes Level 4, to act as a benchmark in sustainability for the borough. However, where it can be demonstrated that this requirement would make the development unviable, the achievement of a lower level of the Code for Sustainable Homes may be acceptable.

### New trees

4.9.6 The framework sets out an ambitious agenda for planting new trees in the town centre. As well as improving the environment of the town centre, this measure will also assist in adapting to the potential impacts of climate change through providing shelter and maintaining a comfortable temperature for people using the town centre.

## 4.10 A connected place

### Objectives

- To strengthen and create new pedestrian links from surrounding residential areas to the town centre and stations;
- To improve the layout of bus stands, particularly around Market Place;
- To consider linking the town centre directly to the railway network in the long term; and
- Promote sustainable transport to and from the town centre by means of:
  - a. continuing an enhanced travel awareness campaign;
  - b. establishing better public transport information facilities;
  - c. enhancing the pedestrian experience (particularly improving new crossings at key locations);
  - d. establishing local cycle network and cycle parking facilities;
  - e. formulating an area-wide travel plan for the town centre; and
  - f. personal travel planning (see section 5.6) for the Bexleyheath/Barnehurst area.

### Improved linkages to railway station

4.10.1 New signage to the railway stations, new cycle links and priority routes are proposed.

### Improved pedestrian priority

4.10.2 The simplification of junctions would give more priority to pedestrians particularly at key crossing points. This will help to break the island affect of Albion Road and Arnsberg Way to promote pedestrian connectivity within the town centre.

### Home zones

4.10.3 Introduction of home zones is proposed at residential areas, which will be marked by pedestrian priority crossings with raised tables at the start of all non through roads.

### NCP

4.10.4 Extra decks could be added to the NCP car park to retain current overall parking levels if surface parking sites are developed for other uses.



### Civic Offices car parks

4.10.5 A new underground car park could be provided at the Civic Offices/Broadway Square site as an extension of current provision at Broadway Square and magistrate's courts. This could be accessed directly from Albion Road allowing for the pedestrianisation of Highland Road and a new public space above.

### Increased pedestrian permeability

4.10.6 New pedestrian pathways introduced within development sites to increase the potential number of routes open to pedestrians. A new route to the back of Christ Church is also proposed to open up access to green space through the removal of existing fencing.

### Improvements to bus stands and waiting facilities

4.10.7 Improvements to the bus standing areas around Market Place are proposed, including providing more stands at Arnsberg way and considering extending bus routes in order to reduce the number of buses standing in the area, subject to discussion with TfL. Creating a more attractive space for high quality bus stands will greatly improve the experience of using this facility in the town centre.

### Improved cycling priority

4.10.8 Creating new north/south cycle links through the town centre, and strengthening those to the east and west.

# 5. Movement Framework

## 5.1 Introduction

**5.1.1** A framework of transport and movement improvements will be key to supporting the successful renewal of Bexleyheath town centre. The following opportunities for improvement have been identified:

- Improvements to pedestrian access to and from the town centre and, in particular, overcoming the barrier currently presented by Albion Road and Arnsberg Way;
- Greater promotion and clearer signposting of the best walking route between Bexleyheath railway station and the town centre;
- Improvements to the cycle route network by linking existing sections through the town centre and provision of secure cycle parking facilities;
- The possibility of extending bus routes which currently terminate in Bexleyheath in order to provide more through services, subject to discussions with TfL; and
- Opportunity to review the current car parking provision in the town centre.

**5.1.2** To achieve the objectives

identified in Chapter 4, and to ensure that Bexleyheath is truly a 'connected place' these proposed improvements should focus in particular on encouraging the greater use of public transport to access the town centre, and on significantly improving the attractiveness of making journeys to/from surrounding areas on foot or by bicycle. The Legible London project currently being piloted in Bond Street, South Bank and Richmond provides a precedent to improving pedestrian and cycling way finding.

**5.1.3** The following framework identifies a range of potential improvements which will require further investigation and, if appropriate, detailed design.

## 5.2 Walking

**5.2.1** Albion Road, with its fixed central reservation, currently forms a major barrier between Bexleyheath town centre and the residential streets to the south of the centre. At present it is only possible to cross Albion Road using staggered crossings at the Broadway and Townley Road roundabouts, at a staggered crossing between the Norwich Road roundabout and Norwich Place and via a series of four crossings at the junction of

Albion Road. It is considered that the central barrier could be removed and that the current staggered pedestrian crossings along Albion Road could be changed to direct crossings.

**5.2.2** As part of the redevelopment of the Albion Road sites there is also potential to create a new pedestrian crossing providing a link to Methuen Road and Hawthorn Road. This would create a crossing point approximately half-way along a 380m section of Albion Road along which there is currently no possibility for pedestrians to cross. The pedestrian experience along Townley Road could be enhanced through creating direct crossings as part of a proposal to simplify the Townley Road roundabout.

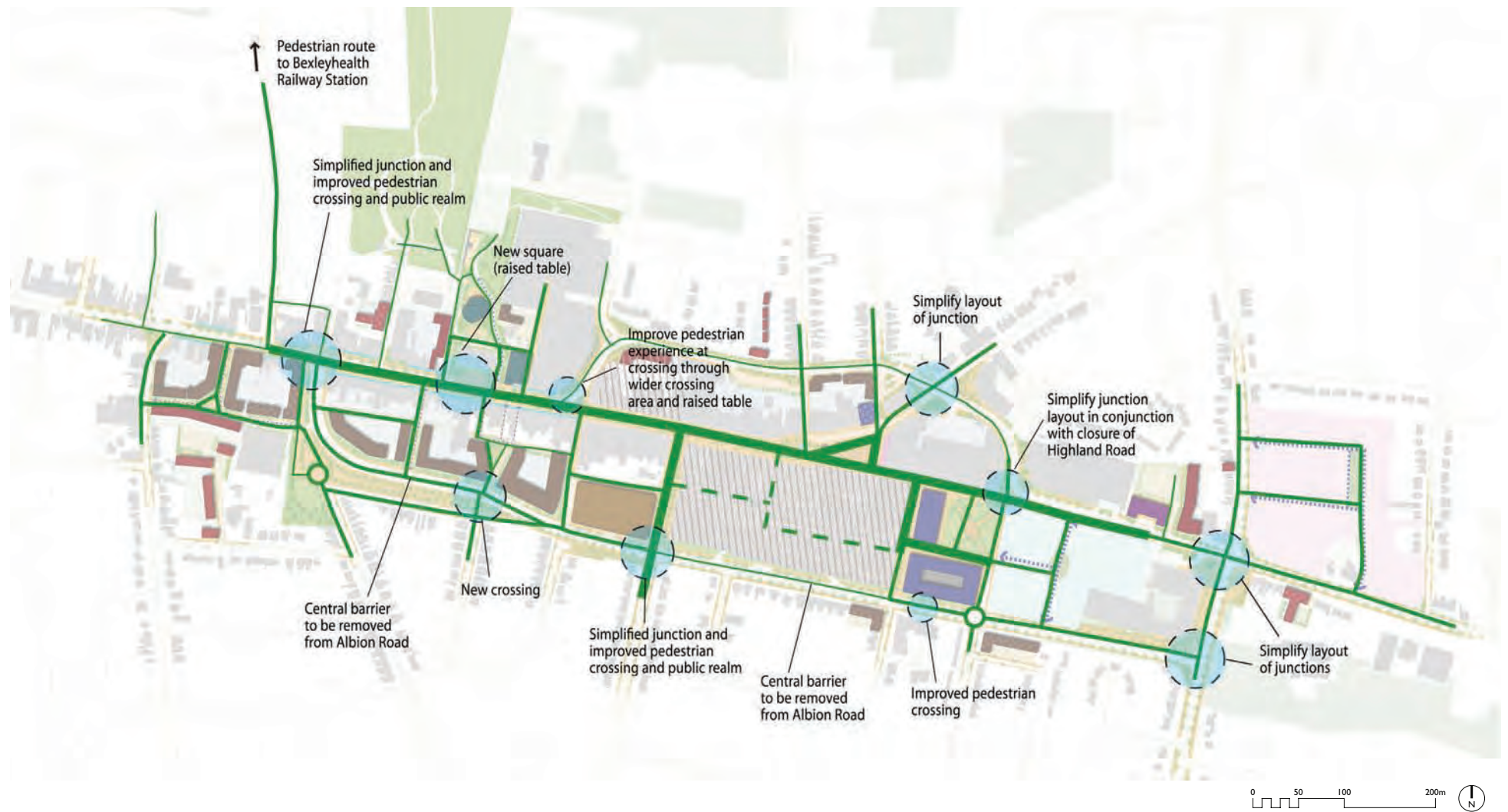
**5.2.3** From the north of the town, pedestrian access is impeded by Arnsberg Way. It is considered that the Arnsberg Way/Mayplace Road junction should be simplified in order to provide a clearer route for pedestrians whilst opportunities for the creation of shared space or shared surfaces could be investigated along Arnsberg Way and sections of the trafficked part of the Broadway. The possible closure of the town centre section of Highland Road, as discussed in the Vehicle Access

& Parking section below, could also result in easier movement for pedestrians at the junction of Arnsberg Way/Highland Road/ the Broadway.

**5.2.4** The central section of Broadway is currently pedestrianised. It is suggested that the pedestrian experience be improved to the west of this pedestrianised area through improvements to the key crossing outside ASDA at Arnsberg Way.

**5.2.5** Further to the west there is potential to create a new public square in front of Christ Church. It is envisaged that this could take the form of a raised table extending from the roadway into the area in front of the church.

**5.2.6** The distance between Bexleyheath Railway Station and the town centre is about one mile. The shortest and most pleasant walking route is via Church Road and it is proposed that this route is signed in both directions. Clear signposting is particularly important since the route passes mainly through a residential area where the route is sometimes difficult to follow. Clear and legible maps showing walking routes to the town centre could be located prominently at both station exits.



## Movement Framework - Walking

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urban  
practitioners **UP**

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Plan reference: 0808/09  
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Client: LBB

These types of improvement could also be implemented at Barnehurst and Bexley stations.

## 5.3 Cycling

**5.3.1** There are currently signed cycle routes into the town centre from the north, southwest and southeast. The route to the north connects with a signed route along Nursery Avenue to Bexleyheath Railway Station. Some of these signed routes, in particular the sections along Arnsberg Way and Gravel Hill, are along busy roads. There are a number of quieter streets close to the town centre which are not signed but are recommended for use by cyclists in local cycling guides. Cycling is currently prohibited along the 500m pedestrianised section of Broadway through the town centre.

**5.3.2** It is suggested that cycling could be allowed along the main pedestrianised section of Broadway, in particular, connecting existing signed cycle routes from Townley Road to Woolwich Road. This could reinforce the current cycle network through linking sections to the north and south of the town centre. A new crossing could be provided as part of a new simplified junction at Townley Road/Albion Road subject to further work on required road capacity and traffic flows.

**5.3.3** It is also considered that cyclists could continue to be allowed to use the section of Highland Road, should this be closed to motor vehicles when redeveloping adjacent sites.

**5.3.4** In addition, the stretches of Broadway and Watling Street to the east and west of the town centre, which provide a convenient east-west route across the area, could be improved with cycle priority facilities such as advance stop lines.

