



Bromley Local Plan Review

Infrastructure Delivery Plan July 2025

Bromley Council

Bromley Local Plan Review – Infrastructure Delivery Plan July 2025

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Appendix - Infrastructure Delivery Plan (IDP) Schedule Table 2025

1. INTRODUCTION

BACKGROUND

- 1.1 Bromley's Infrastructure Delivery Plan (IDP) sets out what infrastructure is required to support planned growth identified in the emerging Local Plan. The Council, its partners and other stakeholders will use the document to ensure that the appropriate infrastructure is in place as growth is delivered. This document reviews and outlines the infrastructure needed to support the growth and objectives reflected in the emerging Local Plan. This version of the IDP has been prepared to sit alongside the Bromley Local Plan Review 'Direction of Travel' consultation document; the IDP is a 'working draft' document and may change as further evidence becomes available during the preparation of the new Local Plan. An updated final draft version of the IDP will be prepared to sit alongside the submission draft Local Plan, which is expected to be consulted on in Q2 2026.
- 1.2 The last version of the IDP (produced 2016 to inform the adopted Local Plan, with an updated version in 2020 to inform the Bromley CIL) covered the period from 2016-2031¹. This 2025 working draft version covers the intended period of the new Local Plan - 2026 to 2041. The infrastructure identified in the IDP should be deliverable within the Plan period and includes details of where funding for this infrastructure will be sourced (where known).
- 1.3 The IDP is based on the information that is available, and while it has attempted to be comprehensive, inevitably there will be items or issues not reported. Infrastructure needs change over time, both in terms of the quantum but also the proposed solution - as such the exclusion or omission of any issue, strategy or item of infrastructure is not necessarily an indication of its relevance to the Local Plan. The IDP will evolve over time as development potential is realised.
- 1.4 In addition to its function to support the evidence base for the new Local Plan, it will also be used to inform decisions on infrastructure delivery, for example the allocation of CIL receipts to projects. The IDP can also be used as supporting evidence in bids for external funding and to support proposals for specific sites to be protected for use as schools or other infrastructure required throughout the plan period.

STRUCTURE

- 1.5 The IDP will primarily focus on 'hard' infrastructure (e.g. roads schools), however in some cases it may also identify improvements to 'service' provision (such as local employment development) or operational standards (e.g. Air Quality) where deemed relevant to the capacity of infrastructure or delivering the aims of the emerging Local Plan.
- 1.6 Thematic Chapters have been grouped on the following basis:

Figure 1: Infrastructure Delivery Plan categories

| IDP Chapter | Infrastructure Categories |
|------------------------------|---|
| 3. Heritage and Public Realm | Urban design, heritage assets, town centre improvements |
| 4. Economic Infrastructure | Business support, employment and skills development |

¹ LBB-003 – IDP – September 2020 - <https://www.bromley.gov.uk/planning-policy/bromleys-community-infrastructure-levy-examination>

| IDP Chapter | Infrastructure Categories |
|---|--|
| 5. Environmental Infrastructure | Local energy, carbon management, waste and recycling, flood risk, air quality |
| 6. Open Spaces, Sport and Leisure | Open spaces, parks, sport facilities |
| 7. Community Facilities and Education | Community facilities, libraries, nurseries, schools |
| 8. Health, Wellbeing and Emergency Services | Health facilities, doctor surgeries, police, fire, ambulance |
| 9. Transport and Utilities | Public transport, road improvements, mains electric / gas, mains water, telecommunications |

1.7 For each infrastructure category, the following assessment will be made:

- Existing Infrastructure Provision
- Future Demand (from growth)
- Infrastructure Costs (where applicable / or available)
- Potential Funding sources

Infrastructure Delivery Plan Schedule

- 1.8 The Infrastructure Delivery Plan Schedule for the Borough over the Local Plan period of 2026-2041 is summarised in this document at Appendix 1. The schedule outlines the infrastructure, known funding arrangements and delivery details. These details will be subject to change as new information becomes available; addendums will be produced on a more frequent basis where information becomes available.
- 1.9 The IDP does not prioritise what funding should be allocated for infrastructure, and inclusion of a scheme does not guarantee that it will be delivered. Future iterations of the IDP schedule table will include more detailed information when available.

REVIEWING AND MONITORING THE IDP

1.10 Infrastructure requirements will change over the Plan period for many reasons, including:

- Demographic changes
- Development opportunities being implemented / new opportunities emerging
- Changes to regulatory standards
- The provision of new infrastructure / the loss of infrastructure
- New technologies or changes to service provision
- The availability of funding

1.11 The council will monitor the IDP through:

- Authority Monitoring Reports
- Infrastructure Funding Statements
- Incremental updates of the IDP

2. POLICY CONTEXT

- 2.1 National, regional and local policies identify what is considered to be infrastructure, and as such shape what is contained in this IDP. While there is synergy across different plans and strategies, they can also contain slight differences in emphasis.

NATIONAL POLICY AND GUIDANCE

Planning Act 2008

- 2.2 The Planning Act 2008 Part II (Section 216)² defines infrastructure as including:

- Road and other transport facilities
- Flood defences
- Schools and other educational facilities
- Medical facilities
- Sporting and recreational facilities
- Open spaces

- 2.3 Affordable housing was also originally included in the above definition – however this was amended by the Localism Act 2011 and Reg 63 of the 2010 Community Infrastructure Levy Regulations.

National Planning Policy Framework

- 2.4 The National Planning Policy Framework (NPPF)³ as published in December 2024, sets out the government's planning policies for England and how these are expected to be applied.

- 2.5 The NPPF states that the planning system should be genuinely plan-led and provide a framework for addressing housing needs and other economic, social and environmental priorities. Paragraph 7 and 8 makes clear the purpose of the planning system is to achieve sustainable development and to do this the planning system has to pursue the three overarching objectives, with specific reference made to infrastructure.

- *“an economic objective”* – to help build a strong, responsive and competitive economy....by identifying and coordinating the provision of infrastructure”.
- *“a social objective”* – to support strong, vibrant and healthy communities... ..with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being”
- *“an environmental objective”* - to protect and enhance our natural, built and historic environment...improving biodiversity,, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 2.6 The NPPF defines a much wider use of 'infrastructure' than the Planning Act, and potentially includes the provision and access to 'services', not just provision of 'hard infrastructure'.

- 2.7 Paragraph 27 requires, in respect of strategic infrastructure, that the relevant investment plans of infrastructure providers are taken into consideration, and similarly that 'local' infrastructure needs are to be coordinated with local stakeholders.

² Planning Act 2008 Section 216 - <https://www.legislation.gov.uk/ukpga/2008/29/section/216>

³ NPPF (last viewed 07/02/2025) - <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Planning Policy Guidance

- 2.8 The National Planning Practice Guidance⁴ sits alongside the NPPF and provides further advice and guidance on how the framework and its policies should be applied. The PPG is more frequently updated than the NPPF and contains guidance which has implications on developing an Infrastructure Delivery Plan.
- 2.9 The guidance reports that the Local Plan needs to identify what infrastructure is required and how it can be funded and brought forward (Paragraph 059). In particular the plan should also be positive and realistic about what can be achieved and when. The guidance also reports that Infrastructure Funding Statements or Authority Monitoring Reports may be useful in highlighting infrastructure priorities and the progression of infrastructure investment.
- 2.10 It is reported that costs associated with the provision of infrastructure should be taken into account when considering the viability of the local plan (Paragraph 048). This however is not a matter for IDP itself, which is the strategic overview of infrastructure need - such matters are addressed in other documents, such as the Planning Obligations SPD and the Local Plan Viability Assessment.

LONDON POLICY CONTEXT

The London Plan

- 2.11 The Mayor of London produces the strategic spatial development strategy (known as the London Plan)⁵. The current version of the London Plan (LP) was adopted in March 2021. The LP forms part of the Development Plan for each of the London local planning authorities and is used to assess planning applications. The Mayor also has a number of Supplementary Planning Guidance (SPG) documents which provide further detail on policies set out in the LP.
- 2.12 Several themes of infrastructure are identified across many sectors, with some more defined considerations required in certain geographies – such as in defined Opportunity Areas (these will be highlighted in the IDP where appropriate). However Policy DF1 in particular specifically highlights (in the supporting text - 11.1.34 to 11.1.58) what it considers to be ‘enabling Infrastructure’ for the purpose of facilitating new development:
- Schools
 - Health Facilities
 - Utilities
 - Flood risk
 - Digital infrastructure
 - Green infrastructure
 - Waste and circular economy infrastructure
 - Cultural infrastructure
- 2.13 The London Plan also identifies specific pieces of infrastructure that should be incorporated into the local plan, for example a list of strategic transport priorities in the text under Policy T3. Any specific proposals identified in the London plan have been considered and incorporated into this IDP and highlighted in the thematic chapters.

⁴ Planning practice guidance (last viewed 07/02/2025) - <https://www.gov.uk/government/collections/planning-practice-guidance>

⁵ The London Plan 2021 - <https://www.london.gov.uk/programmes-strategies/planning/london-plan/london-plan-2021>

- 2.14 Policy DF1 of the LP also identifies a priority by the Mayor of London for infrastructure secured under planning obligations – this being Affordable Housing, Public Transport improvements, Health Infrastructure, Affordable Workspace, Culture and leisure facilities.
- 2.15 The purpose of the IDP is not to prioritise infrastructure delivery, such matters will be covered in other documents, such as the Planning Obligations SPD, Site Allocations, or in Infrastructure Funding Statements.

London Infrastructure Plan / London Growth Plan

- 2.16 The London Infrastructure Plan 2050⁶ was published by the GLA in 2014 and updated in 2015. It is the first ever attempt to identify, prioritise and cost London's future infrastructure requirements to 2050. There are a number of focus areas for the Plan in its early years as follows:

Energy Infrastructure – developing a London energy plan and zero carbon modelling; reducing overall energy demand by improving building stock and the energy performance of new buildings; ensuring a reliable low carbon and effective energy system; and securing investment in infrastructure ahead of need.

Waste and recycling – designing out waste; keeping materials in use at their highest level for as long as possible; and minimising environmental impact.

Water management – water supply, water resource and wastewater; flood risk; drainage; water pollution issues

Green Infrastructure – changing from seeing individual green spaces as a liability towards seeing green infrastructure as a strategic asset that is just as important as other infrastructure like railways, roads, pipes and cables.

Digital Connectivity - developing a package of measures to boost digital connectivity across the capital.; Bringing mobile connectivity to the London Underground; Making connectivity a key part of the London Plan; Providing connectivity guidance to Boroughs.

- 2.17 The Mayor of London and London Councils has also prepared the London Growth Plan⁷, which outlines a series of growth ambitions and actions required to deliver London's growth targets. One of the actions proposed within the next year is the production of a London Infrastructure Framework⁸ to be published in 2027, which will update the capital's infrastructure priorities.

LOCAL POLICY CONTEXT

Bromley's Emerging Local Plan 2025

- 2.18 The key purpose of the IDP is to identify the infrastructure needed to deliver the London Borough of Bromley's Local Plan 2025, which sets out the growth aspirations for the borough over the period 2026 to 2041. The 'Direction of Travel' document published in July 2025 sets out the emerging approach to infrastructure delivery in Objective 5.

⁶ London Infrastructure Plan 2050 - <https://www.london.gov.uk/programmes-strategies/better-infrastructure/infrastructure-policy/london-infrastructure-plan-2050>

⁷ London Growth Plan - <https://growthplan.london/>

⁸ 2025 London Infrastructure Framework prospectus - <https://growthplan.london/wp-content/uploads/2025/05/25-03-28-FINAL-DESIGN-London-Infrastructure-Framework-Overview-003.pdf>

| | |
|--|---|
| Objective 5: To manage our resources well, providing value for money, and efficient and effective services for Bromley's residents. | |
| A. | Use planning obligations and the Community Infrastructure Levy alongside other suitable funding mechanisms to support the delivery of infrastructure, facilities and services in partnership with internal and external stakeholders. |
| B. | Secure investment in critical public transport infrastructure to improve connectivity to and from Bromley. |
| C. | Ensure Bromley's public realm is well-designed and well-managed. |
| D. | Support the digital economy and ensure businesses and residents have the required utilities. |
| E. | Reduce the amount of waste that ends up in landfill, particularly biodegradable waste, and increase self-sufficiency. |

2.19 The Council intends for the new Local Plan to contain several thematic chapters mirroring the chapter structure of the Direction of Travel document; many of these chapters will have policies that are relevant to infrastructure, and these have been reflected in this IDP:

Figure 2: Relevant 'Direction of Travel' chapters and policies

| DoT Chapter | Relevant IDP Chapter |
|---|--|
| Chapter 4 – Design and Heritage | Heritage and Public Realm |
| Chapter 5 - Employment | Economic Infrastructure |
| Chapter 6 – Retail and Leisure | |
| Chapter 7 - Sustainability and Waste | Environmental Infrastructure |
| Chapter 8 – Green Infrastructure, Open Space and Biodiversity | Open Spaces, Sport and leisure |
| Chapter 9 – Social and Strategic Infrastructure | |
| | |
| | Community Facilities and Education |
| | Health, Wellbeing and Emergency Services |
| | Transport and Utilities |
| Chapter 10 – Transport | |

2.20 The emerging local plan may also contain site allocations, which would further identify specific infrastructure needs in relation to a given site. Once these sites are formally agreed, the IDP will be updated to reflect any specific infrastructure requirements where relevant.

Planning Obligations SPD

2.21 The current London Borough of Bromley Planning Obligations SPD (POSPD) was adopted on 29 June 2022⁹. The POSPD outlines the Council's approach to seeking contributions from new development, including the provision of infrastructure and service improvements. It highlights what items the council may seek, and in what circumstances, principally under Section 106 of the Town and Country Planning Act (S106).

⁹ LBB Planning Obligations SPD June 2022) - <https://www.bromley.gov.uk/planning-policy/planning-obligations-supplementary-planning-document>

- 2.22 The POSPD covers some items of infrastructure relevant to this IDP – however most of its content is in relation to smaller site-specific requirements and non-infrastructure items. Paragraph 4.6 of the POSPD highlights that:

Typically, the Council will only request S106 Planning Obligations for aspects related to the development site in question and its impacts on infrastructure in the immediate area, such as immediate highway improvements or public realm. However, a more generalised contribution may be sought to mitigate the lack of aspects that should be provided directly on site as part of development proposal – such as amenity space or where the development results in the loss of an existing community facility or the failure to re-provide a facility of an equal or enhanced standard.

- 2.23 With the move to a new Local Plan, the POSPD will need to be updated. However the Council does not envisage significant change to the POSPD other than by way of updating the policy framework. It is likely that the use of S106 for the provision of (or access to) infrastructure will remain low – and largely be limited to affordable housing, carbon offset and other site-specific environmental mitigation requirements. Should the Council identify any proposed use of S106 relative to infrastructure in this IDP, it will be highlighted in the relevant thematic sections.

Community Infrastructure Levy

- 2.24 The Council introduced a local Community Infrastructure Levy (CIL) on 15 June 2021 (although it had been collecting CIL on behalf of the Mayor of London since April 2012). CIL is a standard charge levied on most new development, and unlike Planning Obligations, its use is not restricted to predefined items. The Council is required to spend CIL on ‘infrastructure’ as defined under the Planning Act 2008 (see paragraph 2.2 above) however it is not required to formally identify a future list of spend priorities, other than those that fall under the reporting requirements of the annual “Infrastructure Funding Statements”.
- 2.25 CIL is charged in accordance with the Community Infrastructure Levy Regulations 2010¹⁰ (as amended) and offers the Council flexibility to use funding from new development in a more productive way, matching it with other sources. Given that CIL is only levied on new developments granted consent after 15 June 2021 – and only payable once those sites commence – funds have only recently been accruing. As such the Council has not yet set out a formal position on the future use of CIL – in the short to medium term it will be used alongside existing council resources to support the delivery of current funding priorities.

Infrastructure Funding Statements

- 2.26 The CIL Regulations introduced a requirement on “contribution receiving authorities” in 2019 (those Local Planning Authorities that are charging CIL or utilising S106) to produce annual Infrastructure Funding Statements (IFS). The Council has produced an IFS for each year from 2019/20 to 2023/24 – which are publicly available on the Council’s website¹¹.
- 2.27 As highlighted above, given the late adoption of CIL in the Borough, no CIL has been spent or formally allocated to any infrastructure proposal up to the date of the 2023/24 report. Presently, the Council still spends and allocates sums received via s106

¹⁰ <https://www.legislation.gov.uk/ukxi/2010/948/contents>

¹¹ LBB Infrastructure Funding Statements - <https://www.bromley.gov.uk/planning-policy/use-developer-contributions-bromley>

agreements (most of which were secured from development sites prior to 2021). With the main allocations more recently having been:

Figure 3: Recent expenditure of planning obligations

| Relevant IDP chapter | Expenditure type |
|--|--|
| Heritage and Public Realm | Public Realm Improvements at Bromley and Orpington Town Centre - £3.5m |
| Environmental Infrastructure | Carbon / Energy Reduction Measures - £1.1m |
| Education | Local School Provision - £5.3m |
| Health, Wellbeing and Emergency Services | Local Health facilities - £2.2m |
| Other | Affordable Housing - £3.5m |

2.28 It is anticipated that as CIL collection matures post 2025, the Council will be able to provide a greater indication of the future use of CIL receipts. This will be reported in the IFS and reflected in future revisions to this IDP.

3. HERITAGE AND PUBLIC REALM

HERITAGE

- 3.1 The NPPF encourages the conservation of heritage assets, and that *plans should set out a positive strategy for the conservation and enjoyment of the historic environment*. A heritage asset can be a landscape, place, building, monument or feature that has been identified as having special architectural or historic interest. Heritage assets in the borough range from nationally and locally listed building to ancient monuments and sites, and include Conservation Areas.

Existing Heritage Provision

- 3.2 At present, borough heritage provision includes:
- 9 Scheduled monuments
 - 28 Areas of Archaeological Significance
 - 421 Statutory listed buildings
 - 47 Conservation Areas
 - 5 Registered Historic Parks and Gardens
 - Crofton Roman Villa
- 3.3 Historic England maintain the Heritage at Risk (HAR)¹², which includes all listed buildings, places of worship, monuments, parks and gardens, conservation areas, plus other heritage categories which are assessed as being vulnerable through poor condition and or vacancy. The HAR Register lists 24 sites within the Borough that have been determined as being at risk.
- 3.4 Whilst heritage assets may be in varying states of repair, they should be both maintained and protected by their respective owners. The Council encourages the protection of heritage assets, therefore maintaining the contribution that they make to our culture and quality of life. When a heritage asset undergoes neglect or inappropriate alterations, the Council has a number of tools and powers available to help remedy the situation, including the planning and legal systems. This may involve ongoing and ad hoc actions by the Council towards the owner(s) of historic assets, for example in the assessment of planning applications, provision of advice to owners, maintenance of the public realm and enforcement action to cease or remedy inappropriate alterations.
- 3.5 Over the Local plan period 2026-41 there will be projects which the Council identifies that aim to proactively improve heritage assets.

Crystal Palace Park

- 3.6 Crystal Palace Park is a Grade II* historic registered park and garden designed by Sir Joseph Paxton. The 200-acre park was created between 1853 and 1855 with spectacular water features, a grand terrace to house the 1851 Crystal Palace relocated from Hyde Park (burnt down in 1936), a central axis and models of pre-historic monsters/dinosaurs that are Grade I listed. The site was designed to impress, educate, entertain and inspire and was an international attraction. The iconic dinosaurs were the Victorians' answer to Jurassic Park. Sculptor and fossil expert Benjamin Waterhouse Hawkins and founder of the Natural History Museum Richard Owen erected the model dinosaurs when the park first opened. They were the first artistic representations of dinosaurs of their size and have been enjoyed for over a century. In the 1960s sporting significance gave additional heritage interest and the National Recreation Centre is Grade II* listed.