**5.3.5** Additional public cycle parking stands should be located across the town centre in key sites that are visible and well overlooked.

**5.3.6** The subject of cycling in pedestrianised areas is addressed in the Department for Transport's Traffic Advisory Leaflet 9/93. This leaflet is based on a Transport Research Laboratory study which found that there are no real factors to justify excluding cyclists from pedestrianised areas. It was found that cyclists respond to pedestrian density, modifying their speed, dismounting and taking other avoiding action where necessary. Accidents between pedestrians and cyclists were very rarely generated in pedestrianised areas (only one pedestrian/cyclist accident in 15 years ) in the sites studied.

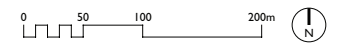
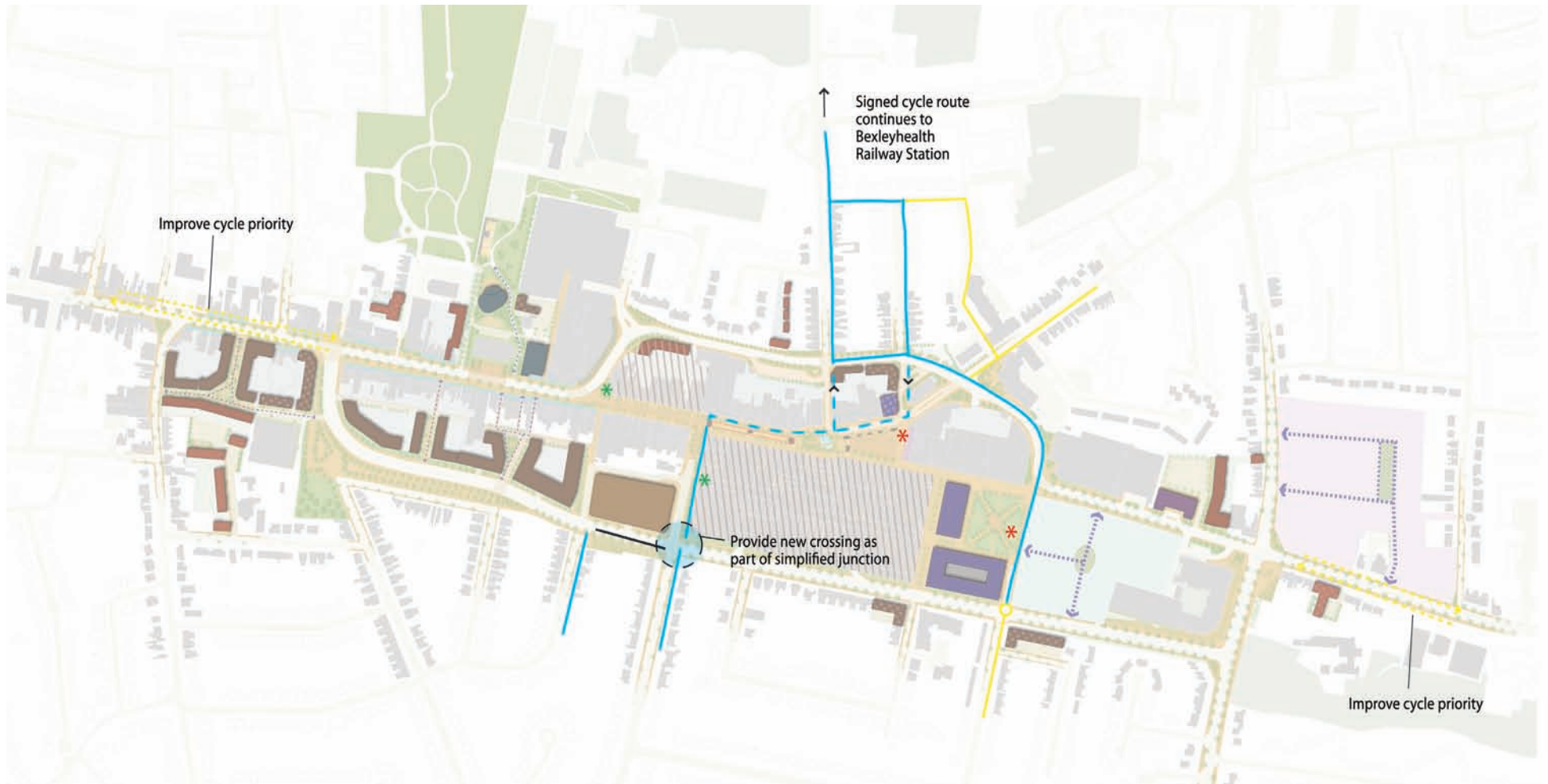
**5.3.7** More recent guidance is provided by Cycling England in section A.07 of their Design Portfolio 'Vehicle Restricted Areas' (2007). Cycling England recommends that where cyclists are to share space with pedestrians, the use of surfacing materials and the design and siting of features such as seating areas should be used to create an environment in which cycle speeds are low and pedestrians have priority. Cycling England favours shared space over marked cycle routes through pedestrianised areas since marked routes can lead to higher cycle speeds and possibly more serious conflicts. A mid-way option is to use cycle symbols within pavements to identify the path cyclists may be

expected to follow. It is, therefore, proposed that the introduction of cycling into the pedestrianised area of the Broadway is investigated. The detailed design of such a shared space scheme will need to be carefully considered, taking into account the comfort and safety of all user groups.



*The photos illustrate examples of successful shared surfaces in the centre of Brighton*





**LEGEND**

- Signed cycle route
- ⋯ New signed cycle route
- Recommended cycle route
- ⋯ Recommended new cycle priority
- Cycle path adjacent to busy road
- \* Existing cycle parking
- \* New cycle parking

**Movement Framework - Cycling**



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 Plan reference: 0808/10  
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## 5.4 Public transport

**5.4.1** Bexleyheath is the closest railway station to Bexleyheath town centre but on arrival at the station there is little sense of being close to a town centre. It is suggested that both the walking and bus links between the station and the town centre could be strengthened (potentially through applying the principles of the Legible London project mentioned at 5.1). This could be achieved through better provision of maps and information at the railway station showing the proximity of the town centre and the options for getting there on foot, by bike or by bus. Similar information could be provided at Barnehurst and Bexley railway stations.

**5.4.2** There is currently a combined daytime frequency of 16 buses per hour across the four routes which stop at both Bexleyheath Railway Station and in the town centre. This is a high level of service but the provision of the service through four separate routes may cause confusion, in particular for those travelling from the town centre to the railway station. To address this, town centre bus shelters providing links to nearby railway stations could be identified with special insignia. It would also be helpful to provide rail timetable information and real time train departure information close to the

main town centre bus stops.

**5.4.3** It is proposed that Market Place continue to be used as the main stopping place for buses in the town centre. Buses could also continue to stop in Townley Road, although some minor changes to circulation would need to be made should the nearby junction be simplified.

**5.4.4** Bus standing areas along Arnsberg Way could be improved, potentially providing additional capacity, subject to discussion with TfL.

**5.4.5** It is worth considering the extension of some terminating bus services (on to Crayford for example) to reduce the number of vehicles having to stop or wait in the town centre. However it is understood that TfL currently do not support the extension of bus services to Crayford in their current Business Plan, and therefore this is a longer term aspiration.

**5.4.6** In the long term, there is the potential for improved connections between Bexleyheath and London's wider transport network, initially through improved bus or transit links and eventually by extending the London Underground rail network to Bexleyheath (potentially the Jubilee Line). This would greatly increase the attractiveness of travelling



by sustainable mode and would significantly improve the catchment area of the town centre. Adding new strategic public transport routes, such as underground, light rail or tram services, to serve Bexleyheath and the southeast would be strongly supported. The Council will carry out studies into the feasibility of this provision as funding allows.

## 5.5 Vehicle access & parking

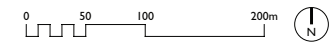
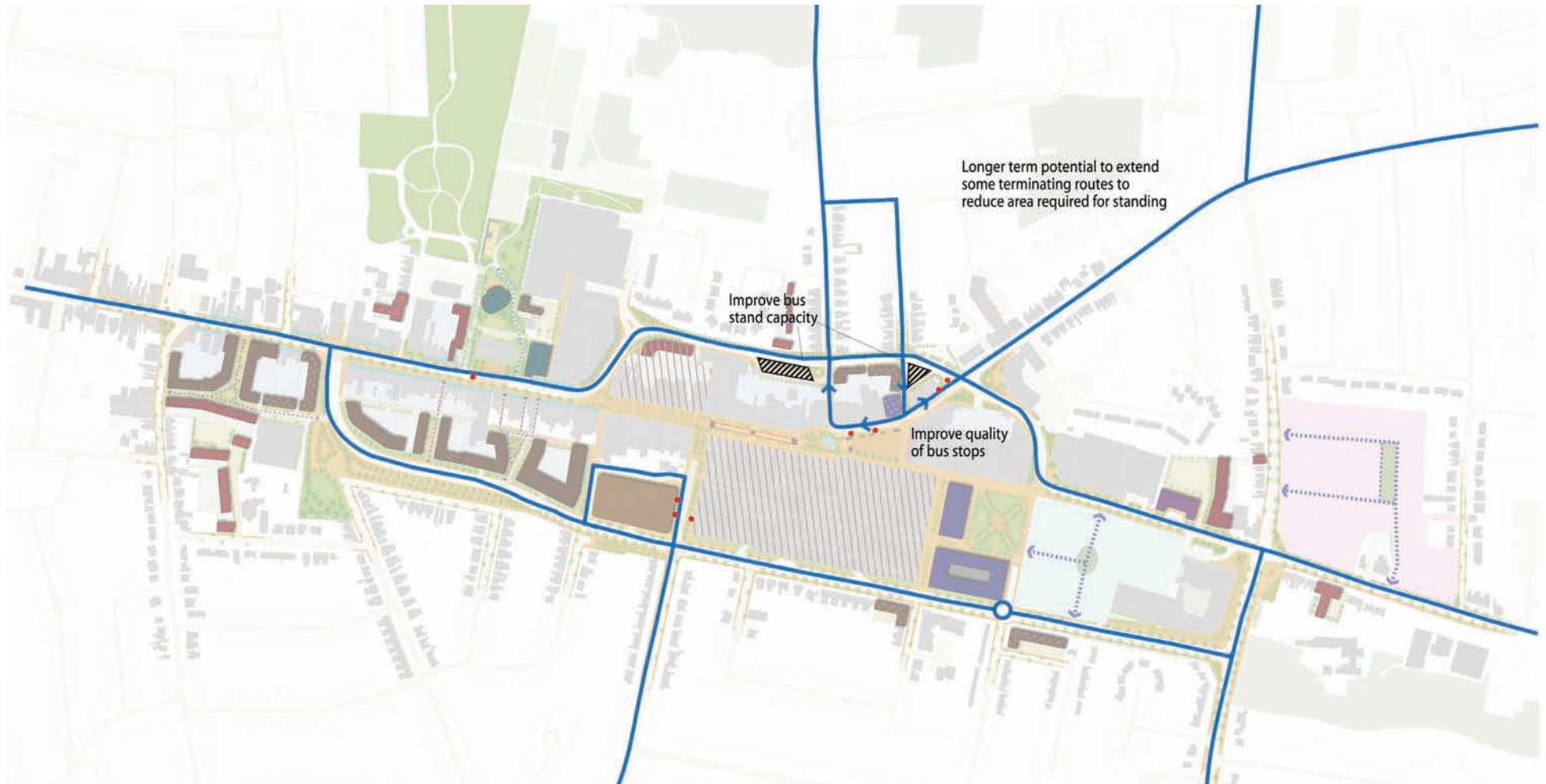
**5.5.1** As described above, it is suggested that enhanced pedestrian crossing facilities could be provided by realigning staggered crossings along Albion Road to direct crossings, by creating a new simplified crossing to link Methuen Road and Hawthorn Road, and by simplifying the Townley

Road roundabout subject to further work on required road capacity and traffic flows. It is recommended that a Parking Strategy for the town centre is produced to recommend the amount of parking that needs to be retained across the town to ensure its continued success. New development should include parking provision in line with current and emerging parking standards in Bexley's Development Plan.

**5.5.2** As part of the proposed development and public realm improvements in Broadway Square the current surface level car park and ramp to underground parking could be removed. The underground parking could instead be accessed by a new ramp along Highland Road from the Albion Road roundabout. This option would entail the closure to motor vehicle traffic of the section of Highland Road abutting Broadway Square. The new ramp could also provide access to parking underneath the redeveloped Civic Centre site.




**5.5.3** The closure of Highland Road would result in increased traffic levels on surrounding roads and junctions. A review of the signal layout and phasing at the Erith Road junction with Gravel Hill and its relationship with the neighbouring Gravel Hill/ Albion Road junction is already planned. It is recommended that





## Movement Framework - Public transport

### LEGEND

-  Bus routes
-  Bus stops
-  Bus stand areas



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this review takes into account the possible increase in traffic due to the closure of Highland Road and also considers potential impact on noise, air quality and amenity in the surrounding area.

**5.5.4** Should the Oaklands car park site be developed, it is suggested that the parking spaces could be reprovided in an enlarged multi-storey car park on the NCP site and/or through limited re-provision of public parking. The Oaklands car park also currently provides overnight coach parking facilities for the town centre. Should the site be redeveloped, coach parking may need to be provided elsewhere within the town or in an out of centre site with good access to the strategic road network. In addition signage and links to nearby existing public parking, such as the Bowling Alley parking, should be improved.

**5.5.5** The Arnsberg Way car park currently provides Bexleyheath's only dedicated disabled parking. Should this site be developed, the disabled parking lost should be re-provided elsewhere in the town centre (possibly in a redeveloped NCP car park, which is closest to existing Shopmobility facilities).

**5.5.6** The idea of relocating the existing taxi rank towards the eastern end of the town centre was raised at public consultation.

However, as this framework is proposing re-invigorating the pedestrianised part of the centre, particularly through increasing its evening usage it is not considered appropriate to relocate this facility. However, as there is an existing demand for taxi/private hire provision at the western end of the town, it is suggested that a new formalised private hire rank is provided in this location.

**5.5.7** There is the potential to reintroduce limited types of traffic into sections of the pedestrianised area of the Broadway at certain times of the day as a way of bringing more activity into the town centre after hours.

**5.5.8** The servicing arrangements for any retail or commercial units adjacent to pedestrianised areas should be either to the rear of the buildings or through allowing servicing vehicles to access the pedestrianised area at particular times of the day.

## 5.6 Travel Plan framework

**5.6.1** A travel plan is a package of initiatives designed to reduce car use (particularly single occupancy journeys) whilst promoting sustainable modes of travel. It may also promote practices or policies which reduce the need for travel. The measures set out in a travel

plan should be tested and reviewed at regular intervals and initiatives revised accordingly. A travel plan is intended to be a commitment to encouraging sustainable modes of travel rather than a one-off set of measures. This ongoing requirement for the measurement of progress means that a travel plan should be owned by a body or organisation.

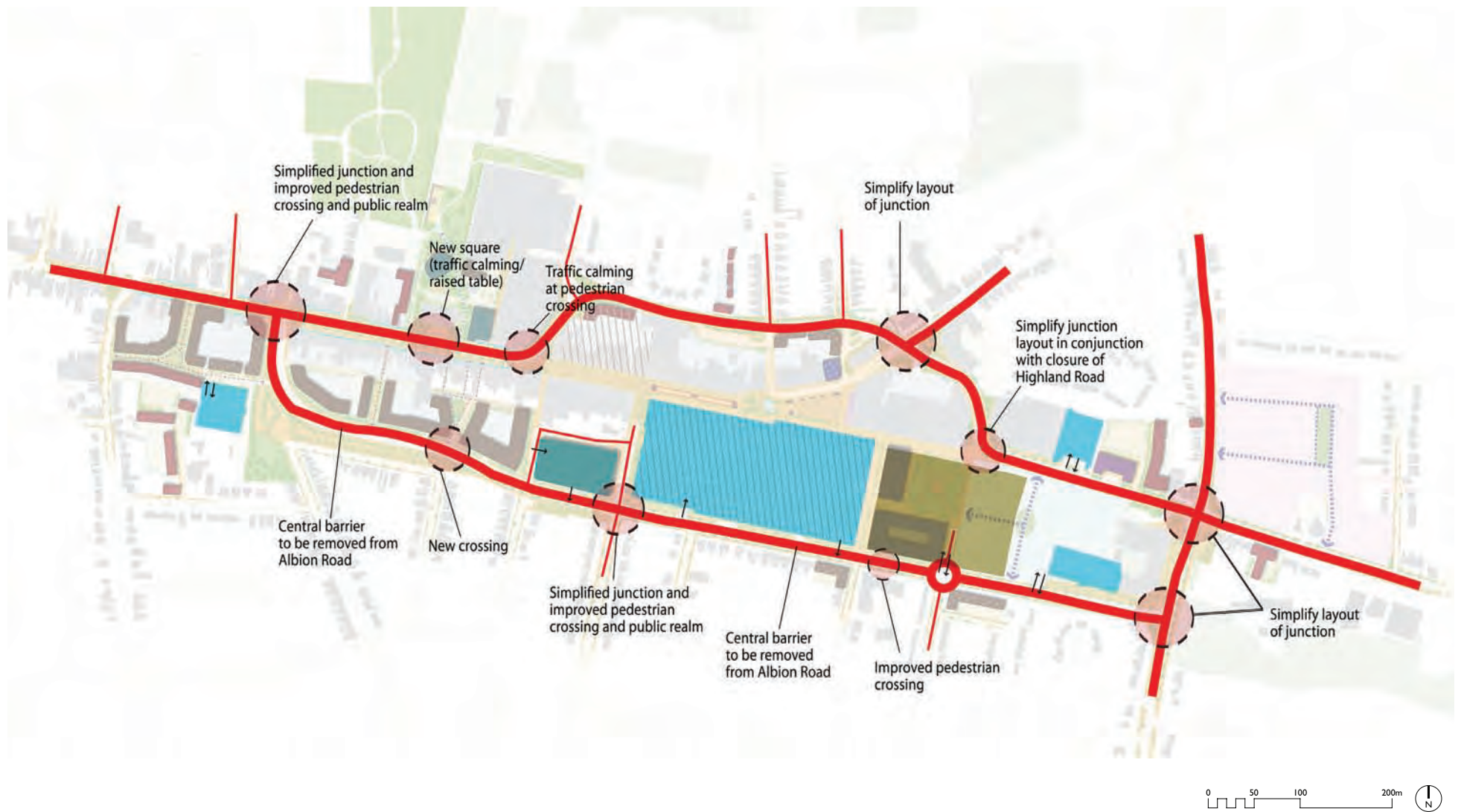
**5.6.2** There are typically three types of travel plan:

- Destination travel plans, which have mainly to date been produced for schools and workplaces, focus on movement from multiple origins to a single destination.
- Conversely, residential travel plans focus on movement from a single origin to multiple destinations. The purpose of residential travel plans is to reduce car use originating from new housing developments by supporting alternative forms of transport and reducing the need to travel in the first place.
- The third type, Personal Travel Planning (PTP) overlaps to some extent with the approaches already outlined. Here the emphasis is on encouraging individuals to make more sustainable travel choices. PTP seeks to overcome the habitual use of the car, enabling more

journeys to be made on foot, bike, bus, train or in shared cars. This is achieved through the provision of information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices. PTP has been successfully applied over large residential areas as well as in schools and workplaces. In residential areas it typically involves one-to-one conversations, either at the doorstep or by telephone, between individuals and trained field officers to encourage changes in behaviour.

**5.6.3** It is proposed to develop an area-wide travel plan for the town centre, which would identify the strategy and measures for managing both worker and visitor movement to the town centre. One way of achieving this could be through a series of linked travel plans relating to different organisations but with shared overarching goals. This approach would be flexible since the objectives for each organisation or group could be tailored as appropriate.

**5.6.4** The larger employers in the town centre such as the Mall shopping centre businesses and the London Borough of Bexley are key organisations with the resources to manage their own travel plans. However, they may



## Movement Framework - Vehicle access and parking

### LEGEND

- Multi-storey car park
- Basement parking



Job reference: 0808  
 Plan reference: 0808/12  
 Date: Nov 2008  
 Client: LBB

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require some specialist assistance with setting up their plans. These large organisation plans could encompass both employee and visitor travel. For smaller employers, PTP may be the best approach. An external organisation could work with smaller employers and employees to provide the necessary information and motivation to enable changes in travel behaviour. The external organisation could also be responsible for setting objectives appropriate to smaller organisations and monitoring progress.

**5.6.5** It would also be beneficial to target residents of key origins (particularly the Bexleyheath and Barnehurst areas) for travel to Bexleyheath town centre. This is especially relevant for those who use the town centre for shopping but not employment since they may fall outside the net of the town centre based initiatives. Personal Travel Planners could work with residents of these areas to provide information and motivation to enable changes in their travel behaviour.

**5.6.6** In addition to the interventions discussed above, it would be expected that the production of travel plans will be integral to new development in the town centre. These plans could have more ambitious targets than those for existing organisations since

moving into a new home or starting work for a new employer, for example, provides a natural time to change travel behaviour. It may be appropriate to offer incentives to new residents and employees of and visitors to new organisations to encourage them to travel in a sustainable way. New workplaces are also likely to have much more limited car parking space than existing organisations. Conversely, they are more able to provide modern facilities such as showers and changing areas for cyclists thus increasing the opportunities for modal shift.