¹² Historic England - Heritage at Risk Register (last viewed 07/02/2025) - <https://historicengland.org.uk/listing/heritage-at-risk/>

- 3.7 However, this is a large and complex park with the 19th and 20th century legacies competing with each other³⁵. Many of the built features associated with the original 'Crystal Palace' are now in a deteriorating condition. Crystal Palace Park was added to the London HAR in 2009, however, in 2018 the listing was changed to improving. The grade II listed terraces; the railings along Crystal Palace Parade and the pedestrian subway are also at risk.

Infrastructure Costs

- 3.8 The owner (whether private or public) of a Heritage asset is liable for costs associated with that HAR assets, these will relate to their condition and potential use.

Crystal Palace Park

- 3.9 Recent projects already undertaken at Crystal Palace Park were funded by the Council and the Mayor of London who committed a total of £2.4 million capital to initially improve the park, in line with the Sustainable Regeneration Plan drawn up by consultants, and with the Heritage Lottery Fund (HLF) also contributing.

Funding Sources

- 3.10 In March 2023 outline planning permission¹³ was awarded for redevelopment of the park, which will fund some of the proposed heritage works. The Regeneration Plan is a £40 million, comprehensive scheme that brings forward physical regeneration works, as well as a new form of governance for the park and a sustainable business model. The scheme will reinvigorate the park as a contemporary and historic showcase in tune with Sir Joseph Paxton's original vision. It will develop the park's local and regional identity, re-establish its national and international significance, and provide community benefits through significantly enhances facilities, and better connections with the local economy.
- 3.11 The plan is largely funded by the sale of two sites for development sites on the periphery of the park. Other funding has been secured from grant giving bodies including primary grant funding of £4.6m from the National Lottery Heritage Fund, as well as additional significant amounts from the National Lottery Community Fund and Historic England.

PUBLIC REALM

- 3.12 The public realm in the context of this IDP section consists of streets, squares, hard and soft landscaping between buildings. It is where public activity takes place; where people walk, drive, and cycle, meet and interact. The public realm plays a vital role in the connectivity and legibility of a place and an attractive, efficient and good quality public realm can help facilitate regeneration and growth in an area. The public realm is an important aspect of any development and ensures that the development is integrated into and enhances the existing character and use of the area.

Existing Provision

- 3.13 In line with the priorities of 'Making Bromley Even Better', the Council will actively seek to implement and/or promote public realm improvement strategies and programmes within these areas with the objective of encouraging inward investment, improving the vibrancy and vitality of town centres and local parades and uplifting the quality of the physical environments around development sites. Projects will be commissioned subject to the availability of funding which may be sourced from developer contributions,

¹³ <https://searchapplications.bromley.gov.uk/online-applications/applicationDetails.do?keyVal=Q582QXBT0RH00&activeTab=summary>

Transport for London implementation programmes, central government funding schemes for or internally funded by the Council.

3.14 Project work streams could include:

- Improved public spaces that support community use, local events and markets
- New and or replacement high quality contemporary paving
- Kerbside and carriageway improvements
- Upgraded pedestrian and street lighting
- New and improvement street furniture
- New and/or replacement public and street trees and planters
- Wayfinding improvements which include the implementation of 'Legible London' signs, heritage plaques, welcoming signage and murals
- The lighting of strategic building and points of interest in town centres
- Shop front improvement programmes

Current Projects

3.15 Projects that have been identified and are currently underway include public realm are:

Bromley High Street

3.16 The planned improvements for Bromley High Street were driven by the successful Bromley North Village Improvement Scheme and jointly funded by the Council, TfL and the Mayor of London. It was always envisioned that a further stage of the programme would involve improvements to the central High Street area and uplift in the public realm would support various forthcoming development opportunities planned for the town centre. This scheme is currently funded by the Council with contributions to be pooled from major developments coming forward in the town centre. The Council adopted the Bromley Town Centre SPD in October 2023¹⁴ which sets out the vision for public realm improvements

Beckenham Town Centre

3.17 In Beckenham Town Centre, it was identified that the High Street lacks coherence and legibility with tired and outdated public realm that also lacked connectivity between its main destinations and public spaces. The High Street was perceived to be undergoing economic pressure and decline linked to falling pedestrian footfall, particularly during the daytime which was accentuated by the substantial loss of office floor space. Based on this, the Council made a successful bid to TfL to undertake a Major Improvement Scheme that would attract inward investment into the day and night time economy and improve community safety, amenity, legibility and coherence of the public realm to increase footfall and cycling and the waiting experience of bus passengers.

Penge Town Centre

3.18 Penge Town Centre was also suffering from similar issues in terms of lacking coherence, legibility and connectivity between its major rail stations and public spaces. The two town squares suffered from poor quality public realm and the pavement on the High Street is dated and tired. The New Homes Bonus Top Slice Fund has provided the Council with the opportunity by means of funding to address this and a major programme of improvements is underway.

¹⁴ Bromley Town Centre SPD October 2023 - <https://www.bromley.gov.uk/planning-policy/supplementary-planning-guidance/4>

Orpington Town Centre

- 3.19 Walnuts Shopping area in Orpington Town Centre which has recently seen an uplift in vibrancy in terms of the opening of a 7-screen multiplex cinema and a 61-bed hotel. There are also plans to upgrade the Leisure Centre. The quality of the public realm which was dated and impractical needed to be upgraded to match the high-quality development and anticipated increased vibrancy of the area. The Council adopted the Orpington Town Centre SPD in July 2023¹⁵ which sets out the vision for public realm improvements

Future Demand

- 3.20 Economic growth is a priority for the Borough, and it is envisioned that future growth comprising of enhancements in the retail offer, employment workspaces and residential developments in the town centres would in turn increase pressures on the physical environment. Public realm improvements would be a necessary means to minimise, eliminate or mitigate against the negative impacts of these pressures and such mitigation may be required to cover aspects such as quality and durability of the public realm, access and connectivity, community safety and other matters integral to improving the quality of the environment for users and residents of these areas. As future work streams for growth are identified, it is anticipated that there may be future public realm improvement projects required to meet this need, subject to the availability of funding through the channels discussed above.

Infrastructure Costs

- 3.21 Over the Local Plan period 2026-41, funding will be required to maintain and/or update the public realm in Town Centres. This strategy is line with the Council priorities of supporting 'Vibrant and Thriving Town Centres' and providing a 'Quality Environment'.

Funding Sources

- 3.22 Most schemes have previously been funded either internally or through external sources, such as the New Homes Bonus, Outer London Fund, High Street Fund, and supplemented by developer contributions through the S106 process. To date, this has been an efficient method of funding delivery of these schemes particularly where there has been a certainty of a timely delivery of these projects.
- 3.23 It is also expected that provision be made to allow s106 obligations to continue to be a source of funding for public realm improvements provided within a development site or in the project being undertaken in the vicinity of the development to militate against the negative impacts of the development.

¹⁵ Orpington Town Centre SPD – July 2023 - <https://www.bromley.gov.uk/planning-policy/supplementary-planning-guidance/2>

4. ECONOMIC INFRASTRUCTURE

ECONOMIC INFRASTRUCTURE

- 4.1 The previous version of the Bromley IDP (2016) did not identify Economic Infrastructure as a distinct theme, instead focusing on more ‘traditional’ interpretation of Infrastructure. Since then, the concept of economic development programmes and interventions has gained more prominence as an important identifiable concept as ‘infrastructure’.
- 4.2 For the purpose of this IDP, Economic Infrastructure covers initiatives to enable the economic growth targets of the Local Plan. The majority of areas covered in this section do not involve the provision of ‘physical’ infrastructure, however they do cover measures that can be equally significant to delivering the Local Plan – for example by way of enhanced service provision or enabling investment.
- 4.3 As an emerging theme, this section sets out the overall economic infrastructure priorities required to deliver the vision and objectives of the Bromley Growth Plan (2024–2027) - which seeks to establish Bromley as a hub of sustainable prosperity, innovation, and inclusive growth – and support the evidence base for securing planning obligations and contributions to employment, skills, and commercial development. Future reviews of this chapter will establish a clearer baseline to determine current provision, future demand and costings, and bring this in line with other chapters.

Bromley Growth Plan

- 4.4 The London Borough of Bromley’s (LBB) economic development activities are set out in the recently adopted three-year Growth Plan (2024-27)¹⁶. The Growth Plan is the LBB’s strategic blueprint for catalysing sustainable economic growth and prosperity. Building on the successes of the borough’s 2021–2031 Economic Development Strategy¹⁷, this three-year operational plan outlines how the Council will enable growth, resilience, and opportunity for both businesses and residents.

- 4.5 The plan has the following overarching vision:

To establish Bromley as a unified and inclusive borough of sustainable prosperity—where businesses, communities, and residents collectively shape a dynamic, innovative, and resilient economy that delivers shared opportunities for growth.

- 4.6 This vision will be delivered through the seven workstreams with the following missions:

- Business Engagement – to transform the Council’s relationship with businesses, focusing on high-growth and large employers, to foster strong public-private partnerships and a proactive business retention strategy.
- Business Support – to deliver tailored support for entrepreneurs and SMEs through a single online gateway. Programmes will ensure Bromley businesses can easily access the right local, regional, and national support when they need it.
- Inward Investment – to establish a Bromley Inward Investment Service to promote the borough as a prime location for business growth. This includes targeted investor outreach, marketing, and the development of a commercial prospectus.
- Employment and Skills – to launch a borough-wide Employment and Skills Board to develop a long-term Skills Plan and manage delivery of key programmes such

¹⁶ Opportunity London - <https://opportunity.london/boroughs/bromley>

¹⁷ Bromley Economic Development Strategy - <https://opportunity.london/boroughs/bromley>

as Good Work Bromley and the DWP Connect to Work / Economic Inactivity Trailblazer supported employment initiative (2025–2030).

- Commercial Space – to expand and improve the quality of commercial property—via retrofit or new builds—at key employment sites including Bromley South, Biggin Hill, and Cray Valley SIL. The plan also explores the potential for a Creative Industries Enterprise Zone in the northwest of the borough.
- Infrastructure – to enhance the digital and transport infrastructure to support business and community needs. This includes full-fibre broadband rollout, 5G deployment, and strategic transport lobbying to secure investment in critical transit schemes.
- Town Centres (BIDs) – to partner with Business Improvement Districts (BIDs) and other networks to revitalise Bromley’s town centres. Focus areas include town centre renewal and a new Bromley Night Strategy.

4.7 Each workstream is underpinned by detailed project plans, resourcing frameworks, and logic models that align inputs to measurable outputs and impacts. The Growth Plan is dynamic and will be reviewed annually to remain responsive to economic shifts and stakeholder needs. This coordinated approach ensures that Bromley continues to be a place where businesses thrive, residents access meaningful opportunities, and communities flourish.

Economic Infrastructure Themes

4.8 The table below summarises the key economic infrastructure themes and planned interventions linked to the Bromley Growth Plan (2024-27). It also summarises the potential planning obligations and contribution rationale. The ability to progress these initiatives will be dependent on funding availability, particularly through partner organisations.

Figure 4: Economic Infrastructure Themes

| A. Business Support (Growth Plan Workstream 2) and Inward Investment (Growth Plan Workstream 3) | | |
|--|---|--|
| Item | Planned intervention | Contribution rationale |
| Opportunity Bromley | Rollout of new inward investment service (Opportunity Bromley) including Advisory Board establishment, events programme, Landlord / Developer Forum, Investor tours, soft landing packages etc. | Service will promote the borough and drive investment into key strategic locations |
| Business hub | Establish online business support portal to enable businesses to access local, regional and national business support | Improved access to comprehensive business support offer |
| Bromley incubator – accelerator programme | Test feasibility for a Bromley incubator – accelerator programme – targeted at the 200+ high growth businesses located in the borough to be delivered within existing small business space | Targeted business support programme aimed at potential scale-up businesses |

| B. Employment and Skills (Growth Plan Workstream 4) | | |
|--|--|---|
| Item | Planned intervention | Contribution rationale |
| Bromley Works – employability service | Establish ‘Bromley Works’ an employability service for the borough supporting economically inactive residents back into work via DWP funded programmes (E.g. Connect to Work and Trailblazers) and the UKSPF People and Skills investment priority | Justifies S106/CIL for skills and employability and Bromley workforce development |
| Employment and Skills Board | Convene borough-wide majority employer E&S Board (with private sector chair) to provide strategic direction for Bromley’s employment and skills delivery activity | Borough-wide coordination of employment and skills provision |

| | | |
|---------------------|--|--|
| Bromley skills plan | Future skills demand research to inform the development of a long-term Bromley Skills Plan | Aligns training provision with growth sector needs |
|---------------------|--|--|

C. Commercial Space (Growth Plan Workstream 5)

| Item | Planned intervention | Contribution rationale |
|--|--|---|
| Elmfield Road (Bromley South) | Convened Steering Group of building owners and other stakeholders, refreshed vision for the area, public realm enhancements and rebranding exercise linked to the Opportunity Bromley investment service | Support for key employment site expansion / intensification |
| Cray Valley SIL | Establish Steering Group, rebranding exercise linked to the Opportunity Bromley investment service. | Supports industrial corridor growth and job creation |
| Biggin Hill | Test feasibility for an Innovation District around London Biggin Hill Airport to take advantage of aviation and aerospace excellence (e.g. Bombardier) | Supports high value innovation economy |
| Penge / Beckenham Creative Industries District | Feasibility study to test viability of establishing a Creative Industries District. Action findings from the study including funding bids and activity plan development | Enhances boroughs creative / digital capacity through an emerging cluster |

5. ENVIRONMENTAL INFRASTRUCTURE

ENERGY AND LOW CARBON

- 5.1 Minimising energy consumption and supplying power from sustainable sources is a key aim within the London Plan, as established by the energy hierarchy. The Mayor of London sets out a series of actions it wishes to see delivered in 'Our vision for energy in London'¹⁸, It is intended that this will help mitigate the impacts of climate change.
- 5.2 The changes required to achieve sustainable development will have implications upon existing infrastructure and require new developments to utilise energy networks and in some cases, provide new energy sources. Applicants for planning permission are required to set out how any proposals will apply the following energy hierarchy:
- be lean: use less energy and manage demand during operation_
 - be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
 - be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site_
 - be seen: monitor, verify and report on energy performance.
- 5.3 There is also a requirement for all referable planning applications to calculate and reduce whole life-cycle carbon emissions.

Existing Infrastructure Provision

- 5.4 Reducing energy consumption can be achieved with efficient building design and operation and therefore has infrastructure implications. This will be delivered through the Local Plan policies, Mayor of London 'London Plan' and national building regulations. Existing buildings in the borough will already have a range of efficiencies built in, depending on the policies and regulations they were subject to at the time of planning and construction. Where possible either through policy, carbon offset funding support and encouragement, the aim is to ensure existing buildings to be as energy efficient and low carbon as possible.

Current Shortfall

- 5.5 The majority of existing buildings in the borough are likely to fall short of current standards for energy efficiency. This is especially the case for a large proportion of public buildings which are likely to be older stock. This is largely to do with recent policy placing emphasis upon the issue of climate change mitigation which has had significant impact upon the design and management of buildings. Going forward, policies to decarbonise the existing building stock will be progressed. Investment of over £29m has been allocated to refurbish the leisure centres at the Walnuts and West Wickham; this includes £6.1m of grant funding secured from the Public Sector Decarbonisation Scheme (administered by Salix on behalf of DESNZ), primarily to provide zero-carbon boiler systems with air source heat pumps at both centres.
- 5.6 The council, in 2025, has joined the London Borough-wide Consortium bid for 'Warm Homes' Local Grant funding¹⁹, headed by Greater London Authority. The grant aims to

¹⁸ Our vision for energy in London - <https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/net-zero-energy#:~:text=Our%20vision%20for%20energy%20in%20London&text=The%20Mayor's%20vision%20for%20energy,clean%20transport%20and%20clean%20energy.>

¹⁹ Warm Homes Local Grant 2025-2028 - <https://www.london.gov.uk/md3366-warm-homes-local-grant-2025-2028>

improve the energy efficiency of private homes. For households to be eligible, they must meet one of the three eligibility pathways outlined by OFGEM; an Energy Performance Certificate (EPC) rating of D or below, low incomes and be privately rented or owned. The current estimate for homes in the London Borough of Bromley eligible is 381. There are two categories of measures that can be implemented, such as energy insulation, and low carbon heat i.e. air source heat pumps

- 5.7 Energy efficiency grant funding and renewable energy schemes will continue to be implemented in line with the Mayor of London and national grant schemes.
- 5.8 A comprehensive Decentralised Energy (DE) network does not currently exist within the borough. The Arup (2012) Heat Mapping Study (which was updated through a new heat map produced in 2019 by the Centre for Sustainable Energy for the GLA)²⁰ of the London Borough of Bromley shows that the building proximity and heat demands potential opportunities for district heat networks, outside of Bromley Town Centre are limited.
- 5.9 The Arup study goes on to state that this does not mean that there are no opportunities in the borough to achieve the wider aims of decentralised energy schemes, namely, decarbonisation of the energy supply, resulting in reduced fuel poverty and increased security of supply. Developers will be required to consider connection and delivery of decentralised energy systems as a first priority moving to renewable energy and decarbonisation of heat.
- 5.10 Energy Storage Systems are essential infrastructure for the energy grid to transition to renewable energy. There are no sites currently within the borough. An assessment of suitable sites within the borough is needed if this is to progress further. Ideally, schemes should be located on previously developed land and/or in existing industrial areas, wherever possible, close to existing users who can make use of the heat and/or power generated. A separate policy document will be developed accordingly.

Future Demand

- 5.11 Standards for new buildings in the borough follow a stepped approach towards zero-carbon development, whereby targets for carbon emissions gradually increase up until 2031 in accordance with the London Plan. Carbon reductions should be met on site where feasible; any shortfalls should be met off site where exceptional circumstances exist. Developers in addition to meeting the policy requirements are encouraged to consider future proofing their developments to support the aim of London being net zero by 2030.
- 5.12 A sub-regional Local Area Energy Plan (LAEP) in partnership with the outer eastern London boroughs is being developed in 2024/25. A sub regional LAEP will aid in identifying need for future energy infrastructure and forecasting of electricity demand.
- 5.13 The heat mapping exercise has identified opportunities for a heat network within Bromley Town Centre. This opportunity cluster contains a few potential large heat loads, such as Bromley Civic Centre amongst other large sites. This cluster could also be considered as a wide catchment area within which smaller potential heat network(s) may exist, and if built over time may connect together to make a bigger network. Potential new developments also exist in the area that have been identified in the Bromley Town Centre Area Action Plan.
- 5.14 At this stage, taking forward the Bromley Town Centre cluster would require additional feasibility investigation work to establish an understanding of other potential loads in the cluster area.

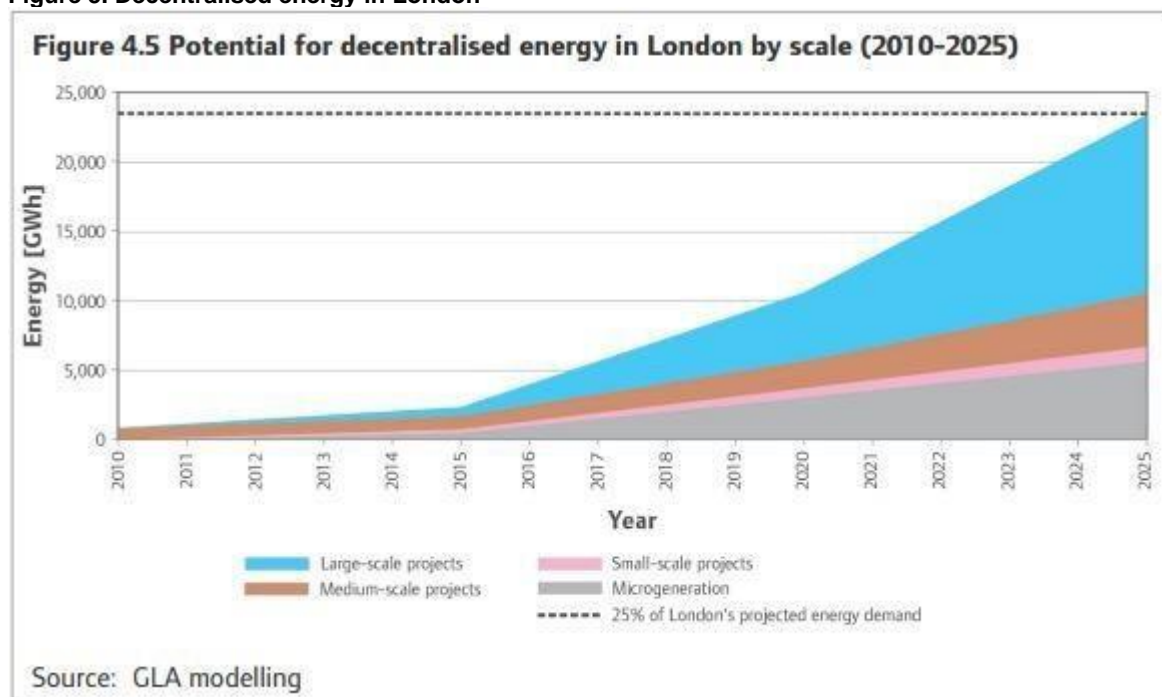
²⁰ London Heat Map – London Datastore - <https://data.london.gov.uk/dataset/london-heat-map>

5.15 The borough can largely be characterised as:

- A suburban region with energy loads relatively sparsely spread
- Few large publicly owned energy loads (government offices, hospitals, prisons)
- Few large energy sources (e.g. waste treatment plants, industrial processes, power plants)

5.16 The appropriate options for decentralised energy would therefore be focused on taking a more building level technical approach rather than a district level technical approach.
Figure 12.1 Potential for decentralised energy in London by scale (2010-2025)

Figure 5. Decentralised energy in London



Source: (GLA Modelling) Mayor of London. Delivering London's Energy Future, October 2011

Infrastructure Costs

5.17 Improvements to the energy and low carbon infrastructure within the borough will predominantly be provided through new development with costs being absorbed as part of wider development financing.

5.18 Capital costs of London-wide piping to multiple heat generators would exceed £100 million as costed by the Mayor of London's Delivering London's Energy Future 2011²¹. Local costs have not been identified for developing a section of this network within the London Borough of Bromley.

Funding Sources

5.19 Section 106 agreements, including potential use of local carbon offsetting funds, will be key for delivering such infrastructure on development sites. CHP and other energy and low carbon infrastructure units can be delivered in this way, providing the proposed system meets the requirements for meeting the net zero target, as well as the connection to energy centres. It is important that developments that intend to connect to a wider heat network are designed to accommodate the necessary infrastructure to facilitate

²¹ Delivering London's Energy Future October 2011-
https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Energy-future-oct11.pdf

this, even if the completion of the development precedes the completion of the heat network.

WASTE AND RECYCLING

5.20 The collection of domestic waste and recyclable materials is a statutory duty for local authorities under the Environmental Protection Act 1990. The Waste and Recycling Regulations 2015 and the London Environment Strategy set out the types of recyclable materials that the London Borough of Bromley is required at a minimum to provide a separate recycling collection from its households. The London Borough of Bromley provides the following waste and recycling collection schemes:

- Every other week non-recyclable refuse contained in black sacks.
- Every other week black box for paper and card.
- Every other week green box for plastics, glass and cans.
- Weekly outdoor caddy for food waste, and
- Subscription-based green garden waste collection.

5.21 The council also collects commercial waste from businesses within the borough.

5.22 Facilities for waste disposal are planned sub-regionally, through the emerging South London Boroughs Joint Waste Apportionment Technical Paper. The technical paper is directed by waste management policies detailed in the London Plan, protecting existing sites and allocating new sites to meet the waste needs of the borough.

Existing Infrastructure Provision

5.23 Waste collection and disposal services are operated by a contractor, Veolia ES UK Limited, following the award of the Waste Collection and Waste Disposal contracts in November 2018. The eight year contracts commenced on 1 April 2019 with an option to extend for a further eight years.

5.24 In November 2024, Executive agreed the extension of the contract for a further eight years to March 2035.

5.25 There are two council owned recycling and waste transfer centres in the London Borough of Bromley, located at Churchfields Road in the west of the Borough, and Waldo Road which is to the north but central area, near the main town centre. Waldo Road is the largest with an average annual throughput of 123,500 tonnes²². Churchfields Road has an average annual throughput of 17,000 tonnes.

5.26 Waldo Road and Churchfields Road are council run refuse and recycling facilities, incorporating a Household Reuse and Recycling Centre (RRC), a Waste Transfer Station, and a depot area providing a base for the operation of local authority waste collection and disposal activities. Waldo Road also features vehicle repair facilities²³.

5.27 There is also Swanley recycling centre on Cookham Road, an open composting facility that is currently run by Biogen. Located in the Green Belt, it received planning permission in 2012 for an anaerobic digester plant which was supported by the council with a view to it being used for managing household waste⁴⁹.

5.28 Waste (Local Authority Collected) destinations as of 2024/25 were as follows; Recycling 22%; Composting 22%; Waste to energy 56%; Landfill 0%. Local authority collected

²² Average annual throughput based on three years 2016/17 to 2018/19

²³ Development Control Committee Report – July 2016

waste is all waste within the remit of local authorities. It includes household waste plus other non-household waste collected such as commercial waste._

- 5.29 138,633 tonnes of local authority collected waste was collected in 2024/25 and the household recycling rate was 50.9% (for 2023/24). The table below breaks down the collected waste from 2024/25 into the different material streams.

Figure 6: 2024/25 Waste tonnages

| Material | Tonnes |
|---------------------------------|----------------|
| Refuse - RDF production | 17,795 |
| Refuse - Landfill | 0 |
| Refuse - Energy from Waste | 59,168 |
| Asbestos | 17 |
| Plasterboard | 94 |
| Glass from bottle banks | 394 |
| Kerbside plastics, cans & glass | 11,107 |
| Hard Plastics | 24 |
| Kerbside Paper and card | 11,356 |
| Oil | 19 |
| Cooking oil | 4 |
| Iron | 795 |
| Bric a Brac | 626 |
| Garden waste | 19,223 |
| WEEE | 450 |
| Batteries | 24 |
| Gas Bottles | 9 |
| Tyres | 11 |
| Fridges | 200 |
| Inert | 1242 |
| Textiles | 270 |
| Wood | 3339 |
| Cardboard | 189 |
| Detritus | 1968 |
| Ink cartridges | 2 |
| Food Waste | 9705 |
| Mattresses | 563 |
| Books | 72 |
| Paint | 36 |
| Total Waste | 138,633 |

Current Shortfall

- 5.30 The Borough's recycling and waste transfer centres are not at capacity, and both have a licensed annual throughput that exceeds the actual recycling and waste tonnage averaged over the last three years.
- 5.31 The performance of the waste collection and disposal contracts is measured via contract monitoring and through targets set in the council's Portfolio Plans. Figure 7 below shows

the 2024/25 targets and the actual figures for that year through a number of Key Performance Indicators (KPIs).

Figure 7. Waste and Recycling key performance indicators

| Description (KPIs) | 2024/25 Target | 2024/25 Actual |
|--|-----------------------|-----------------------|
| Household waste recycled/composted (%) | >51 | 50 |
| Local Authority Collected Waste Recycling Rate (%) | 44 | 43 |
| Local Authority Collected Waste sent to landfill (%) | <1 | 0 |
| Residual waste per household (kg/household) | <425 | 409 |
| Number of garden waste customers | 46,000 | 47,200 |
| Total Local Authority Collected Waste (tonnes) | <145,000 | 138,600 |
| Total number of missed household recycling and waste collections (per 100,000) | <120 | 122 |

Future Demand

- 5.32 Reducing the amount of waste generated is not only better for the environment but also minimises disposal costs. Therefore, we will continue to work with residents and local businesses to waste less and recycle more, providing a high-quality waste service that is financially and environmentally sustainable. The Council reached its target of sending virtually zero waste to landfill in 2022/23.
- 5.33 Bromley's recycling performance remains high compared with other London boroughs and aims to increase this proportion of waste recycled.
- 5.34 The Mayor of London published the London Environment Strategy (LES) in May 2018. Within this strategy is the Mayor's waste management policy, which as a waste collection and disposal authority, Bromley is required to be in general conformance with under Section 355 of the Greater London Authority Act 1999.
- 5.35 The LES is a London-wide strategy and includes a requirement for all London Boroughs to produce a Reduction and Recycling Plan (RRP), which demonstrates they will deliver the Mayor's waste management objectives. The RRP's are used to drive and promote local activity that will also play an important role helping to achieve the Mayor's London-wide targets to cut food waste by 50 per person and achieve 65 per cent municipal waste recycling by 2030. The most up to date RRP's can be found at <https://data.london.gov.uk/dataset/waste-plans>
- 5.36 The Council will continue to promote its range of services to increase participation and encourage and support residents and businesses to minimise waste. The commercial waste collection service will be expanded to include separate collections for dry recycling and food waste.
- 5.37 Legislation and policy may also require the Council to review its collection and disposal options to ensure regulatory compliance. The 2018 Resources and Waste Strategy set out the Government's ambitions for higher recycling rates, increased resource efficiency and a more circular economy. Simpler Recycling, Extended Producer Responsibility, and a Deposit Return Scheme are all set to be delivered from 2025 to help delivery this strategy.
- 5.38 Options for site reconfiguration at Waldo Road and Churchfields Road HWRCs will continue to be explored to facilitate better separation and quality control of recyclable and reusable materials. The allocation of Waldo Road, Churchfields and Cookham Road as strategic waste management sites will safeguard them for waste uses only.

Infrastructure Costs and Funding Sources

- 5.39 Following a review of Council Depots in 2017, a programme of works was identified for improvements including making the waste transfer structures, drainage and hard standing at Waldo Road and Churchfields Waste Depots fit for purpose. This Depot Infrastructure Works project will be funded through identified council capital funds. Works at Central Depot are proposed to take place through 2025 following the report to the Executive committee in September 2024²⁴. Further funding will be sought to complete a similar refurbishment scheme at Churchfields depot to follow.

FLOOD RISK

- 5.40 Flooding can be caused by a range of sources including heavy rainfall, rivers overflowing, or riverbanks being breached, dams overflowing or being breached, or groundwater emergence²⁵. There are areas of land in Bromley surrounding the main watercourses in the north of the Borough that sit within flood zones 2 and 3 of the River Ravensbourne and the River Cray. These areas are at particular risk of flooding and have been the subject of floods in the Ravensbourne catchment since 2001.
- 5.41 Surface water flooding will occur as storm water flows over ground towards the Main River Network. Normal ground water flooding affects a tiny proportion of residences, other than those with un-tanked basements or cellars. There is group known as Groundwater 'Solution Cell' which consists of the neighbouring boroughs, which was initiated in 2014 following the major Groundwater emergence in Croydon and Bromley to monitor, investigate and develop medium to long-term measures for managing groundwater flooding. The Environment Agency regularly monitors Groundwater levels and issues alerts to members of this group.
- 5.42 The Flooding and Water Management Act (FWMA) 2010 requires the London Borough of Bromley, as the Lead Local Flood Authority (LLFA), to develop, maintain, apply and monitor a strategy for local flood risk management in its area.
- 5.43 As the LLFA, the Borough has a duty to identify the causes of surface water flooding, including groundwater, and determine those organisations or authorities that have a role in mitigating the flood risk. Bromley is of the South East London Flood Risk Partnership (SEFRP), working in partnership with the boroughs of Bexley, Lewisham, and Greenwich.

Existing Infrastructure Provision

- 5.44 The Borough of Bromley is outside of the tidal limit of the River Thames and therefore is not affected by coastal flood risk. However, there is a risk of river flooding. In an effort to address the flood risk from rivers, the Environment Agency, its predecessors and partners have implemented alleviation measures to reduce the risk to the community. This included significant works undertaken on the River Ravensbourne in the mid to late 1960s to improve the channel's ability to convey floodwater quickly to the River Thames. Rivers in the borough have been extensively culverted which can create significant complications when preparing future proposals to manage the flood risk. This is especially in regard to maintenance and risk of blockage during flood incidents.

²⁴ LBB Executive Report – 'Depot Infrastructure Works Award Report – September 2025 - <https://cds.bromley.gov.uk/documents/s50117493/Depot%20Infrastructure%20Work%20Part%201.pdf><https://cds.bromley.gov.uk/documents/s50117493/Depot%20Infrastructure%20Work%20Part%201.pdf>

²⁵ London Borough of Bromley – Local Flood Risk Management Strategy, August 2015

- 5.45 Environment Agency data indicates that as a consequence of existing mitigation works, 85% of the properties at risk of fluvial flooding in the borough are in areas where the likelihood of flooding is low. However, 1252 properties, less than 1%, remain at a moderate to significant risk of fluvial flooding within the borough. These are largely grouped along the length of the River Ravensbourne and its tributaries.
- 5.46 The Ravensbourne catchment partnership is hosted by Thames21. The steering group is made up of Thames21, the Environment Agency, London boroughs of Lewisham, Bromley and Greenwich, the London Wildlife Trust and the Quarry Waterways Action Group. The priority river basin management issues to tackle in this catchment are the physical modifications made to the river, diffuse pollution from urban areas and point-source pollution of sewage.

Current Shortfall

- 5.47 The shortfalls currently identified in the flood mitigation infrastructure in Bromley are being addressed over time by planning restrictions that reduce run off from redeveloped sites, by creating the Local Flood Risk Management Strategy action plan and through active cooperation with agencies such as the Environment Agency and partners.

Future Demand

- 5.48 The probability of flooding will increase in the future as a result of factors such as:
- Urban Creep (infill development and loss of green space)
 - Ageing infrastructure (increased pressure on drainage systems and other infrastructure designed for different levels and patterns of use and in deteriorating condition)
 - Population Growth (denser populations means the impact of a flood for a given area will impact upon more people)
 - Climate Change (increased storms)
- 5.49 Development management policies aim to prevent vulnerable development, such as housing, from being located in areas of the borough where there is a heightened risk of flooding. All development proposals should seek to incorporate Sustainable Urban Drainage Systems (SUDS) or demonstrate alternative sustainable approaches to the management of surface water as far as possible. In flood risk areas, the sequential test and exception test, as set out in the NPPF and associated technical guidance, should be applied. Flood Risk Assessments should be submitted in support of all planning applications in these areas as for major development proposals across the borough to ensure that all development is appropriate.
- 5.50 The Surface Water Management Plan (SWMP) 2011 for Bromley²⁶ identifies critical drainage areas and local flood risk zones in the borough. The SWMP has an action plan which is designed to be reviewed and updated annually, with potential impacts for infrastructure needs in the future. Many mitigation measures identified in the SWMP aim to protect existing infrastructure from flooding. These measures should be delivered by the relevant infrastructure provider, in line with an agreed timeframe with the Council.
- 5.51 Bromley will continue to contribute to key mitigation projects within the flood risk management partnership (SELFRG) area such as the Thames Estuary 2100 Plan, the Ravensbourne Corridors Improvement Plan and the Cray Valley's set of long-term projects.

²⁶ LBB Surface Water Management Plan 2011 - <https://www.bromley.gov.uk/downloads/file/1888/map-7-bromley-t1>

- 5.52 The Council will also seek to take a proactive approach that realises the wider amenity and ecological benefits that may arise from flood risk improvements works – such as the improvements to open spaces that may occur as a result of restoration of river corridors (see chapter 6).

Infrastructure Costs

- 5.53 A Flood Risk Management Plan (FRMP52), published August 2015²⁷, was conducted by JBA Consulting on behalf of the London Borough of Bromley. Annex 3 of the Flood Risk Management Strategy includes indicative costs of potential schemes. The Environment Agency has four projects in the borough dealing with Fluvial Flood Risk Management in their current 6 year plan:

Figure 8: Environment Agency flood risk projects

| Location | Project | RFCC | Value (£000's) | GiA (£000's) | External funding Req'd (£000's) | Number of Properties at risk |
|---|-------------------------------|--------|----------------|--------------|---------------------------------|------------------------------|
| Kyd Brook – project being amended to improve flood risk for area impacted by recent floods. | Fluvial Flood Risk Management | Thames | 1,380 | 814 | TBC - 100 bid | 195 |
| Ravensbourne (East Branch) (Options being finalised) | Fluvial Flood Risk Management | Thames | 634 | 120 | 63 | 11 |
| St James Stream, Upper Elmers End – progress uncertain | Fluvial Flood Risk Management | Thames | 1,236 | 767 | TBC | 110 |
| Beck (East Branch) progress uncertain | Fluvial Flood Risk Management | Thames | 497 | 80 | 50 | 108 |

Funding Sources

- 5.54 The Environment Agency operates a Flood Defence Grant in Aid (FDGiA) programme for capital works which runs on a six-year programme with an opportunity to refresh on an annual basis (see current list of local projects above). This can be applicable to all flood mitigation schemes, subject to being put forward for project appraisal funding at the annual programme refresh.
- 5.55 As LLFA, Bromley Council will, where possible, prepare schemes and measures that provide multiple benefits and target government funding for the most vulnerable communities. An area-based grant is available to each LLFA from central government, depending on the level of flood risk.
- 5.56 Bromley works with the SELFRG partnership and with other organisations to support their applications for funding where there will be a tangible benefit to Bromley or its residents.

²⁷ LBB Local Flood Risk Management Strategy - <https://www.bromley.gov.uk/FloodRiskManagement>

AIR QUALITY AND POLLUTION CONTROL

- 5.57 Air quality is an environmental and public health concern in London. The borough is affected by emissions from road traffic, construction activity, energy use in buildings, and industrial sources. The borough has declared an Air Quality Management Area (AQMA) and is committed to delivering its statutory responsibilities under the Local Air Quality Management (LAQM) framework. Addressing air quality aligns with wider strategic objectives, including public health improvement, sustainable transport, and climate change mitigation.
- 5.58 The Council's air quality action plan²⁸ sets out Bromley's vision to both maintain and improve the overall air quality in the borough, through a holistic and collaborative approach with partners and stakeholders.

Role of Infrastructure in Supporting Air Quality Objectives

- 5.59 Infrastructure plays a vital role in reducing emissions and supporting improved air quality. The delivery of appropriate physical and digital infrastructure is key to enabling modal shift and ensuring energy-efficient development. Key infrastructure components include:
- Sustainable Transport Networks: Investment in public realm, public transport enhancements, and electric vehicle (EV) charging infrastructure to support modal shift and reduce transport emissions.
 - Green Infrastructure: Integration of green corridors, tree planting, and green roofs to improve air filtration and reduce urban heat island effects.
 - Construction Management: Implementation of low-emission construction practices through Construction Logistics Plans (CLPs) and adherence to the Non-Road Mobile Machinery (NRMM) Low Emission Zone standards.
 - Building and Energy Efficiency: Delivery of energy-efficient buildings and heating systems (e.g. air-source heat pumps, district heat networks) to reduce emissions from domestic and commercial sources.

Strategic Priorities and Planned Interventions

- 5.60 The council will work in partnership with Transport for London (TfL), utility providers, developers, and other stakeholders to deliver infrastructure that supports cleaner air. Planned interventions and actions are set out in the Borough's Air Quality Action Plan²⁹ and include:
- Expansion of EV charging networks in residential and commercial areas
 - Development of air quality monitoring networks and real-time public information systems.
 - Strategic tree planting and enhancement of green spaces in areas of poor air quality.
 - Investigating heightened requirements for development proposals in relation to air quality measures.