# 6. Focus areas

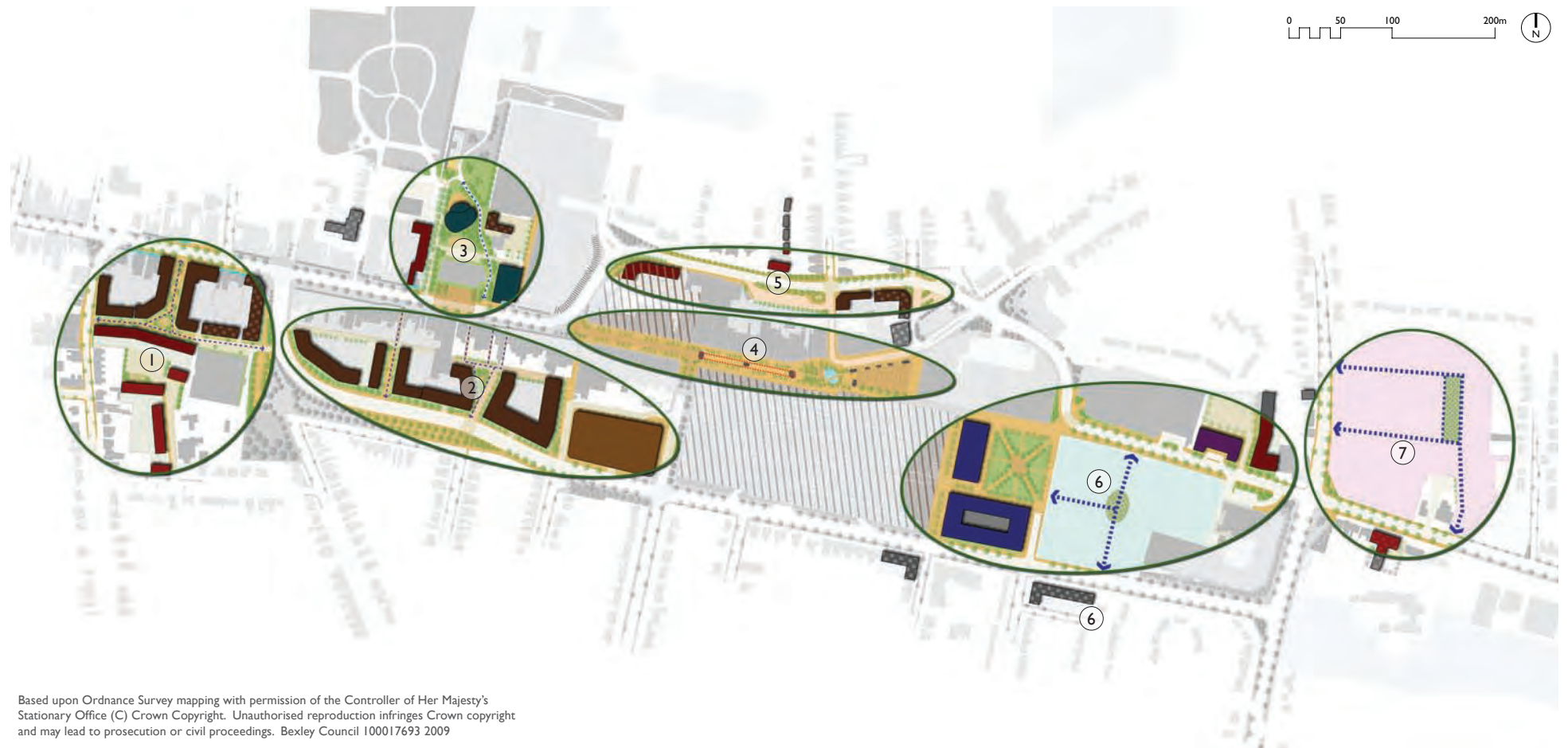
## 6.1 Introduction

6.1.1 This section provides details of potential development proposals outlined in previous chapters and illustrated in the framework diagram. The potential scale, type and uses of

development for each area are set out, with indicative images of how the development could look.

6.1.2 The proposals have been grouped into the following focus areas:

1. EDF & Albion Road corner;
2. Albion Road sites;
3. Christ Church (community and place);
4. Pedestrianised Broadway;
5. Arnsberg Way sites;
6. The Civic Quarter;
7. Former Woolwich Headquarters; and
8. Other sites.



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## 6.2 EDF and Albion Road corner

6.2.1 The EDF site occupies an important location at the western end of Broadway on its southern side, bounded by Lion Road and Heathfield Road. The site is surrounded by residential uses, which are at odds with the depot uses currently located here, and the site has significant potential for redevelopment to provide family housing.

6.2.2 The part of the site fronting the Broadway could be suitable for commercial (retail or offices) focused at ground floor level, particularly boutique style shops which could help to create a strong retail character for the area. A break in the frontage could be desirable to create an attractive landscaped public space leading to the residential areas to the rear. Subject to issues around land acquisition, detailed junction/highways design and level changes, it may be possible to provide access/egress to the site off Albion Road in the vicinity of the existing bowling alley, as well as from Lion Road, where the current entrance exists. Alternatively, it may be possible to segregate the future access/egress arrangements for commercial and residential uses, if mixed use development takes place on this site.

6.2.3 In the longer term the collection of buildings on the corner of Albion Road (shown as dotted brown) could be developed to complement the redevelopment of the EDF site, with a mix of commercial uses fronting Albion Road and the Broadway and housing to the rear. This could provide a stronger frontage to the Albion Road part of the site, where buildings are currently separated from Albion Road by an access road. However, the buildings are all fully occupied, therefore the site is likely to be difficult to assemble, and some uses may need to be re-provided.



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## 6.3 Albion Road sites

6.3.1 There are a number of potential development sites on the northern edge of Albion Road, to the west of Royal Oak Road, which have the potential for redevelopment for residential led mixed use schemes:

- Oaklands Road car park;
- Maison Maurice;
- Albion Road site; and
- NCP car park.

6.3.2 Oaklands Road car park is an existing council owned car park on the corner of the busy Albion Road. There is potential to redevelop this corner site to reintroduce activity fronting onto Albion Road, and to fully utilise this town centre site. Access to service the shops fronting the Broadway should be maintained through the provision of a small shared surface access road.

6.3.3 The existing car park could be re-provided within a redeveloped multi-storey car park on the existing NCP site, which is currently only a single storey building with parking on the ground floor and roof, or at an alternative town centre site. Limited reprovision of public parking on the redeveloped Oaklands car park site should also be provided. In addition, signage and links to nearby existing public parking such as the Bowling Alley parking, should be improved.

6.3.4 The Maison Maurice and Albion Road sites are to the east of Oaklands Road car park and currently contain a mix of private parking, servicing and businesses. All three of these sites if developed could dramatically transform this part of the town centre, bringing activity and life to the south of the town centre, where the road currently dominates. Mews or town house style developments, and/or apartment based schemes could be appropriate at all three of the sites, with commercial uses to provide active uses at ground floor level.

6.3.5 As the sites are small scale and in a peripheral location to the Broadway, retail uses are unlikely to be viable. However, active commercial uses would be most appropriate at the ground floor of new development along parts of Townley Road and Royal Oak Road. These could include A3 uses such as cafés or restaurants, small office suites for more local business occupiers (provided rents are affordable), and quasi-retail uses such as hairdressing/beauty industry, crèche/day nursery, and internet cafés and in the longer term more traditional retailing (use class A1) may be appropriate on parts of the sites.



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## 6.4 Christ Church - community

**6.4.1** A new community and youth sports hub could be developed to the rear of Christ Church along with an expanded and enhanced skate park, a new young children's play area created, associated with the community centre, and new public square at the front of the church opening out onto the Broadway.

**6.4.2** The area benefits from proximity to the green spaces provided by Bexleyheath cemetery and pedestrian routes through to Bexleyheath railway station. Although the station is located at some distance from the town centre, it could be enhanced by clearer, more attractive routes through to the town centre. The proposals set out in this framework focus on these important assets.

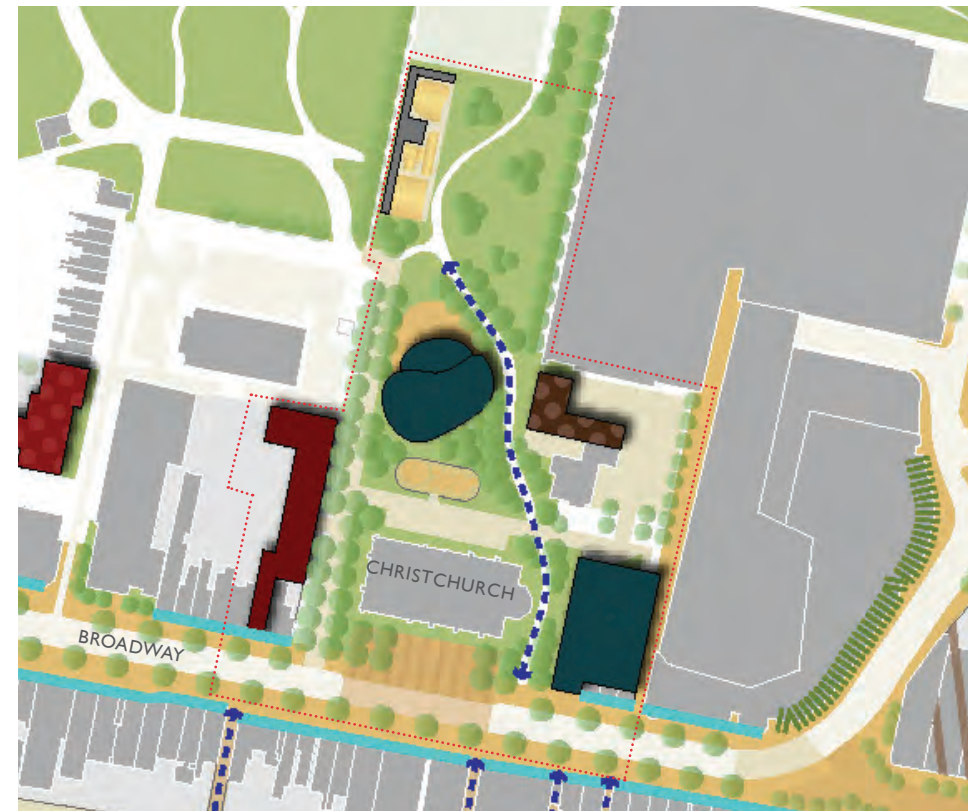
**6.4.3** A new pathway through to the east of the church could be provided, along with the removal of fencing to the north which would open up access to the rear of the church and create a community asset. This will create access to the existing open space to the rear and will in essence create a new park for the centre of Bexleyheath.

**6.4.4** The removal of the Boys Brigade building to the east of the

church would widen the alleyway linking ASDA car park and Broadway. However, this is likely to be a longer term aspiration, as the facility is relatively new and discussions with the Boys Brigade on requirements for re-provision of facilities would be required. The Boys Brigade facility could be re-provided in the new community hub building to the rear of the church and part of the site could be used to house other community uses such as a theatre or gallery.

**6.4.5** The existing building directly behind the church, the vicarage, is currently in use as offices for a solicitors, although parts are boarded up. The building is of good architectural quality and needs to be seen in the context of the Listed Building status (Grade II) of this and the church. This building therefore should be retained, but there may be an opportunity to refurbish it for use by small businesses or community uses such as training and or child care facilities.

**6.4.6** Potential development on the backland car repair site to the west of the church and the potential extension to the former vicarage would both contribute towards improving safety in the area as



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they will provide active frontage to the open space at the rear of the church and would provide natural surveillance.

**6.4.7** Locating youth facilities to the rear of the church builds upon the existing youth facilities here. However, the proposals will assist

in formalising these uses, and help to prevent anti-social activities and crime in the area and provide a base for youth support groups.

**6.4.8** These proposals would require the involvement and support of the three land interests, Christ Church Bexleyheath, The Rochester



## 6.5 Christ Church - place

Diocesan Board and the Boys Brigade and the reprovision of their facilities, including car parking, in the new development wherever possible. It is also recognised that the cost of these proposals may necessitate some enabling development such as limited residential or commercial uses.

**6.5.1** The church is an attractive focal point for the town but this is not currently fully utilised, therefore a new town square in front of the church could enhance its setting and encourage people to view the church as an asset.

**6.5.2** A new shared road surface and raised table in front of the church will extend the new square out onto the street and emphasise the pedestrian priority in the area. High quality public realm and tree planting will contribute towards creating an attractive place for people to spend time in, café uses in the vicinity of the new square will be particularly encouraged.

**6.5.3** In order to capitalise on the newly created community focus area at Christ Church, there is potential to redevelop the site immediately east of Christ Church, building around the existing shops fronting

onto the Broadway and on the site of the Boys Brigade. This site could be used for a new community use, or theatre/gallery. This would be an ideal place for such uses as it will be a prominent location, and the site will be located to front onto the new Christ Church square.

**6.5.4** It should be noted that any development proposed in the vicinity of Christ Church and associated listed vicarage will need to respect and respond to its Grade II Listed status. Developers will need to discuss proposals with the Council's planning department to ascertain the potential impact of any scheme.



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## 6.6 Pedestrianised Broadway

**6.6.1** The western end of Broadway acts as a location for Bexleyheath's thriving night time economy. However, in order to appeal to the full range of potential town centre visitors, and also to increase the "dwell time" of shoppers it is important that appropriate provision is made for the town centre's emerging night time/café culture to grow.

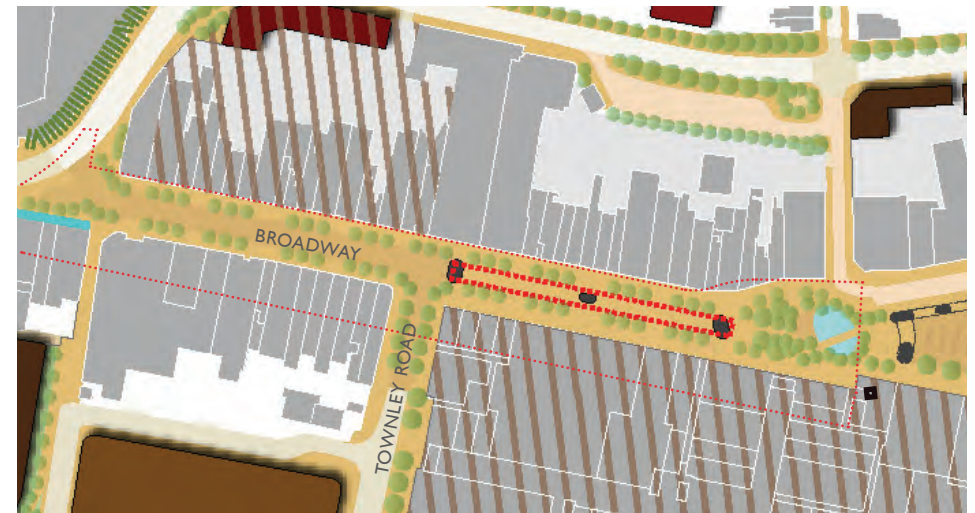
**6.6.2** The wide pedestrianised section of Broadway and potentially part of Market Place Square would be an ideal location for the provision of pavement seating for existing and possible future café/restaurant (A3 uses) operations to locate. This would add variety to this pedestrianised stretch, and would extend activity into the early evening (this may help to encourage later opening hours for existing town centre retailers), and help to make this part of the town centre a safer and more welcoming location. In addition, given the current economic climate there may be more opportunities to secure cafés in the existing retail frontages along the pedestrian part of the Broadway in particular.

**6.6.3** The new cafés/restaurants and retailing in the centre of the

wide pedestrianised stretch of the Broadway could potentially take one of two forms:

1. The "Galleria" – a canopy structure which could potentially provide a home for either temporary or permanent café/catering uses or smaller/independent retail facilities. Any such facility would need to be lightweight in form/appearance so as not to act as a barrier to views between the two sides of Broadway, or to act as an impediment to pedestrian movement; or
2. A series of more permanent glass kiosk type structures, which could provide accommodation for new retail or restaurant/café (A3) facilities. A series of such kiosks is recommended to avoid creating a barrier between the northern and southern sides of the Broadway, ensuring that shoppers and other pedestrians can continue to move freely across this important area of public realm.

**6.6.4** Such a facility would provide new accommodation for additional shops or café/restaurants which would add activity to the Broadway/Market Place Square outside of the existing core shopping hours, thereby



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\* Fountain shown is illustrative only



Galleria concept drawing

helping to address some of the issues identified in this regard. It may also be appropriate to allow limited traffic to use sections of the pedestrianised part of the Broadway at particular times of the day, as suggested in the NightVision Strategy.

**6.6.5** This area would also benefit from comprehensive shop front

improvements along the Broadway, with opportunities for selective rebuilding of single storey buildings fronting the Broadway to the north for higher density mixed use development introducing more residential units into the town centre.

## 6.7 Market Place Square

**6.7.1** The eastern end of Broadway, known as Market Place could be transformed through improving the quality of the public realm. New paving, lighting, water features and landscaping of the square would greatly increase its attractiveness and encourage people to linger in the centre. A new water feature designed to encourage people of all ages to enjoy it, particularly children could replace the existing fountain in Market Place, creating a vibrant public square for people to spend time in.

**6.7.2** The function of this public space should contrast with and complement the new space proposed to be created at Broadway Square (see Civic Quarter section 6.9). A new media screen could be investigated and would provide a focus and further activity in the square. The improved square would be a place to meet and not dominated by the bus stands which would be reconfigured, subject to discussions with TfL. In the day the space would be characterised by movement and interchange, interaction and trade, continuing into the early evening when the pace would slow but activity remain, with the area forming an important link

between the centres of night time activity to the east and west.

**6.7.3** There may also be potential to extend the galleria/ kiosks proposed for the pedestrian stretch of the Broadway onto part of the existing Market Place to animate this area further and to create a defined square. However it is important to ensure a significant sized square is still retained as public space and that any new structures take into account the setting of the Grade II listed Clock Tower.

### The Mall

**6.7.4** Like many shopping centres of its era, the Mall is a monolithic, single use development within the town centre. The centre is currently trading well, and contains a reasonable mix of high street chains, therefore it is currently unlikely to be altered. In the longer term however, if comprehensive refurbishment or redevelopment of the Mall were to occur, there could be potential for the introduction of residential uses on upper floors, adding a new residential presence and overlooking to Market Place and adding additional floors of retailing. If housing was introduced as part of a refurbishment scheme, a detailed



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consideration of the structural issues, the operational issues in terms of car parking, the potential disruption to existing retailers as a result of the construction works, and any attendant financial or other implications would be required.

**6.7.5** Therefore comprehensive redevelopment of the site is likely

to be the only mechanism capable of realistically securing residential development on this site. However, this is unlikely to be undertaken, and would not be supported unless the construction processes can be phased/managed to minimise disruption to the functioning of the town centre.

## 6.8 Arnsberg Way sites

**6.8.1** There are a number of small infill sites on the southern side of Arnsberg Way, immediately to the north of Broadway/Market Place. These comprise two small surface car parks, a site along Geddes Place, West Lodge and a potential long term comprehensive development area at the corner of Market Place and Arnsberg Way. These sites could potentially provide opportunities for small, infill housing development.

**6.8.2** The site fronting onto Geddes Place, part of which is occupied by the United Reformed Church, has potential for redevelopment, although this is highlighted in brown, as it is a longer term aspiration. The Church would be required to be reprovided as part of any future redevelopment. The area is currently used for car parking, offices and retail uses fronting onto Market Place. However, given its key town centre location, there is the opportunity to intensify these uses by redeveloping at greater densities with housing above ground floor level. West Lodge, currently occupied by leisure/ community uses has potential to be redeveloped for housing. However this is currently earmarked for temporary office use during the redevelopment of the Civic Offices

site and will not be available until after it becomes surplus to the Council's requirements.

**6.8.3** The car parks on Arnsberg Way could accommodate new town centre housing which would make better use of these central sites. In the longer term, to complement this development, the area at the corner of Broadway and Arnsberg Way has been identified as a location for potential comprehensive redevelopment/ refurbishment as a number of the buildings in this area are single storey and do not maximise their town centre locations.

**6.8.4** The site could accommodate quality retail units, with housing or offices above ground floor. However, buildings with architectural merit/ historic character within this parcel which should be retained and refurbished, such as the public house at the corner, and the existing disabled parking spaces would need to be re-provided elsewhere in the town centre. The approach to this area should be discussed with the Council before any development proposals are brought forward.



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## 6.9 Civic Quarter

**6.9.1** The current Civic Offices site provides the opportunity for a major new landmark development on a key town centre site at the eastern end of Bexleyheath town centre. Redevelopment of the site should meet the civic accommodation requirements of the London Borough of Bexley in a high quality, attractive and pedestrian-friendly environment, in conjunction with additional commercial/residential uses.

**6.9.2** In 2007, the Council adopted a Supplementary Planning Document (SPD) for the site to guide potential development partners on acceptable uses and design expectations. The SPD forms part of Bexley's Local Development Framework and will be a significant material consideration in determining planning applications. According to the SPD, any residential uses in this highly accessible town centre site would be supported, particularly on the upper floors and/or utilising the open, south aspects of the site. Housing would be at the higher range of densities; make provision for affordable homes; and be designed and built to high standards of sustainability.

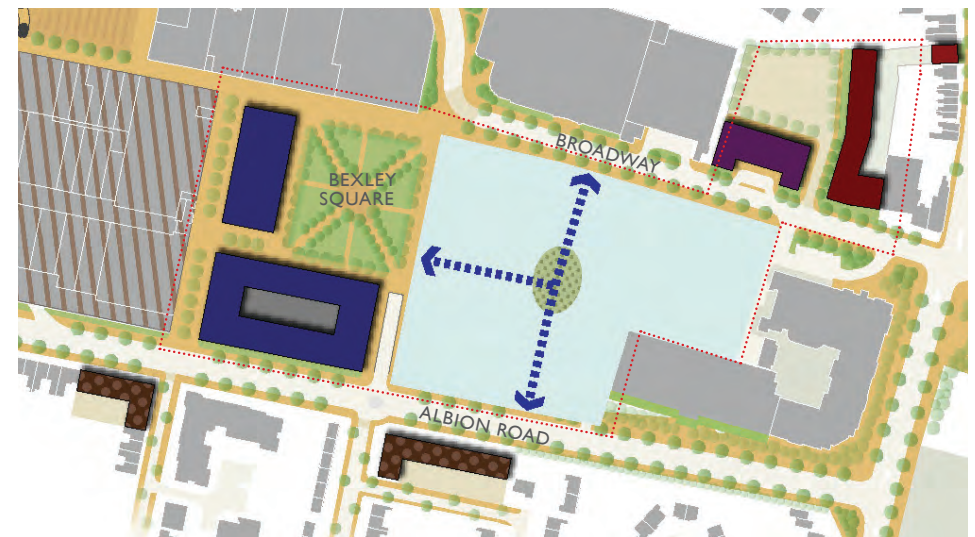
**6.9.3** The Council has completed an EU Competitive Dialogue procedure and identified a selected developer.