²⁸ <https://www.bromley.gov.uk/downloads/file/1193/air-quality-action-plan-aqap-2020-25>

²⁹ Bromley Air Quality Action Plan - <https://www.bromley.gov.uk/downloads/download/314/air-quality-action-plan>

Delivery and Funding

5.61 The delivery of infrastructure to support improved air quality in the London Borough of Bromley will be funded through a combination of council investment, government grants, partnerships, and developer contributions. The borough is committed to ensuring that infrastructure investment supports the objectives of the Bromley Local Plan, the Air Quality Action Plan, and the Local Implementation Plan (LIP), aligned with Mayoral Strategies. Key funding mechanisms include:

- Community Infrastructure Levy (CIL): Bromley's CIL may contribute to borough-wide infrastructure projects that deliver air quality benefits,
- Section 106 (S106) Planning Obligations: S106 agreements will continue to be used to secure site-specific and off-site air quality mitigation measures, particularly where developments are located within or near areas of existing poor air quality or AQMAs. Contributions may be required to:
 - Deliver or fund on-site air quality improvements, such as green buffers and low-emission heating systems.
 - Support off-site mitigation, including upgrades to local cycle infrastructure, public transport links, and air quality monitoring.
 - Implement Construction Environmental Management Plans (CEMPs) that address dust, emissions from construction activity, and NRMM standards.

6. OPEN SPACES, SPORTS AND LEISURE

- 6.1 The greater proportion of the Borough comprises of over 50% open space of some description, varying from very small formal and informal urban open spaces and parks of great importance and highly valued to local communities (especially to those living in the more densely developed areas of the borough), to natural countryside and farmland. Planning policies act to protect open space.
- 6.2 Outdoor sport includes dedicated land and facilities (e.g. tennis courts, golf courses) which can be either publicly and privately operated, or sports facilities that exist within an area of public open space – such as play equipment or outdoor gyms.

OPEN SPACE

Existing Infrastructure Provision

Figure 9: Open space designations

| Designation | Area Ha |
|---|----------------|
| Green Belt | 7,660.2 |
| Green Chain (South East London Green Chain), also designated as MOL | 428.3 |
| Kent Downs Area of Outstanding Natural Beauty | 290.3 |
| Local Green Space | 120.1 |
| Local Nature Reserves | 410.6 |
| Metropolitan Open Land | 667.9 |
| Urban Open Space | 631.6 |

- 6.3 The Borough has just over 9,000 hectares of Green Belt or Metropolitan Open Land (MOL), 120 miles of public rights of way, and over 2,900 acres of council- owned parks and open space. It is estimated that there is about 4 hectares of publicly accessible open space per 1000 of the population³⁰.
- 6.4 Local Nature Reserves (LNRs) are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it and are therefore equally important for both conservation and recreation. There are five designated Local Nature Reserves (LNR) in LB Bromley: -
- Jubilee Country Park (near Petts Wood)
 - Scadbury Park, Chislehurst
 - High Elms Country Park (south of Farnborough)
 - Darrick & Newstead Woods
 - Hayes Common, Keston Common, Ravensbourne Open Space & Padmall Wood (Combined)
- 6.5 Management plans have been prepared for each of these sites. These provide a framework for the work carried out by the rangers, conservation volunteers and Friends Groups and ensures that different habitats, their characteristic species – including those like Stag Beetles, Slow Worms, Butterflies, Great Crested Newts and Skylark for which there are action plans in the Bromley Biodiversity Plan³¹ or London Biodiversity

³⁰ Authority Monitoring Report 1 April 2019 – 31 March 2020

(para 2.2) - <https://www.bromley.gov.uk/downloads/file/3384/authority-monitoring-report-1-april-2019-31-march-2020>

³¹ Bromley Biodiversity Plan 2021 - <https://www.bromley.gov.uk/downloads/download/167/bromley-biodiversity-plan>

Partnership Plan³²— are taken into account, whilst ensuring that each reserve provides an accessible green space for local people. The Environment Act 2021 amends Section 40 of The Natural Environment and Rural Communities Act (2006) to include the requirement to restore and enhance species populations and habitats alongside conservation. There is a target to reverse the decline in species abundance by the end of 2030

- 6.6 The South East London Green Chain walk comprises a 40 mile network of footpaths through a number of open spaces in a variety of ownerships, and largely in recreational use, these are accessible to the public and extend in a virtually continuous arc from the Thames, through the London Boroughs of Bexley, Greenwich, Lewisham, Southwark and Bromley. The London Plan Policy G1 states that “London’s network of green and open spaces, and green features in the built environment, should be protected and enhanced”.
- 6.7 London Borough of Bromley coordinates the management and maintenance of parks across the borough through commissioned contractors, in conjunction with ‘friends’ groups based at specific sites across the Borough³³.
- 6.8 There are 60 Local Parks in LB Bromley totalling 524 hectares, and an additional 25 Natural and Semi Natural (NSN) open spaces (459 hectares) which function as parks.
- 6.9 The London Plan Policy 7.18 Protecting Open Space and Addressing Deficiency, categorises public open space as shown in the following table, London Borough of Bromley data has been added on right hand side column: -

Figure 10: Public open space categorisation

| Open Space categorisation | Size Guide-line | Distances from homes | Number in LB Bromley |
|---|------------------|----------------------------------|----------------------|
| Metropolitan Parks Large areas of open space that provide a similar range of benefits to Regional Parks and offer a combination of facilities at a sub-regional level, are readily accessible by public transport and are managed to meet best practice quality standards. | 60 hectares | 3.2 kilometres | 7 |
| District Parks Large areas of open space that provide a landscape setting with a variety of natural features providing a wide range of activities, including outdoor sports facilities and playing fields, children’s play for different age groups and informal recreation pursuits. | 20 hectares | 1.2 kilometres | 15 |
| Local Parks and Open Spaces Providing for court games, children’s play, sitting out areas and nature conservation areas. | 2 hectares | 400 metres - 10 minute walk time | 60 |
| Small Open Spaces Gardens, sitting out areas, children’s play spaces or other areas of a specialist nature, including nature conservation areas. | Under 2 hectares | Less than 400 metres | 41 |
| Pocket Parks Small areas of open space that provide natural surfaces and shaded areas for informal play and passive recreation that sometimes have seating and play equipment. | Under 0.4 | Less than 400 metres | 15 |
| Linear Open Spaces | | | |

³² London’s Biodiversity Action Plan - <http://www.gigl.org.uk/londons-biodiversity-action-plan/>

³³ <https://bromleyparks.co.uk/>

| | | | |
|--|----------|-------------------|---|
| Open spaces and towpaths alongside the Thames, canals and other waterways; paths, disused railways; nature conservation areas; and other routes that provide opportunities for informal recreation. Often characterised by features or attractive areas which are not fully accessible to the public but contribute to the enjoyment of the space. | Variable | Wherever feasible | - |
|--|----------|-------------------|---|

Source GLA 2016

SPORTS AND LEISURE

- 6.10 The Council may provide at its discretion recreational facilities which can include both indoor and outdoor facilities, along with facilities for boating, premises for the use of clubs and sports, along with sporting coaches and instructors.
- 6.11 Whilst there is no specific statutory duty on the Council to provide sports and leisure facilities, it recognises that its indoor built sports facilities portfolio offers opportunities for the community to access sport and leisure opportunities which can provide a crucial role in neighbourhood renewal and make a valuable contribution to greater social inclusion particularly amongst poorer communities. Engaging with providers and agencies to ensure the provision, enhancement and retention of a wide range of facilities for sports is crucial means of improving quality of life.
- 6.12 Indoor sport and leisure opportunities within the borough includes facilities (e.g. leisure centres or tennis clubs) which can be either publicly and privately operated, and those that exist within schools such as sports halls, some of which have availability for public use, and some which are private.
- 6.13 Knight, Kavanagh & Page data 2024 in Figures 11 - 17 show the breakdown of grass and synthetic pitches available for community use within the borough split into the following areas. Sports and Leisure data is still being compiled, and future versions of the IDP will provide a better breakdown of outdoor sports provision.
- 6.14 The Council plays an important role in facilitating local provision through accessing grants, acting as a coordinator across providers, through its planning policies and through provision of community facilities. Therefore the Council is looking to adopt its first ever Sports and Physical Activity Strategy, supported by a Playing Pitch and Outdoor Sports – Supply and Demand Report and an Indoor Built Facilities – Supply and Demand Report. This suite of documents will help to identify adequate and inadequate supply of sports provision across the Borough and will act as a robust evidence base in order for the Council to apply for grant funding from Sports Councils and National Governing Bodies to facilitate projects to provide more opportunities to the residents of Bromley to take part in physical activity.

Existing Infrastructure Provision

Sports Halls

- 6.15 There are 85 sports halls in LB Bromley. Some venues (such as Crystal Palace National Sports Centre) have more than one activity/sports hall on site.

Figure 11: All sports / activity halls in Bromley – Provisional data

| Site | Courts | Site | Courts |
|---|--------|--|--------|
| Babington House School | 2 | Harris Academy Orpington | 3 |
| Beckenham Public Hall | 0 | Harris Academy Orpington | 1 |
| Bethlem Royal Hospital | 1 | Hayes School | 3 |
| Bickley Park School | 3 | Hayes School | 1 |
| Bishop Challoner School | 1 | Hayes Village Hall | 1 |
| Bishop Justus C of E School | 4 | Holy Innocents RC Primary School | 1 |
| Bromley Beacon Academy (Orpington Campus) | 0 | HSBC Sports & Social Club | 3 |
| Bromley High School | 4 | Kemnal Technology College | 4 |
| Bromley High School | 1 | Keston CofE Primary School | 1 |
| Bromley Rugby Football Club | 0 | Keston Village Hall | 1 |
| Bromley Sea Cadets Hall | 0 | La Fontaine Academy | 4 |
| Browns School | 3 | Langley Park School for Boys | 3 |
| Bullers Wood School | 4 | Langley Park School for Girls | 4 |
| Bullers Wood School | 1 | Langley Park School for Girls | 1 |
| Chislehurst School for Girls | 1 | Marjorie McClure School | 0 |
| Chislehurst School for Girls | 3 | Mottingham Primary School | 0 |
| Clare House Primary School | 0 | Newstead Wood School | 1 |
| Coopers School | 4 | Newstead Wood School | 3 |
| Coopers School | 1 | Norman Park Community Sports Centre | 0 |
| Coopers School | 1 | Oak Lodge Primary School | 1 |
| Crofton Halls | 0 | Petts Wood Methodist Church Queensway Hall | 1 |
| Crofton Junior School | 0 | Poverest Coronation Hall | 0 |
| Crofton Junior School | 2 | Ravens Wood School | 4 |
| Crofton Junior School | 0 | Ravens Wood School | 1 |
| Crystal Palace NSC | 0 | Ravensbourne School | 3 |
| Crystal Palace NSC | 6 | Riverside School (St Paul's Cray) | 1 |
| Crystal Palace NSC | 4 | St Barnabus Church Hall | 0 |
| Crystal Palace NSC | 0 | St Olave's Grammar School | 1 |
| Darrick Wood Sports Centre | 3 | St Olave's Grammar School | 3 |
| Darrick Wood Sports Centre | 2 | St Paul's Crofton Hall | 1 |
| Darrick Wood Swimming Pool | 0 | St Peters Church Hall | 0 |
| Darwin Leisure Centre | 4 | The County Ground (Kent) | 4 |
| Darwin Leisure Centre | 2 | The Life Centre | 4 |
| David Lloyd (Beckenham) | 2 | The Parklangley Club | 4 |
| Eden Park High School | 4 | The Spa at Beckenham | 2 |
| Eric Liddell Sports Centre | 4 | The Spa at Beckenham | 2 |
| Farringtons School | 4 | Trinity United Reformed Church Hall | 1 |
| Glebe School | 1 | Valley Primary School | 0 |
| Harris Academy Beckenham | 8 | Walnuts Leisure Centre | 5 |
| Harris Academy Bromley | 0 | Walnuts Leisure Centre | 2 |
| Harris Academy Bromley | 0 | West Wickham New Church Hall | 0 |

| Site | Courts | Site | Courts |
|--------------------------|--------|-------------------------------|--------|
| Harris Academy Bromley | 4 | Wickham Common Primary School | 1 |
| Harris Academy Orpington | 3 | Bullers Wood School for Boys | 4 |

(Source: Knight, Kavanagh & Page data 2024 – emerging evidence for future LBB sports strategies, subject to review – see paragraph 6.22)

Swimming Pools

6.16 There are 30 pools identified across 20 different sites in LBB. At the time of writing, pools at West Wickham Leisure Centre, the Walnuts Leisure Centre, and Crystal Palace National Sports Centre are currently closed to the public whilst significant refurbishment is carried out to improve the quality of the facilities in which they are housed.

Figure 12: All swimming pools in Bromley – Provisional Data

| Site | Lanes | Length | Area |
|---------------------------------------|-------|--------|------|
| Bannatyne Health Club (Grove Park) | 3 | 20.0 | 160 |
| Bannatyne Health Club (Orpington) | 1 | 19.0 | 143 |
| Bickley Park School | 0 | 18.0 | 162 |
| Biggin Hill Pool | 6 | 25.0 | 350 |
| Bromley High School | 6 | 25.0 | 375 |
| Crystal Palace National Sports Centre | 8 | 50.0 | 1000 |
| Crystal Palace National Sports Centre | 0 | 20.1 | 319 |
| Crystal Palace National Sports Centre | 0 | 18.3 | 313 |
| Crystal Palace National Sports Centre | 6 | 25.0 | 139 |
| Darrick Wood Swimming Pool | 4 | 18.0 | 126 |
| David Lloyd (Beckenham) | 5 | 25.0 | 250 |
| David Lloyd (Beckenham) | 0 | 10.0 | 60 |
| David Lloyd (Beckenham) | 0 | 20.0 | 160 |
| Eric Liddell Sports Centre | 6 | 25.0 | 313 |
| Farringtons School | 3 | 20.0 | 200 |
| Green Street Green Primary School | 4 | 9.2 | 41 |
| Midfield Primary School | 0 | 14.0 | 105 |
| Nuffield Health (Bromley) | 2 | 20.0 | 200 |
| Nuffield Health (Bromley) | 0 | 10.0 | 50 |
| Nuffield Health (Chislehurst) | 4 | 25.0 | 250 |
| Pavilion Leisure Centre (Bromley) | 0 | 20.0 | 360 |
| The Spa at Beckenham | 8 | 25.0 | 450 |
| The Spa at Beckenham | 4 | 20.0 | 200 |
| Virgin Active (Bromley) | 4 | 25.0 | 250 |
| Virgin Active (Bromley) | 0 | 10.0 | 100 |
| Walnuts Leisure Centre* | 0 | 12.8 | 495 |
| Walnuts Leisure Centre* | 6 | 33.0 | 93 |
| Warren Road Primary School | 0 | 6.0 | 18 |
| West Wickham Leisure Centre | 6 | 33.3 | 500 |
| West Wickham Leisure Centre | 0 | 11.0 | 121 |

Bromley (Source: Knight, Kavanagh & Page data 2024 – emerging evidence for future LBB sports strategies, subject to review - see paragraph 6.22)

Health and Fitness Suites

6.17 There are 38 health and fitness gyms in Bromley, with a total of 2,776 stations. They are well distributed across the Authority, with facilities located in all main population areas. Four Mytime Active managed sites provide health and fitness suites; however West Wickham Leisure Centre is currently closed for redevelopment.

Figure 13: All health and fitness gyms in Bromley – Provisional Data

| Site | Stations | Site | Stations |
|--------------------------------|----------|---------------------------------|----------|
| Anytime Fitness (Orpington) | 26 | Langley Park Golf Club | 9 |
| Bannatynes (Grove Park) | 75 | Metropolitan Police Sports Club | 14 |
| Bannatynes (Orpington) | 58 | Muscleworks Gym | 60 |
| Bromley Fitness Centre | 56 | Nuffield Health (Bromley) | 200 |
| Bromley Tennis Centre Newstead | 16 | Nuffield Health (Chislehurst) | 94 |
| Calso Health & Fitness Club | 28 | Oakley Fitness (Petts Wood) | 70 |
| Chislehurst School For Girls | 11 | Pavilion LC (Bromley) | 85 |
| Coopers School | 18 | Puregym (London Bromley) | 220 |
| Croydon RFC | 6 | Puregym (Orpington Central) | 220 |
| Crystal Palace NSC | 100 | Ravens Wood School | 18 |
| Darrick Wood Sports Centre | 27 | Ravensbourne School | 20 |
| Darwin Leisure Centre | 33 | The Beaverwood Club | 8 |
| David Lloyd (Beckenham) | 220 | The Life Centre | 60 |
| Eric Liddell Sports Centre | 40 | The Parklangley Club | 21 |
| Farringtons School | 12 | The Spa at Beckenham | 102 |
| Fox Gym | 60 | Virgin Active (Bromley) | 350 |
| Harris Academy Bromley | 19 | Walnuts Leisure Centre | 120 |
| Harris Academy Orpington | 20 | West Wickham Leisure Centre | 75 |
| Kemnal Technology College | 5 | The Gym Group (Orpington) | 200 |

(Source: Knight, Kavanagh & Page data 2024 – emerging evidence for future LBB sports strategies, subject to review - see paragraph 6.22)

Squash

6.18 There are 43 squash courts in Bromley including six situated within publicly operated provision, at Walnuts Leisure Centre (3 courts) and Crystal Palace NSC (3 courts).

Figure 14: Squash courts in Bromley – Provisional Data

| Site | Courts | Type |
|---------------------------------------|--------|--------------|
| Beckenham Sports Club | 2 | Normal |
| Beckenham Sports Club | 2 | Normal |
| Blundells Fitness Sports & Leisure | 2 | Normal |
| Blundells Fitness Sports & Leisure | 2 | Normal |
| Bromley Cricket Club | 3 | Normal |
| Bromley Lawn Tennis and Squash Club | 3 | Normal |
| Crystal Palace National Sports Centre | 3 | Normal |
| David Lloyd (Beckenham) | 2 | Glass-backed |
| HSBC Sports & Social Club | 2 | Normal |
| Nuffield Health (Bromley) | 1 | Normal |

| Site | Courts | Type |
|------------------------------|--------|--------------|
| Nuffield Health (Bromley) | 4 | Glass-backed |
| Old Wilsonians Sports Ground | 2 | Normal |
| St Olave's Grammar School | 4 | Normal |
| Sydenham Tennis Club | 2 | Normal |
| The Parklangley Club | 1 | Normal |
| The Parklangley Club | 3 | Glass-backed |
| The Sundridge Park Club | 4 | Normal |
| Walnuts Leisure Centre | 3 | Normal |

(Source: Knight, Kavanagh & Page data 2024 – emerging evidence for future LBB sports strategies, subject to review - see paragraph 6.22)

Indoor Bowls

6.19 There is one indoor bowls facility in Bromley with 8 rinks.

Indoor Tennis

6.20 There are 21 indoor tennis courts in Bromley across five sites. Bromley Tennis Centre has ten, six of which are covered by an air hall and four by a traditional structure. Four courts within the air hall are only provided seasonally (October-March) when demand is the highest. The David Lloyd Club has five artificial grass courts. Bromley Cricket Club, Bromley Lawn Tennis and Squash Club and The Parklangley Club have two acrylic courts each.

Figure 15: Indoor tennis sites in Bromley – Provisional Data

| Site | Access | Type | Courts |
|----------------------------|-----------------|-------------|--------|
| Bromley Cricket Club | Sports club/CA | Airhall | 2 |
| Bromley Tennis/Squash Club | Reg. membership | Traditional | 2 |
| Bromley Tennis Centre | Pay and play | Traditional | 6 |
| Bromley Tennis Centre | Pay and play | Airhall | 4 |
| David Lloyd (Beckenham) | Reg. membership | Traditional | 5 |
| The Parklangley Club | Sports club/CA | Traditional | 2 |

(Source: Knight, Kavanagh & Page data 2024 – emerging evidence for future LBB sports strategies, subject to review- see paragraph 6.22)

Gymnastics and Trampolining

6.21 Bromley has 3 dedicated and 11 non-dedicated gymnastics facilities. Crystal Palace NSC features two training halls, both of which measure 7.37m by 10.36m.

Figure 16: Dedicated gymnastics facilities in Bromley – Provisional Data

| Site name |
|------------------------------------|
| Bromley Valley Gymnastics Centre |
| Vivace Gymnastics Club |
| Crystal Palace Gymnastics Club (2) |

(Source: Knight, Kavanagh & Page data 2024 – emerging evidence for future LBB sports strategies, subject to review- see paragraph 6.22)

Figure 17: Non dedicated gymnastics facilities in Bromley – Provisional Data

| Site name | Club name / operator |
|----------------------------|------------------------------|
| Raglan Primary School | JCA |
| The Parklangley Club | Gymflix |
| LSE College | Freedom RG |
| The Spa at Beckenham | Revolve TC |
| Harris Academy Bromley | Beckenham Fliers |
| Eden Park High School | Nitro Gymnastics |
| Oak Lodge Primary School | Nitro Gymnastics |
| Farringtons School | Fash Gym Club |
| Bromley Football Club | Allegro School of Gymnastics |
| Walnuts Leisure Centre | Orpington Gymnastics Club |
| James Dixon Primary School | Gymspire Academy |

(Source: Knight, Kavanagh & Page data 2024 – emerging evidence for future LBB sports strategies, subject to review- see paragraph 6.22)

Indoor Athletics

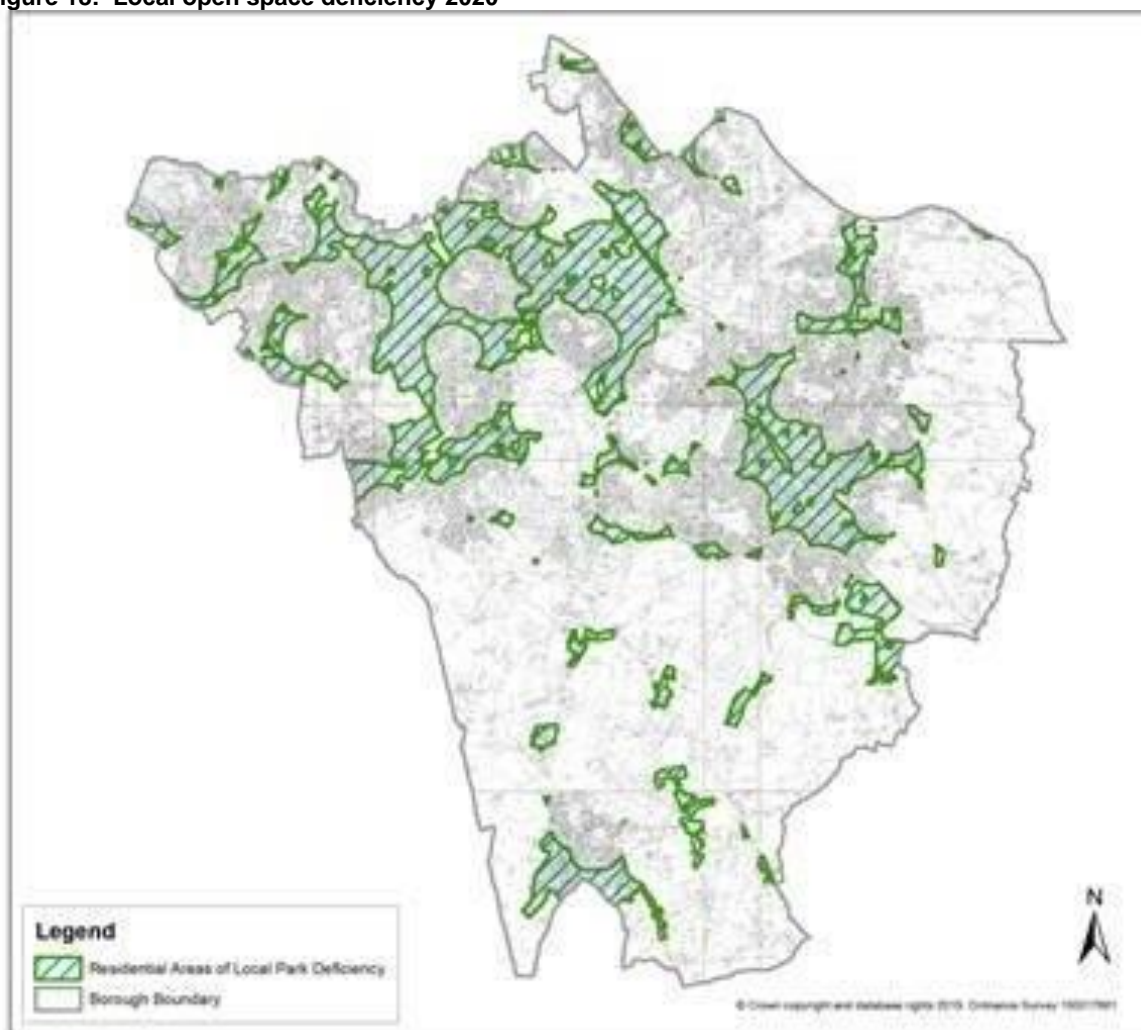
6.22 In Bromley there is 1 indoor athletics straight at the Crystal Palace NSC. The indoor track is 110m long by 10m wide and consists of a six-lane track. It has pits for jumping and a throwing cage. It supports the outdoor athletics facility offer and has been *in situ* since the facilities construction in 1964.

Current Shortfall

6.23 There is currently sufficient per capita provision of public open space within the borough, relative to similar local authority areas and the national standard³⁴. Shortfalls have been identified in access to existing public open space and vary by borough location. Figure 18 below highlights in green, the areas of the borough which are further than 400m (10-minute walk) to a local park or open space. The assessment of the quality of the Metropolitan, District and Local Parks across the Borough, undertaken as part of the Local Plan evidence base, shows provision to the west is largely high quality, but the provision to the east of the Borough is in greater need of improvement.

³⁴ Planning and Design for Outdoor Sport and Play (formerly the Six Acre Standard); Fields in Trust (formerly the National Playing Fields Association) 2008. [LBB = 2.14 ha per 1,000 population]

Figure 18: Local open space deficiency 2020



Source: London Borough of Bromley data 2020

- 6.24 Geographical variations in provision across the borough broadly reflect the varying development density characteristics of the Borough. An audit of open space facilities is being undertaken and will be used to inform future reviews of the IDP.
- 6.25 The London Plan Social Infrastructure SPG states that “Many children do not have adequate access to play areas and some existing provision across London is not fit for purpose”³⁵. The benchmark standard recommends a minimum of 10sq/m of dedicated play space per child. In Bromley, there are distinct areas in the borough where there is a deficiency of play space facilities.

Figure 19: Quantitative need – amenity green space

| Year | Population | Current provision (hectares) | Provision (hectares per 1000) | Quantity standard (hectares per 1000) | Overall hectares needed (shortfall) |
|-------|------------|------------------------------|-------------------------------|---------------------------------------|-------------------------------------|
| 2016* | 321,680 | 45.49 | 0.141 | 0.16 | -5.98 |
| 2030* | 323,505 | 45.49 | 0.141 | 0.16 | -6.27 |

*Based on GLA 2015 round SHLAA population projections

³⁵ <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance-and-spgs/social-infrastructure>

Future Demand

- 6.26 When the quantity standard is applied across the Borough, it demonstrates that while current provision is almost sufficient to meet demand, population growth will generate higher shortfalls if amenity green spaces are not provided as part of new development.
- 6.27 Any new projects that are connected to open space are often delivered alongside transport schemes (walking and cycling) or related to leisure activities (see also the 'Community facilities' chapter).
- 6.28 The intensification of use of the open space generally will also put pressure on the resources for maintenance and upgrade of that space. The amount of publicly owned open space is unlikely to be increased as the Council is not in a position to take ownership of additional space. The Council and its partners will therefore invest in improving and maintaining the quality of existing space.
- 6.29 There is however the potential to expand privately owned public open space as development potential is realised and sites are built out, particularly in areas where there is an identified deficiency in open space.
- 6.30 The promotion of health and wellbeing of those living and working in the Borough is a strategic aim for the Borough. Engaging with providers and agencies to ensure the provision, enhancement and retention of a wide range of facilities for sports is crucial means of improving quality of life
- 6.31 Where there are deficits of play facilities in the Borough (see Figure 20 below) or where there are facilities that may require upgrading or maintenance of playground equipment, then these will be reviewed in the light of the impact of schemes that arise over the life of the plan.
- 6.32 The introduction of 'Biodiversity Net Gain' under the Environment Act 2021, requiring development proposals to deliver a 10% net gain in on-site or off-site biodiversity improvements, may also potentially result in additional open space opportunities.

Infrastructure Costs

- 6.33 Costs for upgrading playground facilities are obtained on a case-by-case basis; these may be for replacement or maintenance costs or for where an area has a deficit of play facilities.

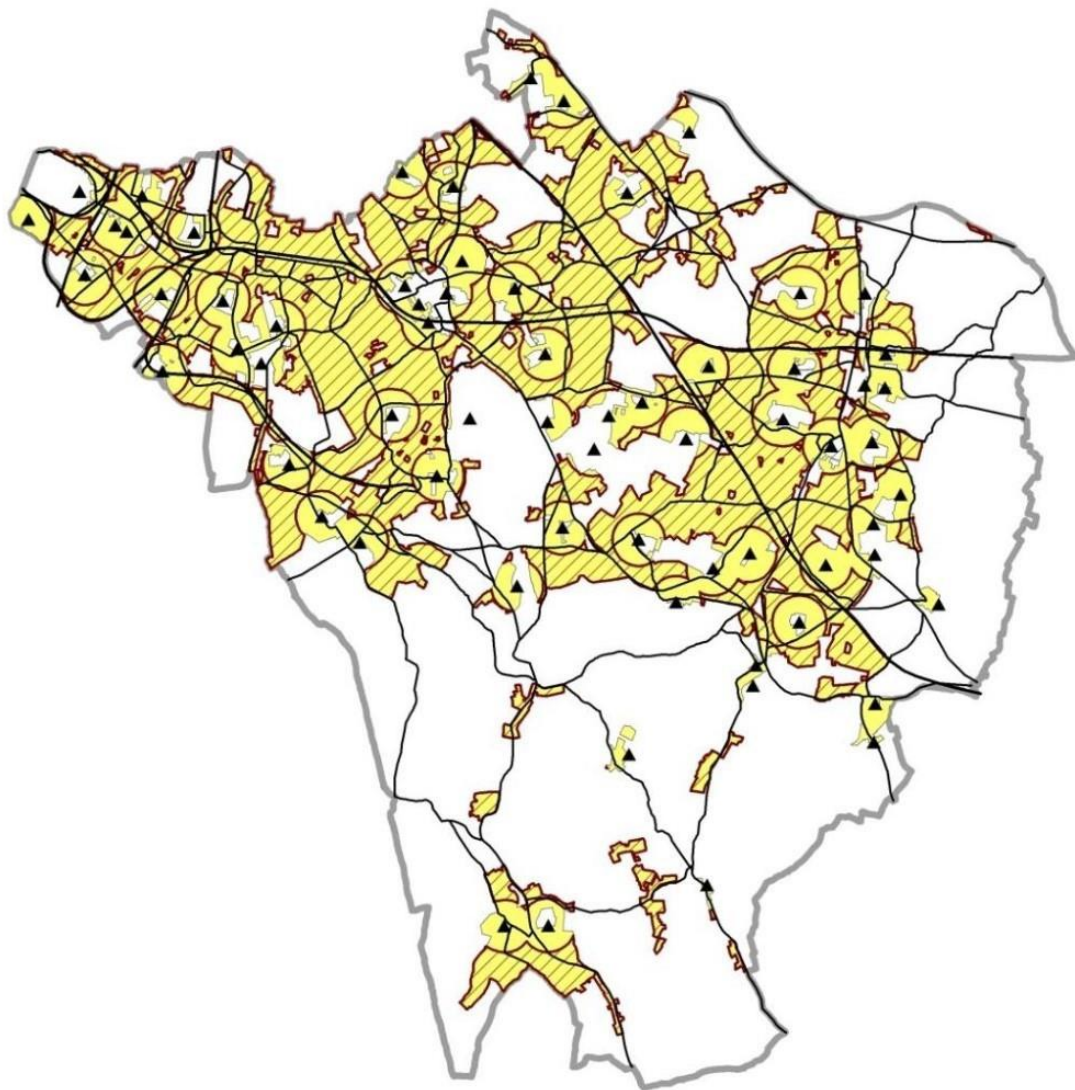
Funding Sources

- 6.34 On a site-by-site basis, Section 106 contributions have been a source of funding towards schemes for open space improvements or management plans and this practice is likely to continue, given that open space contributions are sought in lieu of lack of on-site open space provision.

Figure 20: Play space deficiency

Childrens Play Facility Deficiency

(More than 400 metres form childrens play facility)



Legend

- ▲ Childrens Playgrounds
- Railways
- Roads
-  Areas Deficient in Childrens Play Facilities
-  Residential Areas



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7. COMMUNITY FACILITIES AND EDUCATION

COMMUNITY FACILITIES

- 7.1 Community facilities make an essential contribution to the health, wellbeing, development and education of individuals living and working in the Borough. There is substantial health benefits associated with access to community and leisure facilities, including not just physical health, but also better mental health, through increased social interaction. The National Planning Framework highlights the important role of planning in facilitating social interaction and creating healthy, inclusive communities.

Existing Infrastructure Provision

- 7.2 A range of different services and facilities are provided for leisure and cultural purposes by the council, whilst the great majority are provided by the third sector, through Places of Worship and private sports clubs.
- 7.3 Public facilities include leisure centres, swimming pools, sport pitches, libraries, play spaces and community halls. Some leisure and cultural facilities in the London Borough of Bromley are managed through contracts with external service providers.
- 7.4 Currently, facilities in the Borough include
- 14 libraries (collections from the former Bromley Museum in Orpington are now displayed at the Central Library Bromley)
 - 13 public leisure centres including swimming pools
 - 8 cemeteries (6 managed by the council)
 - 52 allotment sites (almost 30,000 plots)
 - 3 Theatres (Churchill Theatre, Bromley Little Theatre, Beckenham Theatre)
 - 5 cinemas (Beckenham, Crystal Palace, Orpington, Bromley South and Bromley North)
 - 4 Museums (Bromley Central Library & Biggin Hill Memorial Museum, Museum at Crystal Palace (Charitable Trust) and Bethlem Museum of the Mind)
- 7.5 The 52 allotment sites are supported by the independent Bromley Allotment and Leisure Garden Federation (BALGF). and the Bromley Leisure Gardens and Allotments Consultative Panel which includes Councillors, parks management contractors and members of BALGF³⁶. There are almost 30,000 plots in Bromley (private and public), and there were waiting lists for plots at the majority of sites prior to this year when there has nationally been an increased interest in food growing.

Libraries and Community facilities

- 7.6 Bromley currently operates a network of 14 Libraries (currently managed by Greenwich Leisure Limited). The Home Library Service operates in partnership with Royal Voluntary Service (RVS). The Historic Collections Library is also located within Bromley Central Library.
- 7.7 West Wickham Library has been refurbished as part of a multi-million pound investment into the borough's library services. The refurbished and extended library provides an improved library space with additional children's learning and reading areas, new hire spaces for local groups, Changing Places toilets and a modern café with sheltered outdoor seating.

³⁶ <https://www.bromleyparks.co.uk/our-services/allotments/>

- 7.8 Youth provision is made in a variety of settings. In response to the changes expected in relation to how local authorities support families, the Council is bringing together youth centre provision on to the same sites as Children and Family centres where possible, to enable these services to best cater to the emerging central government vision for local authorities to have a clear all through 0 - 25 years olds service. These changes mean the youth centre services operating at Castlecombe Youth Centre, Spitfire Youth Centre and Streetwise Youth Centre will be moved to other locations nearby³⁷.
- 7.9 Other Youth activities are provided by churches or activity specific organisations such as Scout & Guide movements, Cadets, football clubs and theatre groups.
- 7.10 There are many halls and venues available to the community managed by a wide range of organisations. Some, although not all, are listed on the Council's website which highlights 63 sites with halls for hire, comprising a mix of venue types, ownership and management. This includes 5 venues operated by or on behalf of the Council (Libraries and Council facilities) and various Church Hall sites. There is some community use of school facilities which is likely to increase as dual use is encouraged when new school buildings are developed. There are also a number of private social clubs which serve members but not necessarily available to the wider community, which may be linked to sports clubs (e.g. tennis pavilions and snooker clubs).

Burial grounds

- 7.11 The London Plan states that boroughs should ensure provision is made for London's burial needs, including the needs of those groups for whom burial is the only option.
- 7.12 There are various burial opportunities in the borough, including seven Council run and three privately operated. Of the Council run cemeteries capacity for "new" burials is mainly limited to Biggin Hill and St Mary Cray cemeteries, although cremated remains can be buried at Chislehurst and Bromley Hill Cemeteries.

Current Shortfall

Libraries and Community facilities

- 7.13 Some Council owned facilities have been functioning in aging buildings and offer the potential for enhanced development on their sites. The Council is undertaking a £11m library repair programme³⁸, which to date has included refurbishment of Burnt Ash, Beckenham, St Paul's Cray and Southborough libraries.

Burial grounds

- 7.14 An audit was undertaken by the GLA in 2011 of Burial Provision³⁹. The audit report considered that Bromley was, at the time one of five London boroughs with 10-20 years supply of burial space. (2021 – 2031). The privately owned Kemnal Park Cemetery subsequently opened in 2013 on a 55-acre site significantly increasing the availability of burial space.

³⁷

<https://cds.bromley.gov.uk/documents/s50119264/Extended%20Operational%20Property%20ReviewPART%201%20REPORT%20TEMPLATE.pdf>

³⁸ <https://www.bromley.gov.uk/LibraryRepairProgramme>

³⁹ <https://www.london.gov.uk/file/5284> Rugg, J. and Pleace, N. (2011) An Audit of London Burial Provision, London: GLA

Future Demand

Libraries and Community facilities

- 7.15 The Bromley Local Plan includes policies which seek to protect and enhance sites and buildings providing community facilities. This is particularly important as the demand for housing pushes up land values and rents.
- 7.16 In October 2023, the council announced proposals to relocate Bromley Central Library to a new site at 145 High Street, the new site will be able to rehouse the library provisions currently available from Central Library, while also allowing for improvements, including a larger children's library and attractive modern study areas for visitors. Related plans are also advancing for a replacement Archive and Museum store to support the borough's historic collections. A purpose-built and expanded Archive and Museum Store will be constructed at the depot next to Priory Gardens in Orpington which is no longer used for park operations.
- 7.17 The Bromley Local Plan encourages the dual use of educational facilities. The development of Free Schools will also lead to additional community facilities (available outside school hours) including for example facilities which will become available at the new Eden Park High School, Beckenham. Educational facilities can help to meet the demand for additional sports provision & other community uses (e.g. the use of school halls by faith groups).
- 7.18 There is also a move towards the 'social prescribing' - where healthcare professionals are able to refer patients to local, non-clinical services to meet their wellbeing needs. The success of such schemes will be dependent upon what is available locally.

Infrastructure Costs

- 7.19 The Council has allocated approximately £15.5M of funding to facilitate the relocation of Bromley Central Library to the former Topshop site on Bromley High Street⁴⁰. The is also investing £11m as part of a wider library repair programme for nine of the borough's other libraries.

Funding Sources

- 7.20 Funding for the operation and maintenance of community facilities come via a mix of central LBB budgets, facility income generation and external grants.
- 7.21 Enhancements to facilities via planning historically have been provided through redevelopment and / or sourced from S106 agreements. In future, with the adoption of CIL, it is considered that S106 will be used only for larger strategic developments where direct on-site provision can be justified to form sustainable communities – or where a development proposal will result in the reduction / loss of existing provision.