Initial proposals show the potential for a series of buildings to be developed across Broadway Square, Magistrates Court and the Civic Office site providing more retail units, including a new anchor store, new community uses and the re-provided civic uses in an attractive and permeable setting. Cafés and restaurants developed within this area could complement the existing restaurants located to the north side of Broadway (around Cineworld) and could help to increase “dwell time” in the town centre by providing places to linger and enjoy high quality dining during a day or night time visit. These could include higher end restaurants to make Bexleyheath into a “dining destination” for local residents, which could bring activity to this end of town in the evening. Associated public space could be the focus for leisure and play, potentially with performance space and a strong link to any civic function.

**6.9.4** Detailed proposals will be developed in due course preparatory to the submission of relevant planning applications.

### 10-20 Broadway

**6.9.6** This site on the northern side of Broadway, at the eastern end



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of the town centre, is currently a car showroom. This is a relatively low density/low key use for such a prominent town centre site, which does not necessarily require a town centre location. The site has been highlighted as a development opportunity for a budget hotel, offices or potentially high density residential development with the provision of commercial (e.g. cafés/restaurant) uses at the ground floor.

## 6.10 Former Woolwich HQ

**6.10.1** This site sits on the edge of the town centre, and is physically separated from the town's commercial "heart" by the A220 Erith Road. This site provides an excellent opportunity for the development of new homes, potentially including a significant proportion of family housing, mostly in the form of terraces and also higher density housing along the edges of the site. At the corner of Erith Road/Watling Road there is potential to accommodate active commercial uses focused at ground floor, such as offices/ community uses and potentially retail of appropriate scale, having regard to the need to promote the viability and vitality of the town centre.

**6.10.2** New development should be laid out to ensure there is adequate parking, high quality landscaping and playspace for the children of the new development. There may also be potential to refurbish some of the old office buildings and convert them to apartments or refurbished office space, which could be a more sustainable option. At the eastern edge along Pinnacle Hill new housing is proposed to front onto the road and fill the existing gap sites along this road.

**6.10.3** Higher densities (as defined by the London Plan density matrix at table 3A.2) are likely to be acceptable on this site provided the design responds to the lower density character of the adjacent residential properties. However, the greatest massing is only likely to be appropriate at the southern and western boundaries of the site adjacent to the major road junction, where there is the opportunity to create a gateway feature at this busy road junction away from the more sensitive residential areas to the north and east of the site.



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## 6.11 Other sites

6.11.1 Four additional sites for development have been highlighted on the framework diagram. These sites are all longer term infill developments and their development would be subject to discussion with landowners.

### 1 Banks Lane Garages

This site is currently in use as garages associated with nearby residential units. Given the central location of these, it would be desirable in the longer term to develop this site for housing, probably mews style housing would be most appropriate.

Development of this site would be subject to appropriate access, creation of adequate amenity space for new residents, and adequate parking arrangements.

### 2 Backland car repair site

This site is accessed from the Broadway adjacent to Christ Church, which is a central location within the town centre. The current use for car repairs is less appropriate to this town centre site than other uses. The site has therefore been highlighted as having potential for infill housing development (probably most suited

to mews style development). The redevelopment of this site will also provide natural surveillance through overlooking onto the new community hub area to the rear of Christ Church, thereby reducing the potential of anti-social behaviour and crime.

### 3 Watling Street car sales

This site is a car sales site, which again, due to its edge of town centre location has been highlighted as having potential for redevelopment for housing, to complement the significant housing proposed

opposite at the former Woolwich Headquarters.

### 4 Albion Road south sites

Two sites to the south of Albion Road are shown on the plan for redevelopment, a clinic and a church, which both sit on large sites. There is significant potential to redevelop these sites to re-provide the existing uses in modern, purpose built accommodation, with housing above. The sites are both centrally located, and redevelopment would create stronger frontage to Albion Road and assist in bringing enhanced activity.



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# 7. Action Plan

7.1.1 The table below provides information on each element of the Development and Improvement Framework viability, planning policy constraints, general constraints, timeframe for development, next steps and champions/partners to deliver the proposals.

The timeframes shown give an approximate estimation of when the proposals could come forward:

- short term - 5 years;
- medium term - 5 - 10 years; and
- long term - over 10 years.

The table also indicates the priority of each project, which have been classified as follows:

- A = high priority
- B = medium priority
- C = low priority

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<b>Potential development sites</b>						
<b>EDF Site</b> The EDF site occupies an important location at the western end of Broadway. The site is irregular in shape and comprises approximately 1.4 Ha. Priority C	POL: Preferred Office location (G14, E14) Non Core Shopping Frontage (G11, SHO5) Strategic Town Centre (BTC 1-16) London Distributor Road (G18, G21, T6)	Given the size of the site, if it were to become surplus to requirements it is capable of accommodating a range of uses including employment/retail / leisure fronting Broadway and residential or employment uses to the rear of the site. The site also benefits from relatively good access and there may be scope (subject to additional land acquisitions- see below) to provide additional access off Albion Road. Viability Given the scale of development and the uses proposed it is likely that the redevelopment of this site would represent a viable proposal.	<ul style="list-style-type: none"> <li>• The site is currently fully operational and there appear to be no proposals for redevelopment in the short term.</li> <li>• Part of the site is currently utilised as a depot, therefore the potential for contaminated land will need to be investigated.</li> <li>• The site is currently in used for a mix of offices and depot facilities although the site is not specifically allocated for employment uses, justification for the loss of employment land may be required.</li> <li>• To the south the site is quite tightly bounded by residential uses.</li> </ul>	Long term	<ul style="list-style-type: none"> <li>• Open dialogue with EDF to understand their future aspirations for the site.</li> <li>• If the site is likely to become surplus to requirements, given the scale of the site consideration should be given to the production of a planning and development brief for the site.</li> </ul>	Private sector led, potentially requiring assistance from the public sector in terms of land assembly. EDF, as Landowner. LBB, as planning authority.



Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<p><b>Corner of Albion Road and Broadway</b></p> <p>This is a small corner plot which is currently occupied by a number of retail and A3 uses. It is a strategic site given its prominent corner location, however, is currently fully occupied. The site directly adjoins the EDF site.</p> <p>Priority C</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Non Core Shopping Frontage (G11, SHO5)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p> <p>Urban Open Space (G27, ENV19)</p>	<p>There is an opportunity to create a landmark development at this strategic location. The site would be suitable for a mix of uses including retail / leisure at ground floor with residential above.</p> <p>Viability</p> <p>It is likely that if the site is developed in isolation, there will be viability issues due primarily to the existing land values. If however, the development is linked to the wider development of the EDF site the viability issues may be overcome.</p>	<ul style="list-style-type: none"> <li>The site is currently within a mix of private ownerships.</li> <li>The properties within the site are currently fully operational.</li> <li>As the properties are operational there is likely to be a reasonable high existing use value.</li> </ul>	<p>Long-term opportunity - redevelopment of the EDF site</p>	<ul style="list-style-type: none"> <li>Understand land ownership position.</li> <li>Consider as part of a planning and development brief for the EDF site.</li> <li>Open dialogue with affected freeholders</li> </ul>	<p>Private sector led, potentially requiring assistance from the public sector in terms of land assembly.</p>

\* Local planning policy references are not comprehensive, and only refer to Bexley Unitary Development Plan policies (as saved) affecting the sites as mapped, and more general policies for the environmental and transport proposals. The exception is the Civic Offices site, in respect of which the Council has adopted a Supplementary Planning Document (2007)

\*\* The indicative costs shown are guides to the approximate costs estimated to undertake the proposals as shown. The actual final costs of proposals will be subject to the details of the proposals as they emerge and further costings work will be required.

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<p><b>Christ Church</b></p> <p>There are several opportunities to create new community buildings and facilities in this area.</p> <p>Priority A</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Non Core Shopping Frontage (G11, SHO5)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p> <p>Urban Open Space (G27, ENV19)</p> <p>Listed buildings (ENV51)</p> <p>Environmental Improvements (BTC11)</p>	<p>The opportunities include an enhanced skate park, new community hub, theatre/gallery community uses fronting Broadway and new public spaces and improvements to the open spaces. The community hub could include employment training facilities and child care facilities.</p> <p>Viability</p> <p>The development of these would require substantial public funding, which could potentially be drawn in part from S106 for developments in the area. There may be some scope to partially cross fund the proposals via the incorporation of commercial or other income-producing uses within the proposals.</p>	<ul style="list-style-type: none"> <li>Property acquisitions would constrain the delivery of this project.</li> <li>Not a viable private development, would require substantial public funding</li> <li>Grade II Listed building status of the church/vicarage</li> <li>Need for the reprovision of existing church parking and community facilities and an open dialogue with the landowners, Christ Church Bexleyheath, The Diocesan Board of Rochester and the Boys Brigade</li> </ul>	Medium- long term	<ul style="list-style-type: none"> <li>Open dialogue with Christ Church and other affected freeholders.</li> <li>Undertake a feasibility study to illustrate the potential of the site(s), including availability of public funding.</li> <li>Produce a planning and development brief for the site(s).</li> <li>Select a development partner to assist in delivering the vision and objectives for the site(s).</li> </ul>	Public sector led assisted by the private sector.
<p><b>Backland Car Repair</b></p> <p>This is a small site currently utilised for car repair services. The site comprises approximately 0.109 Ha.</p> <p>The site is located to the rear of properties to the north of Broadway in close proximity to Christ Church.</p> <p>Priority C</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Non Core Shopping Frontage (G11, SHO5)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p>	<p>Access to the site is relatively poor and therefore in the medium / long term may not be suitable for its current use. If the site were to become surplus to requirements given the proximity of the church it could be suitable for either infill residential use or a community use.</p> <p>Viability</p> <p>The redevelopment of this site given its backland nature is likely to be marginal in viability terms. Assuming a community use is proposed it is likely that the site will require an element of cross subsidy / public sector funding.</p>	<ul style="list-style-type: none"> <li>The site has relatively poor access.</li> <li>Development of the site needs to be sensitive to its proximity to the adjoining church.</li> <li>The site is located to the rear of retail units which will require access for servicing.</li> <li>There may be contamination issues associated with the sites existing use.</li> </ul>	Medium term	<ul style="list-style-type: none"> <li>Open dialogue with the existing owners/occupiers.</li> </ul>	Private sector led, potentially requiring assistance from the public sector in terms of land assembly.