EDUCATION

- 7.22 Local authorities have a statutory duty under the Education Act 1996 to secure sufficient education places, up to 16 years, within their areas. The Academies Act (2010) changed the approach to educational provision and encouraged the conversion of schools to academies (outside Local Authority control) establishment of new academy 'Free

40

Schools'. The majority of Bromley schools have converted to academies. With regard to new school provision the Education Act 2011 set two routes for the delivery of new Free schools: Government funded whereby founding groups, including parents, education charities and religious groups, submit applications to the Department for Education on the basis of parental demand to meet local need, or the 'presumption route' whereby the Local Authority funds the new school and runs a competition to choose a provider.

- 7.23 Local authorities are also required to secure availability of at least 570 hours of free child early education provision over a minimum of 38 weeks for each child aged between 3 to 4 and some 2-year-olds, over a 12-month period¹⁹. This is usually known as '15 hours funding' as it works out at 15 hours per week when spread over the school year (38 weeks). Additionally since 2017 some 3 and 4 year olds have been entitled to another 570 hours of extended funded early education and childcare making it 1,140 hours in total, this is usually known as 30 hours funding.

Existing Infrastructure Provision

- 7.24 The development of the Adopted Local Plan 2019 coincided with the growth in demand for educational provision – with section 3.3 and Appendix 10.4 of the Adopted Local Plan setting out 'Education Site Allocations'. A number of education developments on these allocated sites have now come to fruition, whilst others continue to offer potential to address the projected future needs.
- 7.25 The most recently published Childcare Sufficiency Report (2021)⁴¹ indicates that in 2021 there were 6,864 childcare places in pre-schools and day nurseries. The number of childminders has decreased between 2019 and 2021, from 487 to 470. The number of day nurseries has increased by six (from 57 to 63) and pre-schools have decreased by five (106 to 101). There are five more academy nurseries (25 in total) and the one remaining maintained school with a nursery class is now an academy.
- 7.26 The Council publishes Childcare Sufficiency data⁴²; the most recent ward data having been published in June 2023. The sufficiency data considers whether wards are priority areas for additional provision, and concluded 13 wards were not priority areas, 6 were priority areas and a further 3 wards were recorded as 'not yet priority areas'. However, from April 2024, DFE are rolling out increased education funding entitlements for Early Years children which is likely to increase the need when next assessed
- 7.27 The Borough has 77 state funded primary schools (including some separate infant and junior schools) and 19 state funded secondary schools which offer mixed or single sex education and vary in size. In addition the Borough has 4 stated funded special schools, 1 alternative provision academy and 18 independent schools.
- 7.28 Between 2010 and 2021 there was a significant increase in the school population, with Reception Rolls increasing from 3,442 to 4,051. However, since January 2021 there has been a reduction in Reception Year Places, with current rolls (January 2025) being 3,644, a fall of 10%. The GLA School Roll Projections currently project that Reception rolls will fall to 3,318 by 2031/32, a further fall of 9%. This is a significant change in the context within Bromley, where for several years we have not been affected by the significant fall in primary numbers affecting other London Boroughs. The current estimates would suggest that the Council will need to reduce the capacity of the primary sector by at least 20 forms of entry to ensure that the local area stays within its planning targets.

⁴¹ Childcare sufficiency report 2021 - <https://www.bromley.gov.uk/early-years-childcare/childcare-sufficiency-report>

⁴² Childcare sufficiency ward data 2023 - 2024 – <https://www.bromley.gov.uk/early-years-childcare/childcare-sufficiency-report>

- 7.29 In 2023/24, 95% of school primary pupils living in the Bromley attended state-funded schools within the LA⁴³, with that figure reducing to 82% for secondary school pupils. Although a significant number of local residents are educated in other boroughs Bromley is a net importer of pupils at both primary and secondary age
- 7.30 Later years of 'school aged' education (Further Education up to 18 yrs – Key Stage 5) may also be provided in college settings. Bromley College of Further Education (Bromley & Orpington Campuses) merged with Greenwich Community College and Bexley College in 2016 to form London South East Colleges (LSEC). LSEC offers both Further Education and Higher Education, being a partner college with the University of Greenwich.
- 7.31 Meeting the growth in the need for Special Educational Needs (SEN) places also remains an increasing challenge for Bromley and most local authorities. Since 2020 the number of Children and Young People with an Education Health and Care Plan has risen from 2,482 to 4,071, an increase of 39%. To address this growth over the past 10 years, the Council has significantly expanded its existing provision, with the number of children and young people with a special school place having increased by 442 since 2010, an increase of 97%, whilst also seeking to support children and young people with an EHCP in mainstream classes where appropriate.
- 7.32 Currently there are 225 pupils with an Education Health and Care Plan in independent special schools, and 85 in independent mainstream schools. Bromley has an approved special free school and multi-agency centre of excellence for Autism, Redwood Academy, for which a sponsor has been appointed and the Department for Education is currently undertaking a feasibility on the scheme.
- 7.33 Over the past year, the Council has opened a new additional resources provision (ARP) at Oaklands Primary School and is currently working with a number of schools and trusts investigating expanding provision.

Current Shortfall

Early Years

- 7.34 The Childcare Sufficiency Report 2021 while determining that demand for early years and childcare remains low, it may face challenges due to changes in economic circumstances and increasing fees.

Primary Schools

- 7.35 The Council has been working closely with its schools and multi academy trusts to manage falling rolls with an aim to ensure an efficient and effective school system whilst protecting the school estate. This has led to the first PAN reductions being delivered in 2025/26 with more planned in 2026/27 in order to match capacity with need.
- 7.36 However, the reduction in need is currently not being experienced uniformly across the borough. These trends will need to be carefully monitored through the Education Commissioning Plan, which assesses need across the Borough in 9 separate 'Education Planning Areas' (EPAs).

Secondary Schools

⁴³ <https://explore-education-statistics.service.gov.uk/data-catalogue/data-set/56f3447c-3950-4075-9aab-4ddc62977806>

- 7.37 In 2024 the Council moved to 2 planning areas for secondary place planning purpose. This recognised that not all children could travel from one side of the borough to the other within a reasonable travel time as set out within DfE “Home to school travel and transport guidance - Statutory guidance for local authorities (July 2014), when offering places.
- 7.38 Currently need and places are closely matched and there is no immediate requirement to reduced secondary places. However, after 2028 projections suggest Year 7 rolls will fall and the Council has started conversations with multi academy trusts how this can be managed.

Further Education

- 7.39 There is pressure for places and the Bromley campus of LSEC is currently oversubscribed with young people for general learning provision. The construction and engineering offerings are at full capacity and LSEC is exploring other ways in which this provision can be expanded sub regionally given the demand for skills labour in London. LSEC has been aware of a skills and training deficit for a range of industries which it is working to address and offer increased specialism at level three and above across all sites in response to labour market shortages and growth industries.
- 7.40 In recent years LSEC have invested heavily in Hospitality, Catering and Enterprise Careers College in Orpington. This is viewed as a growth area for skills and employment across London.

Special Educational Need

- 7.41 Bromley has a greater proportion of pupils with an Education Health and Care Plan (EHCP) than regional or national comparators. There are specific pressures for placements for pupils with an EHCP and the Council is working with local schools, trusts and the DfE to bring proposals forward to increase capacity and improve provision where necessary. Further investment by the provision of new facilities or the support of mainstream school to enhance the inclusion of children with special education needs are being identified.

Future Demand

- 7.42 In recent years, the overall strategy in both ‘Secondary and Primary Development Plans’ has involved a combination of ‘bulge’ classes, permanent expansion of existing provision and new schools in line with Local Plan policies. However more recent school place projections would suggest that, with existing planned improvements, there should be sufficient capacity to meet both primary and secondary school place needs for the immediate future. Should demographic projections change, this will need to be reviewed.
- 7.43 Whilst overall place availability is sufficient, this does not necessarily mean that the geographic dispersal of capacity is appropriate. There is for example restricted availability of secondary places in the North West of the Borough, and whilst any deficiency can be handled by schools in other parts of the borough (or in neighbouring boroughs) this is not the most sustainable solution (in terms of increased travel). As such, further investment in capacity may be needed to offset such imbalance where identified.
- 7.44 Also, this assessment has focussed on quantity of places, rather than quality of the educational establishment. There may be future requirements to upgrade schools for the purpose of maintenance or upgrades to facilities, which will need to be continuously reviewed.

Specialist Educational Facilities

- 7.45 Recent growth in demand for children with EHCPs has been mainly in KS1 and KS2, however, growth will amongst the secondary cohort in future years.
- 7.46 There are currently proposals to enhance Specialist Educational Facilities on two sites allocated for Education in the Bromley Local Plan.
- Remodelling of former Marjorie McClure Special School, currently located at Hawkwood Lane, Chislehurst
 - A new Special Education Needs (SEN) school

Infrastructure Costs

- 7.47 The Council receives Basic Need Capital grant from the DfE to support the delivery of sufficient school places, with a total of £95m so far allocated for 2011- 2022. Figure 21 below includes the Basic Need Capital grant available inclusive of contributions from DfE Capital Maintenance grant and funds allocation within the Council's capital programme for the reconfiguration of special schools²⁰

Figure 21: Basic Need Capital grant available 2023/24

| Basic Need Allocation | |
|--|--------------------|
| 2011-12 allocation | £4,496,771 |
| Autumn 2011 exceptional in-year allocation | £1,277,936 |
| 2012-13 allocation | £2,404,519 |
| Spring 2012 exceptional in-year allocation | £1,590,436 |
| 2013-15 allocation | £9,968,079 |
| 2015-16 allocation | £20,635,153 |
| 2016-17 allocation | £21,666,911 |
| 2017-18 allocation | £8,837,573 |
| 2018-19 allocation | £6,895,846 |
| 2021-22 allocation | £2,237,466 |
| 2026-27 allocation | £551,186 |
| 2027-28 allocation | £349,610 |
| | £80,911,486 |

| High Needs Capital Provision | |
|-------------------------------------|-------------------|
| 2018-19 | £865,510 |
| 2019-20 | £865,510 |
| 2020-21 | £865,510 |
| Add 2018-21 | £603,844 |
| Add 2018-21 | £1,207,688 |
| 2021-22 | £2,450,780 |
| 2022-23 | £6,651,670 |
| 2023-24 | £6,165,964 |
| 2024-25 | £1,764,938 |
| 2025-26 | £5,276,857 |

| | |
|--|---------------------|
| Confirmed High Needs Capital Funding | £26,718,271 |
| Total Confirmed DfE Basic Need and High Needs Capital Provision | £107,629,757 |

Funding Sources

- 7.48 To support the Council in delivering its school statutory school place sufficiency duty the Council receives Basic Need Capital grant to provide additional mainstream school place and High Needs Provision Capital to provide specialist places for children and young people with an Education Health and Care plan. The Council also receives School Condition Allocation (SCA) to support with the upkeep of its remaining maintained schools. Historically Section 106 contributions have also been an important source of funding. Free schools, however, are funded centrally through the Department for Education. This funding is allocated to established free schools for both revenue and capital purposes. With the adoption of a local CIL, planning contributions for education will be assumed to be provided by CIL; S106 would only be expected to be used where the development directly involves the provision or loss of school capacity.

8. HEALTH, WELLBEING AND EMERGENCY SERVICES

HEALTH

- 8.1 The definition of health as formulated by the World Health Organisation in 1948 is that *“Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity”*.
- 8.2 Health and Wellbeing Boards are part of the NHS reforms laid out in the Health and Social Care Act 2012. Health and Wellbeing Boards act as a forum where key leaders from the health and care system work together to improve the health and wellbeing of their local population and reduce health inequalities. They oversee the commissioning of most local health services such as GP surgeries, pharmacies, NHS dentists and opticians and hospital care.
- 8.3 The Health and Wellbeing Board is collaboration between Bromley Council and various partner agencies whose role is to understand their local community’s needs, agree priorities and encourage commissioners to work in a more joined up way. This should result in patients and the public experiencing a more joined-up provision of services from the NHS and local councils in the future²².
- 8.4 Health services in Bromley are planned and funded through the newly established, South East London Integrated Care Board (ICB) that replaces the former NHS South East London Clinical Commissioning Group. The NHS South East London ICB is a statutory organisation which brings together partners involved in planning and providing NHS services, working together to meet the health needs of the population within south east London and deliver the Integrated Care Partnership’s strategy. It is responsible for allocating NHS resource to deliver this plan. The ICB works closely with its partners to set out the strategic context, drivers and vision for the development of the estate infrastructure that will underpin the delivery and transformation of health care in the Borough.
- 8.5 In March 2025, the Government announced further reforms to the NHS, which will include changes to ICBs including budget cuts and refocusing their role to ‘strategic commissioning’. This could see significant changes to the way ICBs work, their structure, and the transfer of some of their duties and functions both upwards and downwards.
- 8.6 One Bromley is the name of our place based Local Care Partnership and brings together health, care and voluntary services to provide more joined up, proactive and personalised care for Bromley residents.
- 8.7 One Bromley Local Care Partnership brings together Bromley NHS health providers, the council, commissioners and voluntary sector to more formally work together to deliver better care for all. The organisations involved are:
- NHS South East London Integrated Care Board (Bromley)
 - London Borough of Bromley
 - King’s College Hospital NHS Foundation Trust
 - Bromley Healthcare
 - Bromley GP Alliance
 - Bromley Primary Care Networks
 - Oxleas NHS Foundation Trust
 - St Christopher’s Hospice
 - Bromley Third Sector Enterprise
- 8.8 Working together in a joined-up way means we can coordinate services better. This will help Bromley residents to get the help they need when they need it.

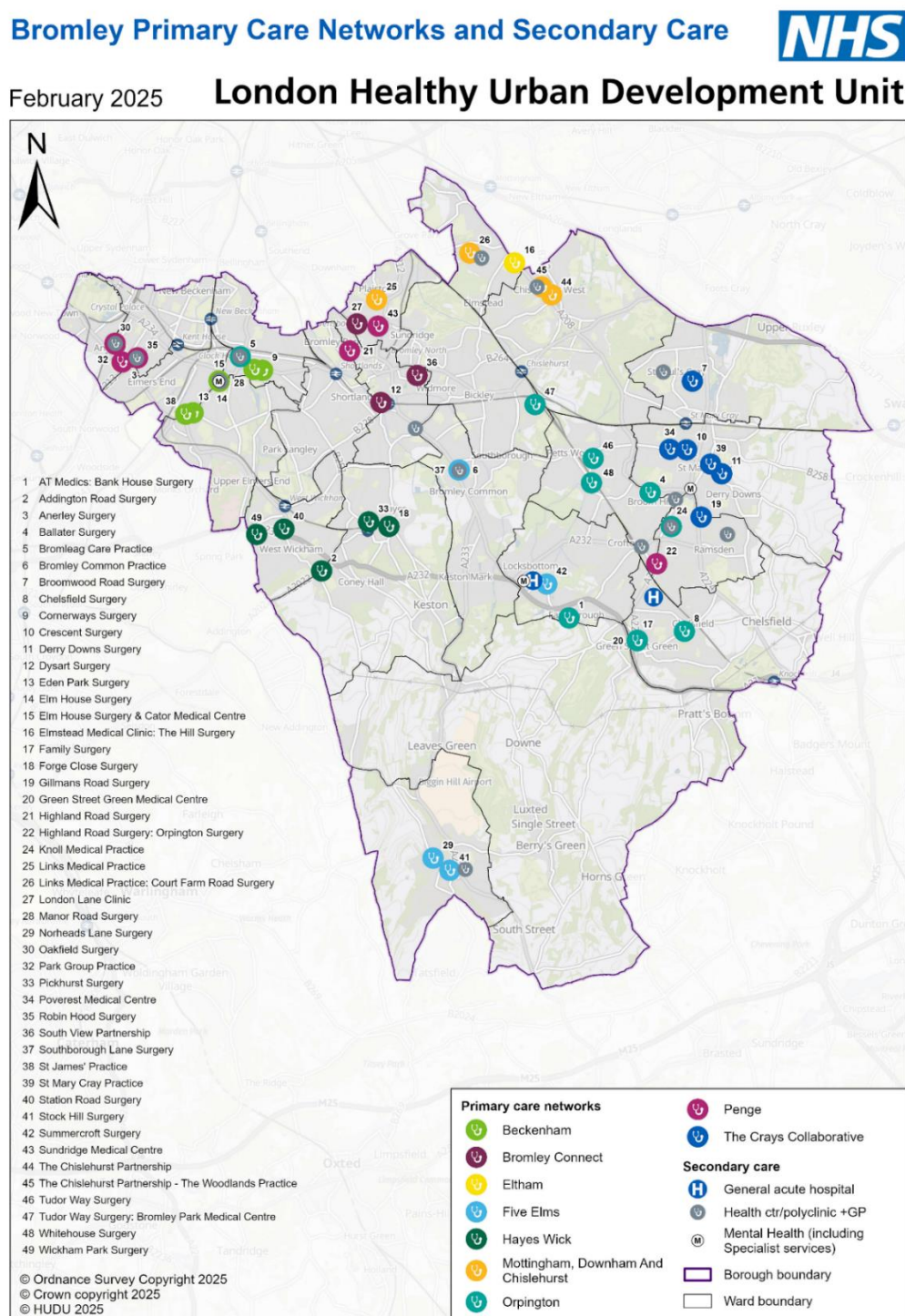
- 8.9 The South East London ICS Estates and Infrastructure Strategy provides the overarching framework for estate planning across the boroughs, ensuring that Bromley's health estate priorities align with system-wide goals. This strategy underpins the development of integrated, sustainable, and fit-for-purpose estate solutions that support the long-term transformation of care delivery. Bromley's estate plans must align with these principles to secure investment and funding.
- 8.10 In response to the national drive to deliver a Neighbourhood Health Service, the ICB has committed to working in a more integrated way at the neighbourhood level, and as part of that, develop Integrated Neighbourhood Teams (INTs) to help balance the provision of consistent access and standards of local care with the variation required to improve population health and address long-standing inequalities. The development of INTs is an ongoing process and will include representatives from different disciplines and striving to achieve continuous collaboration around prevention and pro-active care to improve outcomes, reduce duplication and address complex needs more efficiently.
- 8.11 The ICS strategy identifies digital transformation as a key enabler of modern healthcare delivery. Estate development must integrate digital-first solutions to support virtual consultations, remote diagnostics, shared electronic health records, and service delivery. Ensuring estate infrastructure is equipped for advanced connectivity, telemedicine, and hybrid care models will be critical for the long-term sustainability of Bromley's healthcare provision.

Existing Infrastructure Provision

- 8.12 Current facilities in Bromley are composed of 42 member GP practices operating across 44 sites and covering a registered population of approx. 360,000 people. The average patient list size for the borough is 8,589, with individual lists ranging from just over 2,000 to almost 20,000 patients.
- 8.13 There are currently two practices within Beckenham Beacon, and one practice in the Orpington Health and Wellbeing Centre, with a further practice expected to go into the Bromley Health and Wellbeing Centre when it opens later in 2025. Although not Health and Wellbeing Centres in the sense of also housing other community, diagnostic and acute services, there are also two practices located within each of the purpose-built hubs at The Crown Medical Centre (in Bromley Common) and The Oaks Park Medical Centre (in Penge).
- 8.14 In line with the SEL ICS Estates Strategy, Bromley's estate development must continue to expand primary care capacity and enhance the role of community hubs. The growing demand for flexible, multi-service health facilities requires estate investment in Health & Wellbeing Centres, modernised primary care sites, and spaces that can adapt to evolving service models. These investments will help shift care from hospitals to the community and improve accessibility for residents.
- 8.15 There are 15 GP practices or branches located in premises that were purpose built for this use. Some of these were purpose built some time ago within restricted footprints of land, so expansion has been difficult. A few have been built in more recent years using London estates funding, including works at both the Broomwood Surgery and the Links Mottingham sites.
- 8.16 The most common type of GP premises in Bromley borough is converted housing with 26 sites being converted from a former residential use. The quality of these premises is highly variable. Some have been extended upwards or outwards and refurbished to a high quality standard using either London estates funding, GP partner investment or Section 106 funding. Other premises have not been maintained as well and can be considered not 'fit for purpose' as modern medical premises based on latest standards.

- 8.17 There are three GP practices located in premises built for commercial use (e.g. shops, banks). The variability, quality and concerns with these premises are similar to those in converted houses.
- 8.18 Our newest Care homes practice is located at Beckenham Clinic and has doubled in size since it first opened.
- 8.19 There is also a range of community Clinics across the Borough currently occupied by Bromley Healthcare CIC who provides our Community Services.

Figure 22: Map of the GP Estate in Bromley



Current Shortfall

- 8.20 The majority of GP practices are located in the North and Centre of the borough. The south of the borough is more rural and has an aging population and is very sparsely populated in large areas. Public transport in the south is limited and patients can be reliant on cars and other private transport to access health services.
- 8.21 There is also a growing issue within the town centre of Bromley. The new Health & Wellbeing Centre is needed for the health services to be able to cope with new developments and increase in population.

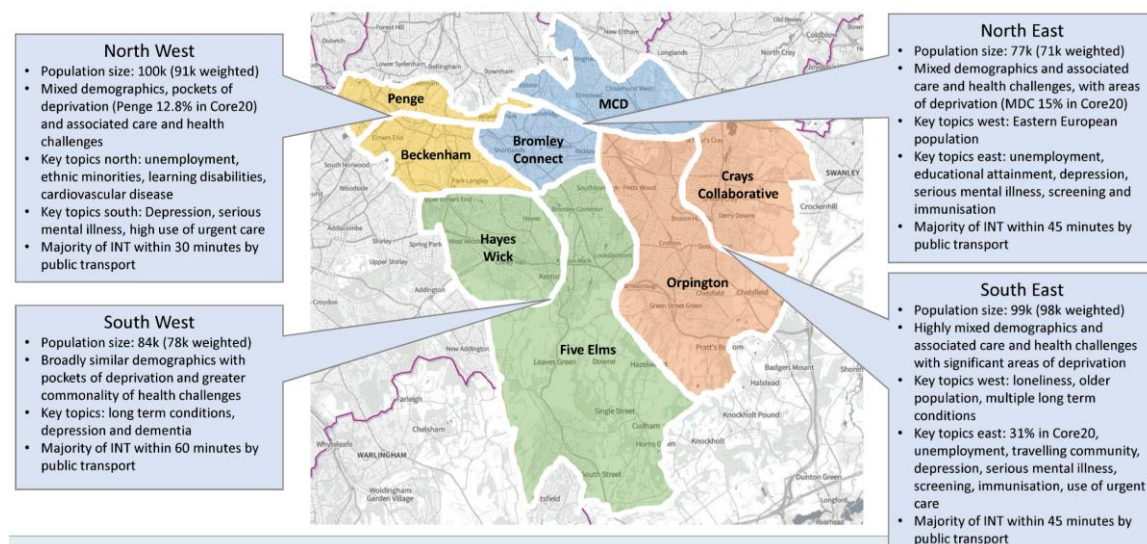
Future Demand

- 8.22 Bromley has the largest population of the South East London boroughs and covers the largest geographical area of the London boroughs. Bromley also has amongst the largest population of older people, especially in the 75+ age categories, of the London boroughs. Although Bromley is an affluent borough with a notably older and less ethnically diverse population than other parts of London, there are growing numbers of young families, increasing ethnic and cultural diversity and pockets of acute deprivation, in particular, in the far north west and north east of the borough. The Bromley JSNA provides a comprehensive insight into the health and care needs of Bromley residents.
- 8.23 Bromley's large ageing population has resulted in more care homes being provided as part of new developments. Between 2021 and 2025 more than 140 additional beds have provided in Bromley, including care and nursing homes. However this excludes supported living housing, which generally provides greater stability. There are currently 47 sites across Bromley of varying sizes that seek to provide care homes that are currently in the planning and development phase.
- 8.24 Population density in a given location is a key driver in any investment decisions where the aim is to benefit the greatest number of people by deployment of scarce resources. The demand on health services in the London Borough of Bromley will be predominately driven by an ageing population. This will require services to work flexibly and at scale, to co-locate and integrate services and to maximise the efficiency of current estate. This is particularly the case where there is significant population growth, namely Bromley Town Centre, Orpington town centre and The Cray Valley areas.
- 8.25 The proportion of older people in Bromley (aged 65 and over) is expected to increase gradually from 18% of the population in 2024 to 19% by 2029 and 22% by 2039. The pattern of population change in the different age groups is variable between wards; Biggin Hill in particular is experiencing a large rise in the proportion of over 75s.
- 8.26 People are living longer, but many live with long term conditions, such as diabetes, heart disease, high blood pressure and mental illness. The technical advances in diagnostics and treatments mean that the costs of providing care are rising faster than inflation each year.
- 8.27 More recently there has been greater emphases on new ways of working, with a shift towards neighbourhood care and digitalisation. A key component is the establishment of Integrated Neighbourhood Teams, with the development and implementation of these underway. These will involve representatives from different disciplines (e.g., health, social care, voluntary sector) working as a single team to deliver coordinated and person-centred care to individuals within a defined neighbourhood or locality. They will manage and deliver integrated clinical and operational services, provide continuity of care and work together to shared outcomes. There is an emphasis on continuous collaboration around prevention and pro-active care to improve outcomes, reduce

duplication and address complex needs more efficiently. They will reach in and out of the other tiers for specialist input and care planning.

8.28 A map and a profile of the proposed four neighbourhoods in Bromley provided below.

Figure 23: Map of the proposed neighbourhoods in Bromley



Infrastructure Costs

8.29 The NHS set up the Healthy Urban Development Unit (HUDU) to coordinate spatial planning and health care provision across London. The HUDU model is designed to assess the impact of individual planning applications. The model calculates revenue and capital financial contributions. The capital cost of providing the required space; and the revenue costs of running the necessary services before mainstream NHS funding takes account of the new population. The Council currently seeks the capital element only to provide/enhance the physical space for healthcare

8.30 As a guide using the predicted population growth in Bromley based upon GLA Population Projections (2022 housing led) the HUDU model identifies capital costs of over approximately £85m over the 15-year period 2024/25 – 2039/40.

8.31 The SEL ICS Estates Strategy highlights the importance of sustainable and cost-effective estate planning. Bromley's infrastructure projects should align with environmental sustainability goals, incorporating energy-efficient buildings, green design principles, and carbon reduction strategies. This will ensure long-term financial viability while supporting NHS Net Zero commitments

Figure 24 Health Capital Costs

| Capital Costs | |
|----------------------|---------------------|
| Acute | 57,128,041 |
| Mental Healthcare | 707,401 |
| Intermediate care | 9,229,972 |
| Primary Healthcare | 18,110,071 |
| Total | £ 85,175,484 |

Source: LB Bromley

Funding Sources

8.32 Historically Section 106 financial contributions were currently required by developers for major schemes and used to help fund community infrastructure such as additional health

facilities. However, with the adoption of a local CIL, S106 payments will be assumed to be provided by the CIL payment. However there may be some circumstances where this will be pursued via S106 – such as:

- where the development involves the loss of an existing facility which needs to be replaced
- Where a large strategic development provides an opportunity to secure space for local health facilities.
- Where a development directly results in a specific need for health services – such as Care Homes requiring additional support for older person's health care needs.

8.33 To align with the SEL Capital Plan, estate development in Bromley should prioritise projects that are investment-ready and strategically aligned with NHS funding streams. Capital investments should leverage multiple funding sources, including NHS capital, Section 106, CIL, landlord contributions, the NHS Estates Improvement Grant, and the Primary Care Utilisation Fund.

8.34 The NHS Estates Improvement Grant provides funding for enhancements to primary care premises, including accessibility improvements, space optimisation, and modernisation works. The Primary Care Utilisation Fund is available to support projects that maximise existing estate efficiency, ensuring that facilities are being used effectively and sustainably.

8.35 Ensuring that estate proposals align with the ICS's long-term investment framework and funding priorities will be critical for securing financial support and accelerating estate improvements in Bromley.

EMERGENCY SERVICES

8.36 Emergency services in Bromley consist of the Metropolitan Police (MPS), the London Fire Brigade, and the London Ambulance Service. The Metropolitan Police and the London Fire and Rescue Service both have divisions within Bromley, whereas the London Ambulance Service functions as part of a London-wide NHS trust.

Existing Infrastructure Provision

Metropolitan Police

8.37 Bromley's main deployment base is Bromley Police Station, located in Bromley High Street. The majority of staff, including all of the Emergency Response Teams, investigative teams, with custody facilities based there. In addition, dedicated Ward Officers (DWO) and Police Community Support Officers are based in Safer Neighbourhood bases in various locations including St Mary Cray, Biggin Hill, West Wickham and Beckenham. The Metropolitan Police Service (MPS) sets the number of officers that are deployed within each of the Borough Command Units in London.

Fire and Rescue Service

8.38 The statutory responsibility for the operation of the London Fire Brigade lies with the London Fire Commissioner role, which replaced the London Fire and Emergency Planning Authority in April 2018. The London Fire Commissioner is responsible for providing London's fire and rescue service with the London Mayor setting the commissioner's budget. There are four fire stations in the borough: Bromley Town Centre, Beckenham, Biggin Hill and Orpington. The fire service operates across boundaries and sends its resources to the nearest emergency irrespective of borough.

Ambulance Service

- 8.39 The London accident and emergency service is split into three operational areas; west, east and south with 70 Ambulance Stations. There are three ambulance stations in the borough, at Crown Lane Bromley, Beckenham Road Beckenham, and Chipperfield Road St Pauls Cray⁴⁴. The Ambulance Service main role is to respond to emergency 999 calls, providing medical care to patients across the capital, 24-hours a day, 365 days a year. Other services offered include providing pre-arranged patient transport and finding hospital beds. Working alongside the police and the fire and rescue service, are prepared for dealing with large-scale or major incidents in the capital.

Current Shortfall

Metropolitan Police

- 8.40 Crime is a key issue for local people across London and developers have been showing interest in incorporating DWOs within their schemes. In addition, for large schemes referable to the Mayor, the MPS will liaise with developers to arrange on site delivery of Dedicated Ward Offices (DWO). A DWO is a 24/7 base of operation for officers of the MPS. It is not a public facing office, but rather a location typically used by officers at the beginning and the end of their shifts which can be situated in a 'back of house location'. The MPS would pay a 'peppercorn' rent for the space in addition to service charges. The MPS currently police over 600 wards across Greater London, DWOs are integral to these efforts. The MPS requires 24/7 access to all DWOs for operational purposes.

Fire and Rescue Service

- 8.41 LFC's Asset Management Plan lists Biggin Hill and Bromley Fire stations as requiring improvement.

Ambulance Service

- 8.42 Target response times are set by the government and the service is measured against these annual performance targets as well as other standards of service. In January 2020 the Ambulance Service was rated 'Good' by the CQC following an inspection our services and leadership in September 2019.

Future Demand

Metropolitan Police

- 8.43 The growth in homes, offices and other uses within the Borough will significantly increase the need for policing and the cost for associated infrastructure. The Metropolitan Police Service (MPS) have set out a range of policing infrastructure they require and have in the past sought contributions from new development – for example for IT and automatic number plate recognition cameras to detect crime related vehicle movements.

Fire and Rescue Service

- 8.44 Standard of service is linked to response times and does not directly correlate with expected growth patterns. Although increased levels of development are likely to increase the number of incidents the fire service must respond to. The most recent London Safety Plan does not highlight any foreseeable infrastructure demands arising from forecasted growth in the borough over the Plan period. However as mentioned

⁴⁴ <http://www.londonambulance.nhs.uk/> accessed July 2020

above Biggin Hill and Bromley Fire Stations are priorities for improvement, requiring replacement/refurbishment.

Infrastructure Costs

- 8.45 The MPS has previously advised they were preparing a calculation formula to enable the collection of financial contributions from developers for potential s106 funding for policing infrastructure associated with DWOs. The Fire and Rescue Service has requested that 'firefighting' facilities be added to the Borough's draft IDP schedule of projects, in order that they can be considered for funding/part funding by CIL; however there are no indications of costs to date.⁴⁵

⁴⁵ 40. Advised by Dron & Wright acting on behalf of LFC. 4 March 2020

9. TRANSPORT AND UTILITIES

TRANSPORT

9.1 Transport infrastructure involves more than providing extra capacity on the road and public transport network, it is also about improving accessibility for all residents including by foot, bicycle and interchange between travel modes, especially in areas of growth. Ensuring transport infrastructure is adequate to support growth in the borough is a key part of the Infrastructure Delivery Plan and its implementation. However, in accordance with the aims and objectives of the Mayor's Transport Strategy and the Borough's Transport Strategy (Local Implementation Plan⁴⁶), increases in transport capacity are only acceptable if they are for sustainable modes of transport, not solely for the private car.

Existing Infrastructure provision

9.2 The transport network in the London Borough of Bromley (LBB) is the responsibility of a number of organisations.

9.3 Transport for London (TfL) is responsible for the Transport for London Road Network (TLRN) and its subsequent maintenance, the Borough's 'Red Routes' and Bus Network. The Department for Transport and Network Rail are responsible for the rail infrastructure of all mainlines in the Borough. Southeastern Railways operate rail services on the Bromley North Line, Hayes Line, Chatham Main Line, and South Eastern Main Line. Govia Thameslink Railway (GTR) are responsible for Thameslink services primarily on the South Eastern Main and Southern (part of GTR) for services on the Crystal Palace line. London Overground, part of TfL, are responsible for services on the Windrush Line. Tram services are the responsibility of London Trams, which is also part of TfL. Please note that operators are subject to change and may be affected by any future rail devolution. Bromley Council is responsible for all remaining roads within the Borough's boundary.

9.4 Whilst the Borough does not have the same air quality problems as inner and central London, the Council aims to maintain and improve its air quality in a targeted way. In 2007 the Council declared an Air Quality Management Area (AQMA)⁴⁷ which covers the north and North West of the Borough in response to predicted exceedances in nitrogen dioxide levels. Subsequent air quality monitoring for nitrogen dioxide, published in the Council's Annual Status Reports, has shown that anticipated reductions in roadside pollution levels have fallen at a slower rate than originally anticipated. The Council's Air Quality Action Plan 2020-25⁴⁸ proposes that a key action is to improve walking and cycling infrastructure and to promote the use of greener routes such as the National Cycle network. There are over 100 miles of cycle routes across the borough, located both off road and in quieter residential areas. There are also 12 designated cycle routes. The transport networks within Bromley broadly reflect the Borough's geography, with more densely developed areas having increased levels of access to public transport when compared with the borough's more rural sectors. Bromley's Third Local Implementation Plan 2019 (LIP)⁴⁹ outlines the existing transport provision at various geographical scales (see Figure 25).

9.5 The preparation of a LIP is a statutory requirement by the Greater London Authority (GLA) on London boroughs and outlines the Borough's proposals for implementing the Mayor's Transport Strategy.

⁴⁶ <https://www.bromley.gov.uk/transport-policy/local-implementation-plan>

⁴⁷ <https://www.bromley.gov.uk/pollution-control-air-quality/air-quality-bromley>

⁴⁸ <https://www.bromley.gov.uk/downloads/download/314/air-quality-action-plan>

⁴⁹ Local Implementation Plan (LIP3) – London Borough of Bromley

Figure 25: Bromley's Transport Geography

| Level | Key transport connections | Stations/stops interchanges |
|-------------|---|--|
| London-Wide | <p>Rail: South Eastern, Govia Thameslink Railway</p> <p>Road: A21</p> <p>Rail Termini: London Bridge, Cannon Street, Charing Cross, London Victoria, Waterloo East, Blackfriars, and Lewisham (for Docklands Light Railway (DLR)).</p> | |
| Sub-Region | <p>TLRN: A21, A232, A20</p> <p>Major Borough Roads: A222, A224, A232, A234, A2015</p> <p>Bus Corridors: A21, A222</p> <p>Cycling Corridors: 5 London Cycle Network (LCN)+ Routes and 14 established borough cycling routes</p> <p>Major Walking Routes: London Loop, Green Chain and the Capital Ring, along with 9 borough-defined healthy walks.</p> | <p>Railway Stations: 26 in total</p> <p>Bus Interchange: Bromley North, Orpington Station, Elmers End</p> <p>Train/Tram Interchange: Beckenham Junction, Elmers End</p> <p>Freight Distribution Centres: None</p> |
| Local | <p>Roads and streets: 43 miles/ 70km of principal roads, 458 miles/ 737 km of local roads and 12 miles/ 20km of Transport for London roads.</p> <p>Bus Routes: 61 routes service the borough</p> <p>Cycling: 100 miles/ 150km of cycle ways across the borough</p> <p>Walking: 870 miles/1400km of footway</p> | <p>Bus Stops Total: 1040 within the borough</p> <p>Bus Stops with Proposed Countdown Signs from 2012: 74</p> <p>No. of Rail/Tram Stations with Cycle Parking: 25</p> <p>No. of Rail/Tram Stations with full or partial mobility impaired access: Full: 8 Partial: 9 None: 11</p> |

Source: London Borough of Bromley 2020

9.6 There are 26 national rail stations and 5 Tramlink stops in the borough. Bromley South and Orpington are the busiest National Rail stations.

Current Shortfall

Rail

9.7 London Bridge station reopened after substantial changes as part of the Thameslink improvements. This has increased capacity through central London. The introduction of Class 700 rolling stock and a new service timetable for Thameslink services has seen

an improvement in capacity and frequency since 2018. South Eastern services have remained the same since the introduction of their franchise.

Bus

- 9.8 Bus wait times have continued to increase on some routes, largely as a result of congestion. The bus is a key mode for the South sub-region, as the South continues to grow there is a need to ensure that appropriate measures are taken to maintain attractive and reliable bus.
- 9.9 Bus Mode Share in the sub-region has continued to increase faster than any other sub-region. TfL will continue to plan, monitor and manage the bus network and make any changes to meet demand. Current bus-standing facilities in Bromley Town Centre (particularly around Bromley North station and also near Bromley South station) are at capacity and limit the opportunity to terminate services within the town centre. There also remain only two direct bus services between Biggin Hill and Bromley Town Centre and no direct high frequency services between Biggin Hill and New Addington.

Roads

- 9.10 Traffic congestion on part of the road network; namely the A21, A24, A222 and A232 can be particularly bad during weekday morning peak periods. A study undertaken by SKM Colin Buchanan (June 2010)⁵⁰ identified a number of pinch points on the road network that contributed to traffic congestion issues. This report formed the basis of congestion relief schemes funded through the Local Implementation Plan (LIP).
- 9.11 Detailed Visual Inspections (DVI) surveys are undertaken each year by LB Hammersmith & Fulham on behalf of all London boroughs, to ensure consistency across the capital. The cost of the surveys is met by TfL, as the results are used to allocate principal road maintenance funding. Planned works for principal roads are funded by TfL through the LIP process.

Future Demand

Rail

- 9.12 According to the 2021 Census⁵¹, travel by train was the second most popular method of travel to work by Borough residents, with 32.7 per cent of Bromley residents travelling to work by train. An additional 3.5 per cent travelled by Underground, Metro, Light rail or Tram (Tramlink serving Beckenham Junction and Elmers End).
- 9.13 The introduction of Class 700 rolling stock and a new service timetable for Thameslink services has seen an improvement in capacity and frequency for services calling at Ravensbourne, Shortlands, Bromley South, and Bickley. The Sevenoaks/Orpington, Bromley South/Blackfriars Thameslink service via the Catford loop has been increased to 4 trains an hour on weekdays.
- 9.14 The Orpington – Bromley South – Victoria Southeastern service increased to 4 trains per hour off-peak in 2006 when the Eurostar services which used this line transferred to the high-speed line via Ashford International. The additional capacity allowed Southeastern to increase frequency between Orpington and Victoria and no further increases are currently planned.
- 9.15 Possible further options for lengthening trains are being reviewed and developed by a Network Rail team working on the forthcoming Kent Route Study. The Route Study is a

⁵⁰ SKM Colin Buchanan – Transport Study 2010 + Bromley First Infrastructure Delivery Plan – July 2010

⁵¹ <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/traveltoworkenglandandwales/census2021>

30-year strategy document for the route looking forward to 2044 and then identifying priorities for the next funding period; Control Period 6 (2019-2024).