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<p><b>Broadway square</b></p> <p>Broadway Square is a large site of circa 0.678 Ha which directly adjoins the Mall Shopping centre. The area was developed in the late 1990's and has a number of large retail units, with occupiers including JD Sports, Poundland, Peacocks, Wilkinsons and Sainsbury's. The site itself comprises of the decked car park (340 spaces) which serves both Broadway Square itself but also the Mall Shopping Centre and the magistrates court. The magistrates court can also potentially be included within this site.</p> <p>Priority A</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Core Shopping Frontage (G11, SHO4)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p>	<p>The surface parking and potentially the magistrates court could be developed for new retail/cafés/restaurants etc and a new public square as part of the comprehensive development of the Civic Offices area (wholly or partly provided as part of this scheme or subsequent schemes) or potentially even the redevelopment of the Broadway Square development as a whole (Sainsburys etc).</p> <p>Viability</p> <p>Redevelopment of the surface car park and magistrates court in isolation is unlikely to be viable given the existing mix of use on the site.</p> <p>Viability would be greatly improved if considered as part of a wider redevelopment including either the comprehensive redevelopment of the Mall shopping centre or linked to the Civic Offices site.</p>	<ul style="list-style-type: none"> <li>• The decked car parking provides an important town centre facility.</li> <li>• There is considerable existing use value within the site which would need to be reflected in any redevelopment proposal.</li> <li>• Comprehensive development is potentially dependent on the relocation of the magistrates court.</li> </ul>	<p>Medium - term</p>	<ul style="list-style-type: none"> <li>• Taken forward as part of detailed discussions with selected developer of Civic Offices site.</li> </ul>	<p>The development will be implemented by the private sector.</p> <p>The Council own the freehold of the site.</p>

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<p><b>Oaklands Road Car Park / Albion Road Sites / Maison Maurice</b></p> <p>Individually these are three small development opportunities. The sites are located to the rear of retail units on Broadway and also front Albion Road.</p> <p>Oaklands Road Car Park contains 136 spaces. Maison Maurice is a large warehouse and the Albion Road site comprises a surface car park (70 spaces), a building occupied by the Conservative Club and various backland / servicing yards.</p> <p>Together the sites comprise approximately 1.365 Ha.</p> <p>Priority B</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Non Core Shopping Frontage (G11, SHO5)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p>	<p>Individually the sites are relatively small but when considered comprehensively they have significantly greater development potential.</p> <p>On the basis the three sites are considered comprehensively the site has the ability to accommodate a range of uses including potentially some limited retail / leisure use with residential above. Other ground floor uses could potentially include small office suites for local businesses, consulting rooms or similar uses. Commercially the opportunity would be significantly enhanced if direct access could be achieved onto Broadway.</p> <p>Any development proposal in respect of the existing car park sites would be dependent on a car parking strategy to ensure the spaces are surplus or would be replaced elsewhere in the town, or as shown within the redeveloped and expanded NCP car park site.</p> <p>An element of public parking should be retained on the Oaklands Road car park site.</p> <p>Viability</p> <p>Given the proximity to Broadway and the uses proposed redevelopment of these sites should represent a viable proposal. However, the re-provision of parking at the NCP site is likely to require some kind of cross subsidy from the other development sites or residential units above it.</p>	<ul style="list-style-type: none"> <li>• Individually they represent limited development opportunities.</li> <li>• The sites are currently utilised for surface car parking, warehouse use and as servicing for Broadway retail units.</li> <li>• The sites front onto Albion Road, which is a busy London Distributor Road.</li> <li>• There is a need to retain an element of public parking on the Oaklands Road car park site, and improve links to the nearby local public car parks such as the Bowling Alley car park.</li> </ul>	<p>Medium-term potentially linked to the expansion of the NCP car park</p>	<ul style="list-style-type: none"> <li>• Open dialogue with the freeholders of Maison Maurice and other landowners/occupiers.</li> <li>• Consider in the context of a town centre car parking strategy.</li> <li>• Undertake a feasibility study to illustrate the potential of the site(s).</li> <li>• Consider the production of a planning and development brief for the site(s).</li> <li>• Produce a marketing brief for the site(s) and market the opportunity.</li> <li>• Select a development partner to assist delivering the vision and objectives for the site(s).</li> </ul>	<p>Public sector led assisted by the private sector.</p>

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<p><b>Arnsberg Way sites</b></p> <p>All are small sites of under 0.12 Ha and are used for a variety of purposes including car parking, access and a church. All of the sites are located to the north of Broadway and are accessed off Arnsberg Way.</p> <p>Priority C</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p>	<p>There is limited development opportunity for these sites, however, they could form a series of infill development (e.g. for residential uses or possibly small office suites) opportunities to improve the aspect fronting Arnsberg Way.</p> <p>Viability</p> <p>Given the small scale nature of these developments they are likely to be marginal in viability.</p>	<ul style="list-style-type: none"> <li>The sites are currently used for a variety of uses and development may be subject to relocation of replacement of these, particularly the church use at Geddes Place.</li> <li>The sites are currently used to access the rear of the Broadway retail units and this is likely to remain a requirement.</li> </ul>	Long term development opportunity	<ul style="list-style-type: none"> <li>Undertake a feasibility / design study (including a viability assessment) to illustrate the potential of the sites.</li> <li>Open dialogue with affected freeholders</li> </ul>	Private/public sector.
<p><b>The Mall Shopping Centre</b></p> <p>The Mall Shopping Centre is considered the town's prime retail pitch and is home to the town's key retail anchors such as Marks and Spencer's and BHS.</p> <p>Priority C</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Core Shopping Frontage (G11, SHO4)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p> <p>Existing &amp; proposed cycle network (G17, T14)</p>	<p>In the long term if comprehensive refurbishment or redevelopment was planned there may be the potential to include residential use at the upper levels which would benefit from views over the market place.</p> <p>Viability</p> <p>Comprehensive refurbishment or redevelopment of the centre on its existing footprint is unlikely to be viable. If however, this is undertaken as part of a major expansion proposal this may be possible. There may be potential for smaller scale refurbishment. There may also be scope for limited refurbishment at any time to create a refreshed atmosphere for shoppers.</p>	<ul style="list-style-type: none"> <li>The centre is currently operating relatively well and appears to have a good occupation rate.</li> <li>The current economic conditions would make it unlikely that the Mall would consider comprehensive redevelopment in the short to medium term.</li> </ul>	Long term	<ul style="list-style-type: none"> <li>Continue dialogue with the Mall to track their aspirations for the centre.</li> <li>If the site was redeveloped it would represent a significant change to how Bexleyheath operates. The Council therefore will need to be a partner in the redevelopment and monitor and assess any scheme proposals.</li> </ul>	<p>The development will be private sector led.</p> <p>The Council are the freeholders of the shopping centre.</p>

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<p><b>Civic Offices</b></p> <p>The Civic Offices site is one of the largest development opportunities in Bexleyheath comprising 1.542 Ha. The Council have already produced site specific guidance (SPD) for the site and have selected a development partner. Priority A</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Non Core Shopping Frontage (G11, SHO5)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p> <p>Existing &amp; proposed cycle network (G17, T14)</p>	<p>The vision for the site is already established and set out in the SPD. The guidance makes provision for the inclusion of commercial uses, as well as new civic facilities. It is anticipated that any residential uses are likely to take the form of flats / apartments on the upper floors.</p>	<ul style="list-style-type: none"> <li>Any redevelopment requires the suitable re-provision of the existing council offices.</li> </ul>	Short to medium term	<ul style="list-style-type: none"> <li>Taken forward as part of detailed discussion with selected developer of Civic Offices site.</li> </ul>	<p>Redevelopment of the site will be public sector led with support of the private sector.</p> <p>The Council own the site.</p>
<p><b>10 - 20 Broadway</b></p> <p>10 - 20 Broadway is a reasonable sized site of circa 0.59 Ha. The site is on the northern side of Broadway, at the eastern end of the town. The site is somewhat divorced from the retail core, however, adjoins the cinema and leisure complex at 28 to 30 Broadway. Priority B</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Non Core Shopping Frontage (G11, SHO5)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p> <p>Existing &amp; proposed cycle network (G17, T14)</p> <p>Hotel development (TAL1)</p>	<p>The site is currently utilised as a car showroom and, given its proximity to the town centre and the adjoining leisure complex, the current use is a relatively low density and inappropriate use for such a prominent site.</p> <p>The site could come forward for a number of uses, including a budget hotel, offices or high density residential with provision for an active ground floor.</p> <p>Viability</p> <p>Given the scale and mix of uses proposed this should represent a viable development proposal.</p>	<ul style="list-style-type: none"> <li>Redevelopment is subject to the site becoming available.</li> <li>The site is currently used as a car showroom (sui generis use) and therefore any alternative uses will need to be acceptable in terms of planning policy.</li> </ul>	Medium term development opportunity.	<ul style="list-style-type: none"> <li>Open dialogue with the freeholders of the car showroom</li> <li>Undertake a feasibility study to illustrate the potential of the site.</li> <li>Consider the production of a planning and development brief for the site.</li> </ul>	<p>Private sector led, potentially requiring assistance from the public sector in terms of land assembly.</p>

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<p><b>Woolwich HQ</b></p> <p>The former Woolwich head quarters site is the largest single development opportunity within the masterplan study area comprising 2.8 Ha. The site sits on the edge of the town centre, and is physically separated from the town's commercial "heart" by the A220 Erith Road.</p> <p>Priority A</p>	<p>POL: Preferred Office location (G14, E14)</p> <p>Small part is Non Core Shopping Frontage (G11, SH05)</p> <p>Strategic Town Centre (BTC 1-16)</p> <p>London Distributor Road (G18, G21, T6)</p>	<p>Given the site's distance from the town centre the site would be best suited for a mix of apartment and family housing development. There is potential for higher density development fronting onto Watling Street and on the corner of Watling street and Erith Road to create a new gateway to Bexleyheath.</p> <p>Subject to demand there may be some limited scope for office use on the site; alternatively, this may be an appropriate location for a budget hotel if the 10 – 20 Broadway opportunity is not deliverable. There may also be potential for community or retail development of an appropriate scale.</p> <p>Viability</p> <p>Given the scale and mix of uses proposed this should represent a viable development proposal.</p>	<p>There is currently a planning application for development of a large supermarket on this site.</p>	<p>Short to medium term development opportunity</p>	<ul style="list-style-type: none"> <li>• Consider the production of a planning and development brief for the site.</li> <li>• Monitoring Role / assessing developer's proposal and ensuring compliance with the objectives within the planning and development brief.</li> <li>• Open dialogue with affected freeholders</li> </ul>	<p>The development will be private sector with the public sector taking a monitoring role.</p>

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<b>Environmental improvements</b>						
<b>Greening</b> Tree planting and green landscaping throughout the centre Priority A	Linear routes (ENV26) Urban Open Space (G27, ENV19) Environmental Improvements (BTC11)	The greening of the town centre is essential to achieving the overall vision of making Bexleyheath an attractive place to visit. Vertical greening of the ASDA building blank facade is also an opportunity that will significantly improve the look of this part of the centre.  Viability  In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.	Availability of appropriate funding will limit the deliverability of this, although tree planting and greening may potentially be able to be secured on an incidental scale within development sites. Vertically greening the ASDA wall would need permission from the owners of the building and significant funding and maintenance.	Short term	<ul style="list-style-type: none"> <li>Review potential funding sources with the Council.</li> <li>Potential to produce Landscape Strategy to assist the implementation of this vision.</li> </ul>	The implementation of this project will need to be public sector led.  Indicative cost: £210,000 - £380,000
<b>Pedestrianised parts of Broadway and Market Place Square</b> Centre of Broadway pedestrianised area and Market Place in the heart of Bexleyheath Priority A	POL: Preferred Office location (G14, E14) Core Shopping Frontage (G11, SHO4) Strategic Town Centre (BTC 1-16) London Distributor Road (G18, G21, T6) Existing & proposed cycle network (G17, T14) Environmental Improvements (BTC11)	The pedestrianised part of the Broadway is a key location in the town centre which is currently under utilised. It is a large space which is proposed to be used by either a galleria style canopy with retail/café/restaurant uses under it or for a series of kiosks containing similar uses. Outside these buildings there is potential for outdoor seating.	<ul style="list-style-type: none"> <li>Potential issues with the pedestrianised section and its official status in terms of Highways (ie, stopped up or not)</li> <li>Support of outdoor seating for the cafés would be essential</li> <li>Consider in context of potential reintroduction of certain types of vehicle into parts of the pedestrianised area at certain times of day.</li> </ul>	Short term	<ul style="list-style-type: none"> <li>Develop planning guidance on outdoor seating in the borough's town centres.</li> <li>Open dialogue with affected freeholders</li> <li>Consider producing a planning and development brief for the area.</li> <li>Select a development partner to assist delivering the vision and objectives for the site(s).</li> </ul>	Private sector led, potentially requiring assistance from the public sector in terms of land assembly.  Indicative cost: £5 - £9 million



Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
Pedestrianised parts of Broadway and Market Place Square contd.		<p><b>Viability</b></p> <p>There is potential for these kiosks or galleria to be developed immediately, subject to Council support and the emergence of developer-led proposals. There is also potential to extend these uses into part of the Market Place square area, as this land is in Council ownership, development on part of this land can be progressed quickly.</p>				
<p><b>Public Realm improvements</b></p> <p>Paving, street lighting and street furniture replacement</p> <p>Priority A</p>	Environmental Improvements (BTC11)	<p>The improvements to paving, street furniture and lighting will significantly improve the appearance and image of the town centre.</p> <p><b>Viability</b></p> <p>In order to fund the public realm improvements suggested funding would need to be secured through S106 from local developments, Council funds and/or central Government.</p> <p>In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.</p>	Availability of appropriate funding will limit the deliverability of this, although improvements to paving, lighting and street furniture may potentially be able to be secured on an incidental scale within development sites.	Short term	<ul style="list-style-type: none"> <li>Review potential funding sources with the Council.</li> <li>Potential to include requirements for hard landscaping etc in the Landscape Strategy</li> <li>Investigate the replacement of the current fountain.</li> <li>Progress design and implementation of Bexleyheath Area Based Scheme.</li> </ul>	<p>The implementation of this project will need to be public sector led.</p> <p>Indicative cost: £2 - £12 million</p>

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<b>Christ Church square</b> New public space in front of Christ Church Priority A	Environmental Improvements (BTC11)	A new square at the front of Christ Church to provide a focus in this part of Bexleyheath, and reinvigorate this area in the daytime. Viability In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.	Any proposals would need to consider the setting of the listed building.	Short term	<ul style="list-style-type: none"> <li>Progress design and implementation of the Bexleyheath Area Based Scheme</li> <li>Review other potential funding sources with the Council.</li> <li>Potential to include requirements for hard landscaping etc in the Landscape Strategy</li> </ul>	The implementation of this project will need to be public sector led. Indicative cost: £300,000 - £800,000
<b>Market Place Square</b> Redesigned Market Place square Priority A	Environmental Improvements (BTC11)	The refurbishing of Market Place square to include high quality paving, lighting, street furniture, potential multimedia screens, and a redesigned central space will significantly improve the attractiveness of the centre of Bexleyheath. Viability In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.	Permission from the owners of relevant buildings will be required to mount multimedia screens.	Short term	<ul style="list-style-type: none"> <li>Review other potential funding sources with the Council.</li> <li>Potential to include requirements for hard landscaping etc in the Landscape Strategy</li> <li>Progress design and implementation of Bexleyheath Area Based Scheme.</li> </ul>	The implementation of this project will need to be public sector led. Indicative cost: £700,000 - £2 million
<b>NightVision Strategy</b>	Environmental Improvements (BTC11)	The NightVision Strategy for Bexleyheath Town Centre has a specific action plan for improving the night time economy of the area.	See action plan in NightVision Strategy for full details.	Short term	<ul style="list-style-type: none"> <li>Support NightVision Strategy through measures included in this plan</li> </ul>	The implementation of this project will need to be public sector led.

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<b>Transport improvements</b>						
<b>Albion Road Improvements</b> Priority A	Traffic calming and environmental enhancement measures (T4) Improvements to pedestrian safety (T16) Developer contributions (T11)	There is the opportunity to enhance pedestrian and cycle facilities by realigning staggered crossings to direct crossings, by creating a new crossing to link Methuen Road and Hawthorn Road, and by simplifying the Townley Road roundabout. Could also remove central barrier and tighten roadway to provide more generous footways.  Viability: In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.	Availability of appropriate funding will limit the deliverability of this, although improvements to individual crossings or junctions may be delivered individually, together with development sites. Further investigation, outline and detailed design required.	Short to medium term	<ul style="list-style-type: none"> <li>Review potential funding sources and delivery mechanisms.</li> <li>Prepare concept designs.</li> </ul>	The implementation of this project will need to be public sector led.  Indicative cost: £500,000 - £2million
<b>Station links</b> Priority A	Public transport improvements (T9)	Improve mapping at stations and town centre, route signage and advertising of public transport connections to/from nearby stations.  In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.	Walking distance to stations a deterrent. Already well-served by buses, but connections / frequency not clear.  Further investigation, outline and detailed design required.	Short term	<ul style="list-style-type: none"> <li>Engage with station and bus operators. Identify funding sources.</li> <li>Progress design and implementation of Bexleyheath Area Based Scheme</li> </ul>	The implementation of this project will need to be public sector led.  Indicative cost: £50,000 - £250,000

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<b>Cycling improvements</b> Priority A	Cycle networks (T14) Developer contributions (T11)	<p>Potential to provide additional cycle parking facilities, as well as on-street priority measures, such as advance stop lines on routes linking to town centre. Could also provide provision for cycling along sections of Broadway, the detailed design of which should take into account the comfort and safety of all user groups.</p> <p>In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.</p>	Further investigation, outline and detailed design required.	Short term	<ul style="list-style-type: none"> <li>Engage with local cycling practitioners and incorporate within emerging town centre travel plans.</li> <li>Progress design and implementation of Bexleyheath Area Based Scheme</li> </ul>	The implementation of this project will need to be public sector led. Indicative cost: £50,000 - £150,000
<b>Bus stand improvements</b> Priority A	Public transport improvements (T9)	<p>Opportunity to reconfigure existing bus stands off Arnsberg Way to provide additional capacity and/or better operation.</p> <p>In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.</p>	<p>May require additional land take. Sites may be attractive for other redevelopment. Operational link to nearby depot to be clarified. This will be subject to discussion with TfL.</p> <p>Further investigation, outline and detailed design required.</p>	Medium term	<ul style="list-style-type: none"> <li>Engage with bus operators and TfL regarding feasibility and time scales.</li> <li>Develop concept designs.</li> <li>Progress design and implementation of Bexleyheath Area Based Scheme</li> </ul>	The implementation of this project will need to be public sector led (Borough & TfL). Indicative cost: £100,000
<b>Extension of terminating bus services.</b> Priority A	Public transport improvements (T9)	<p>Potential to extend some terminating bus services (to Crayford for example) in order to improve public transport connectivity and reduce the need for standing space in the town centre.</p>	<p>Will have to tie in with bus network planning and operations. Possible additional operational costs and the extension of bus routes to Crayford is not in TfL's current Business Plan.</p>	Medium term	<ul style="list-style-type: none"> <li>Engage with TfL regarding viability of specific routes and implementation.</li> </ul>	The planning and implementation of this project will need to be led by TfL. (potential operational costs)

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<b>Better connection of Bexleyheath to London's public transport network</b> Priority A	Public transport improvements (T9)	This could range in scope from better bus or transit links to the future major transport interchange at Abbey Wood Station, to the potential extension of the Jubilee Line or another London Underground line to Bexleyheath, greatly increasing public transport accessibility.	Connecting to the new rail services at Abbey Wood through providing a transit system will need considerable funding and planning. The extension of an another underground line is a major scheme requiring significant technical feasibility and financial viability testing and is not currently in TfL's Business Plan.	Medium term (bus/transit link)  Long term (tube) (Underground link)	<ul style="list-style-type: none"> <li>Continue investigating broad feasibility of the transit links to Abbey Wood and the extension to the Jubilee line.</li> </ul>	The planning and implementation of these projects will need to be led by TfL.  Indicative cost: £100,000 (for initial feasibility study)
<b>Travel Plan</b> Priority A	To be confirmed.	Opportunity to formulate an area-wide travel plan for the town centre and to prepare Personal Travel Planning for the Bexleyheath / Barnehurst areas.	Requires careful negotiation and cooperative working to be successful. Monitoring and realistic measures/targets are critical.	Short term (and ongoing)	<ul style="list-style-type: none"> <li>Continue dialogue between Council and TfL Smarter Travel and establish working groups with local businesses and institutions</li> </ul>	Planning and implementation will need to driven by public sector, with strong buy-in from local businesses and institutions (potential future Bexleyheath Business Improvement District (BID) in particular)  Indicative cost: £50,000 - £100,000

Site / project & priority	Local planning policy refs*	Opportunity / viability	Constraints	Indicative timeframe	Next Steps	Delivery Partners & indicative cost** (where relevant)
<b>Town Centre pedestrian and traffic study</b> Priority A	TfL Area Based Approach	As the next stage of developing a set of transport interventions, a detailed pedestrian and traffic study should be undertaken for the town centre  In principle agreement to funding for an area based scheme has been secured from Transport for London and will be used to design and implement a range of transport and public realm improvements within the town. Additional funding could also be sought from other sources including section 106 agreements.	Further investigation, outline and detailed design required.	Short term	<ul style="list-style-type: none"> <li>Review funding sources and develop brief for the work</li> <li>Progress design and implementation of Bexleyheath Area Based Scheme</li> </ul>	Led by Bexley Council with support from TfL  Indicative cost: £50,000
<b>Town Centre wide Parking Strategy</b> Priority A	London Plan & Local Plan Parking Standards	There is an opportunity to look at the provision of parking and current usage across the town centre and to develop a parking strategy to identify any opportunities for parking rationalisation etc.	None	Short term	<ul style="list-style-type: none"> <li>Complete survey work and analyse results</li> </ul>	Led by Bexley Council

\* Local planning policy references are not comprehensive, and only refer to Bexley Unitary Development Plan policies (as saved) affecting the sites as mapped, and more general policies for the environmental and transport proposals. The exception is the Civic Offices site, in respect of which the Council has adopted a Supplementary Planning Document (2007).

\*\* The indicative costs shown are guides to the approximate costs estimated to undertake the proposals as shown. The actual final costs of proposals will be subject to the details of the proposals as they emerge and further costings work will be required.





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