- 9.16 The Kent Route Study will also look at the land implications, depot and stabling facilities across the Kent route. This will establish where depots or stabling facilities may need to be provided going forward or where the existing stabling facilities may need to be enlarged to accommodate larger trains.
- 9.17 Internal Network Rail processes have identified that Bromley South and Beckenham Junction stations will require enhancements to accommodate forecast growth at these locations. A high-level review of the areas of development and growth, put forward by LB Bromley, have established a potential need for enhancements at Anerley and Crystal Palace stations to accommodate forecast growth. This will remain subject to review and potentially require a station capacity assessment to be undertaken to gain current day baseline information for the purposes of modelling the impact of forecast growth.
- 9.18 TfL has an aspiration to increase the frequency of Overground services by 2 trains per hour to Crystal Palace (shorter term) and West Croydon (longer term). For the latter, serving Penge West and Anerley, grade separation of Gloucester Road junction between Norwood Junction and West Croydon is likely to be necessary.
- 9.19 The Borough currently lacks a direct rail link to Canary Wharf; it is therefore a Council aspiration to have the Docklands Light Railway (DLR) extended to Bromley North. Whilst this is currently unfunded, it is felt that this project would derive significant benefits for the Borough.
- 9.20 A Bakerloo Line extension into Bromley has been identified by the Mayor of London as a potential transport priority, and after assessing a number of options, TfL has decided to focus on an extension from Elephant & Castle to Lewisham via the Old Kent Road as a first phase. Beyond 2030, subject to further work a future phase could see the line being extended to Hayes via Eden Park and/or to Bromley Town Centre from Beckenham Junction at costs in the region of £3bn. The Council will continue to consider the wider benefits and community concerns of the proposal but favours a link to Bromley town centre and does not support replacing the rail line to Hayes with a London Underground service.
- 9.21 TfL are proposing a new partnership with the Department for Transport (DfT) that will work with local authorities and train operators to provide strategic direction to the specification and management of rail passenger services across London and the South East. TfL are also proposing to complete the transfer of responsibility from the DfT to TfL for inner suburban rail services that operate mostly or wholly within Greater London.
- 9.22 This suburban devolution proposal is looking at a new metro system (Metroisation) for south London. Network Rails 's most recent assessment of capacity requirements on the network that covers the Borough of Bromley was part of their 2022 South London Study which concluded that Southeastern 'metro style' rolling stock would be expected to provide additional capacity without the need for platform extensions. The devolution proposals could include an increase in capacity of services which call at stations in the borough from 2021. TfL have advised that, this could include continued lengthening of all inner suburban services running via Bromley South (to 10 car) and Grove Park (to 12 car). Following that, higher frequency inner suburban services via both Bromley South and Grove Park through Metroisation could be enabled by technological improvements, more efficient use of existing infrastructure and targeted infrastructure schemes.

Bus

- 9.23 Bus priority opportunities are being monitored and are implemented where possible. Current priorities in Bromley include the retention and improvement of the facility at Bromley North.
- 9.24 TfL requested inclusion of enhanced bus infrastructure in Bromley Town Centre. There is no cost of this work, and it depends on the impact arising from the scheme at Bromley North and associated improvements at Lewisham and Croydon. However, the potential developer of the Bromley North site would be expected to include this re-provision within the scheme proposal. Any associated costs can be updated in due course.
- 9.25 The relatively recent SL3 and SL5 orbital routes have proven popular and have fulfilled some key aspirations of Bromley's transport strategy.

Trams

- 9.26 Passenger numbers are expected to reach nearly 60 million by 2030. 'Trams 2030' is TfL's proposed 15-year plan to accommodate growing demand, improve reliability and support the regeneration of numerous town centres. It includes the Wimbledon line enhancement programme and the current proposals including major upgrades and expansions to the network. In order to support future capacity increases, new and expanded maintenance facilities are needed. TfL are exploring additional facilities at Elmers End with a joint estimated cost of £39m for stabling and platform facilities. TfL is looking to significantly enhance frequency and capacity on the Beckenham Junction Line, with additional trams and line upgrade, which has a project cost of £28m.

Walking, Cycling, and Roads

- 9.27 TfL is transforming conditions for all road users and pedestrians with initiatives such as the Roads Modernisation programme, an integrated approach to the way London is changing and growing, which looks to create better places, better cycling and pedestrian routes and safer streets. Strategic analysis is available within the Sub-regional Transport Plan⁵², giving an indication of the high-level transport requirements within LB Bromley. An example of this is the funding, through the LIP, of the Crofton Road pedestrian and cycle route, in Orpington, a distance of approximately 1.4km, which resulted in significant tree planting, additional greenspace and areas of sustainable drainage.
- 9.28 The Council was working with TfL on measures to improve the A21 in the area. A wider study via a revised modelling exercise suggested improvements, including around some of the Bromley Town Centre junctions on the A21. However, due to very high projected costs, this has been put on hold.
- 9.29 Measures to improve accessibility to Biggin Hill have as well been mooted, including a scheme at A233/A232, Keston Mark⁵³.
- 9.30 On a site-by-site basis, TfL assesses the impact of development proposals on the network and in conjunction with London Plan policy. Where mitigation is necessary, TfL works with the Council and GLA to secure this in line with statutory tests. Much of this strategic analysis will be available within the Sub-regional Transport Plan which will give an indication of the high-level transport requirements within LBB, based on current analysis. The London Borough of Bromley will continue to work with TfL to address traffic congestion issues through the Local Implementation Plan (LIP).

⁵² South London, Sub-regional Transport Plan 2016 update TfL

⁵³ Planning for growth in Bromley – Biggin Hill Study Final Report February 2015

Electric Vehicles

- 9.31 The Council is supportive of residents wanting to transition to electric vehicles as well as promoting public transport, walking and cycling. The main barrier to EV uptake is access to charging facilities and the Council are combatting this issue in two major ways set out below.
- 9.32 The Council are liaising with Croydon, Bexley, Havering and London Councils to secure LEVI funding from OZEV⁵⁴. This will facilitate the installation of further on street EV charge points. The Council are also offering residents without off street parking the opportunity to apply for an EV charging gully to be installed in the footway directly outside their property. Although not suitable for all properties, the use of such gullies enables residents to charge their EV using their own domestic charging equipment⁵⁵.

Funding Sources

- 9.33 The costs for many of the transport items will be shared responsibility of a number of external organisations, including Transport for London, and Network Rail. Many of these projects have unknown costs at present as they are aspirational or in the early stages of development. Network Rail station enhancements would require funding from the Local Authority through Section 106 or Community Infrastructure Levy (CIL). Improvements to the capacity of Bromley South station is still a priority for Network Rail and further discussions would be expected to take place with the Council to go through proposals and potential sources of funding.
- 9.34 Locally the need for physical transport improvements will be determined on a site-specific basis. Costs cannot be accurately predicted in advance and will have to be calculated in the context of individual planning development applications. Site specific improvements would therefore be secured by s106 or s278 legal agreements.
- 9.35 The remaining road improvement schemes identified by SKM Colin Buchanan will be delivered through LIP funding. Where improvement schemes are on roads owned by the London Borough of Bromley, funding would be a joint responsibility between TfL and the council.

Infrastructure Costs

- 9.36 Depending on the particular project(s), there are varying cycles for investment planning. In general, TfL funded, or part funded projects are aligned to the TfL business plan. Although intended for five years, Business Plans are refreshed on a regular basis and are linked to wider funding settlements and arrangements.
- 9.37 Planning contributions to strategic transport projects is expected to be funded with the potential use of CIL. S106 may remain for securing some interventions where they are directly required to enable the delivery of a development site (although it may be secured alternatively via S278). Any infrastructure funded through CIL will align with updated priorities through new LIP/transport strategy and any mayoral/national policy and guidance.

UTILITIES

- 9.38 The term 'utilities' is given to a group of services that includes electricity, gas, water and sewage, and broadband, that are supplied for the use of the public by a company(s).

⁵⁴ <https://www.gov.uk/guidance/apply-for-local-ev-infrastructure-levi-funding>.

⁵⁵ <https://www.bromley.gov.uk/roads-highways-pavements/electric-hybrid-vehicles/2>.

- 9.39 Electricity, gas, water and sewage infrastructure must have or be able to have sufficient capacity to accommodate all new development within the borough. Various providers are responsible for the delivery of these services. Electricity and gas are supplied by a range of private companies through the National Grid infrastructure. In the London Borough of Bromley, these services are provided by UK Power Networks (UKPN) and Southern Gas Networks (SGN). UKPN are responsible for the local electrical distribution network including overhead transmission lines, underground cables and electricity substations. SGN are responsible for the local gas distribution network. The distribution of water to individual premises and local sewage infrastructure is the responsibility of Thames Water. Digital connectivity is a necessity for residents, local businesses and public services, with access to reliable, high-speed broadband and mobile networks being directly linked to economic growth and prosperity⁵⁶.

Existing Infrastructure provision

UK Power Networks

- 9.40 Electricity is provided through a transmission and distribution network. The transmission network provides electricity on a strategic level throughout the country and is owned and managed by National Grid. Within LBB, there is a 400kv overhead cable route from Rowden substation in Bromley town centre to Northfleet substation in Dartford⁵⁷. There is also an underground cable from Beddington substation in Sutton to Shinglewell substation in Gravesham.
- 9.41 The distribution network provides electricity on a local level and within LBB is owned and maintained by UK Power Networks. LBB is supplied by the Beddington to Hurst 132kv cable which distributes electricity supply to local substations via the Bromley Grid 33kv route. There are local main substations at Bromley (Bromley Grid 33kv), Bromley South, Chislehurst, Orpington and Petts Wood (Orpington). UKPN are undertaking upgrade works to their network in the Cray Valley in 2025, to increase power capacity and help to maintain reliable electricity supplies to homes and businesses in the area.

Southern Gas Network

- 9.42 Gas is provided through a transmission and distribution network. The transmission network provides gas on a strategic level throughout the country and is owned and managed by National Grid. Within LBB, National Grid has no gas transmissions assets located within the administrative area.
- 9.43 The distribution network provides gas on a local level. Within LBB, this network is owned and maintained by Southern Gas Networks. Southern Gas Networks are statutorily obligated to develop and maintain an efficient and economical pipe-line system for the conveyance of gas in accordance with the Gas Act 1986.
- 9.44 SGN have decommissioned the mains and plant equipment from the former Bromley gas holder site at Holmesdale Road, Bickley, and this site is a Local Plan site allocation¹³.

Thames Water

- 9.45 It is the statutory duty of Thames Water PLC under the Water Industry Act 1991 to develop and maintain an efficient and economical system of water supply within its area and to provide, improve and extend public sewers as to ensure that areas continue to

⁵⁶

<https://cds.bromley.gov.uk/documents/s50121620/Digital%20Infrastructure%20Work%20Plan%20Update.pdf>

⁵⁷ NETS Seven Year Statement; 2023

be effectually drained. Thames Water currently supplies Bromley as part of its wider coverage of London and the Thames Valley.

- 9.46 Thames Water PLC is responsible for the management of Public Sewers (surface water) and Public foul Sewers within the borough. Planned upgrades to Long Reach Sewage Treatment Works (STWs) which serves the London Borough of Bromley and surrounding boroughs were delivered in December 2012. This improvement has provided additional treatment to improve effluent quality to meet Thames Tideway water quality standards¹⁴.

Broadband services

- 9.47 Digital connectivity in London has been a priority for the Mayor of London since 2017. Digital connectivity rates in the borough are measured in relation to access to four different types of broadband:

1. Superfast: with download speeds of at least 24 megabits per second
2. Ultrafast with download speeds of over 100 megabits per second
3. Full-fibre with download speeds of over 1 gigabit per second and with fibre-to-the-premises (FTTP)
4. Gigabit-capable broadband means a broadband connection capable of download speeds of at least 1 gigabit per second and can be delivered by a range of technologies, including full fibre, high-speed cable broadband, and potentially wireless technologies.

- 9.48 The table below sets out digital connectivity in the Borough within the constituencies containing local Bromley wards. This data is sourced from the ThinkBroadband website update in February 2025.

Figure 26: Broadband availability in Bromley

| Availability of broadband | | | | |
|---|-------------|-------------|-----------|--------------|
| Area | Superfast % | Ultrafast % | Gigabit % | Full Fibre % |
| London average | 98.7 | 92.2 | 91.4 | 72.2 |
| Bromley Borough average | 99.1 | 94.6 | 94.6 | 55.3 |
| Beckenham and Penge Constituency average (includes Beckenham Town and Copers Cope, Clock House, Crystal Palace and Anerley, Kelsey and Eden Park, Penge and Cator, Shortlands and Park Langley, and West Wickham wards) | 99.3 | 93.2 | 93.2 | 21.8 |
| Bromley and Biggin Hill Constituency average (includes Bickley and Sundridge; Biggin Hill; Bromley Common and Holwood; Bromley Town; Darwin; Hayes and Coney Hall; Plaistow; Shortlands and Park Langley wards) | 98.6 | 93.0 | 93.0 | 53.2 |

| Availability of broadband | | | | |
|--|------|------|------|------|
| Eltham and Chislehurst Constituency average (includes *Greenwich Borough wards, Chislehurst and Mottingham wards) | 99.9 | 95.3 | 94.6 | 85.0 |
| Orpington Constituency average (includes Chelsfield; Darwin; Farnborough and Crofton; Orpington; Petts Wood and Knoll; Well Hill; Crockenhill; St Mary Cray; St Paul's Cray wards) | 99.0 | 97.2 | 97.2 | 87.1 |
| * The Greenwich Borough wards include Blackheath and Westcombe (part), Charlton Hornfair (part), Eltham Page, Eltham Park & Progress, Eltham Town & Avery Hill, Kidbrooke Park (part), Kidbrooke Village and Sutcliffe, Middle Park and Horn Park, and Mottingham, Coldharbour & New Eltham. | | | | |

- 9.49 Five out of the nine telephone exchange areas (i.e. Farnborough, Orpington, Biggin Hill, Chislehurst and Hayes Common) have been upgraded by Openreach. The required full-fibre broadband upgrades by Openreach to Sydenham and West Wickham telephone exchange areas are currently in progress (each with 34% and 69% completion respectively as of May 2025), including additional plans to upgrade Bromley Central and Beckenham telephone exchange areas. These remaining upgrades to the outstanding four telephone exchange areas are anticipated to be completed by Summer 2026 (with all nine areas completed albeit the completion target specified by Openreach for full-fibre broadband coverage at each individual telephone exchange area is 75%-80%).
- 9.50 The Council has recognised the commercial market-failure in relation to full-fibre broadband connectivity and has been pro-active in implementing alternative solutions to improve the local digital infrastructure. The Bromley Strategic Infrastructure Fund (SIF)/Works Funded by Grant (WFbG) project secured grant in-kind funding from GLA/TfL totalling £954,396. This grant was required for their contractors (Boldyn & ITS) to connect 21 individual Council sites, via a new dark/full-fibre broadband network spine covering 52km across the borough (78km including site connections). Additional capacity within the new dark/full-fibre broadband network was made available to facilitate the future connection of over 4,000 potential local businesses and 350 public sector buildings/sites, that have been identified close to the vicinity of the new dark/full fibre network with its extensions to key economic growth/regeneration areas. This was facilitated by an additional investment of over £450k from Boldyn/ITS and any businesses within 250m-400m proximity of the network will be connected by ITS for free (e.g. areas like Bromley Town Centre; LoCATE at Biggin Hill airport; the Crays Business Corridor, including St Mary Cray SIL, Crayfields Business Park, Crayfields Industrial Park, Springvale Retail, Nugent Shopping Park and Halo Orpington, all sit within 250-400m of the new network allowing business in these areas to connect to full fibre broadband for free).

4G/5G Mobile Network Infrastructure

- 9.51 Figures collected from September 2024 for the Connected Nations report⁵⁸ shows that 5G mobile network coverage has continued to increase in Bromley with **74.5%** of premises having access to 5G networks available from all 4 Mobile Network Operators (MNOs), which is well above the 38% national coverage level. The 4G mobile network

⁵⁸ <https://www.ofcom.org.uk/phones-and-broadband/coverage-and-speeds/infrastructure-research>

coverage by all MNOs in Bromley is essentially universal with **99.8%** of premises supported.

- 9.52 MNOs/Neutral Host Providers rent space on Bromley council assets such as lamp columns to host 4G & 5G infrastructure such as small cells, which increase capacity in a mobile network. The Council has signed 4 agreements so far with mobile small cell infrastructure providers (Freshwave, Cellnex, BT/EE and Ontix), which has been enabled by the Council's 'Bromley Digital Infrastructure Toolkit'. Since the Toolkit was produced in 2021, Freshwave have deployed over 27 small cells (currently 26 existing cells) across town centres in Bromley (i.e. Bromley Town Centre, Penge, Orpington and Beckenham) and this has increased coverage and capacity levels; along with generating over £31,150 for the Council (including recurring annual rental income). Similar to the Openreach full-fibre broadband rollout programmes, these mobile small cell deployments are totally commercially driven and rely on the demand expressed by the MNOs to mobile small cell infrastructure providers.
- 9.53 However, additional demand and mobile infrastructure deployment is anticipated in future, particularly with increased mobile broadband data usage and the additional data capacity requirements. As the number of mobile cells grow in the borough, it is likely that MNOs, Neutral Host Providers, etc will seek to lower their operating costs by accessing any available dark-fibre in Bromley for backhaul, rather than leased circuits.

Current Shortfall

UK Power Networks

- 9.54 There are no specific shortfalls identified in the London Borough of Bromley for electricity. However the London's energy networks will need to support the transition to net zero. London's energy networks are already responsible for supplying infrastructure to 25% of the UK's electric vehicle charge points and the Mayor has made further installation of rapid charge points a priority¹⁵.

Southern Gas Network

- 9.66 SGN do not envisage a requirement for significant infrastructure reinforcement on SGN Medium Pressure (MP) or Intermediate Pressure (IP) systems, however they cannot discount the possibility of some localised requirements where connections are made to SGN Low Pressure (LP) systems.

Thames Water

- 9.67 Thames Water is currently undertaking a series of strategic infrastructure improvement projects across London, but there are no specific shortfalls identified in the London Borough of Bromley. Thames Water generally considers infrastructure shortfalls on a case-by-case basis. Where there are concerns with regards to capacity for an individual application, Grampian Style conditions will be requested as appropriate to ensure that there is no detrimental impact to the existing network as a result of the new development.

Broadband services

- 9.68 Various local strategy documents, plans and evidence reports (e.g. Economic Development Strategy, Digital Infrastructure Work Plan, Economic Evidence Study, Employment Land & Space Study and Local Plan etc) have identified key local strategic economic growth and regeneration areas to be targeted for additional digital infrastructure investment, which will also align with sub-regional/Local London, regional and national priorities. The key economic growth areas include Bromley Town Centre,

Crays Business Corridor and Biggin Hill Airport, given their strategic importance (Metropolitan Town Centre, Strategic Industrial Location and Strategic Outer London Development Centre).

- 9.69 Bromley also has pockets of deprivation, and its strategy strives for a fully inclusive economy, ensuring that there is a focus on the areas of identified deprivation. Hence, the need for additional investment in digital infrastructure has also been identified in key renewal areas (e.g. Bromley Common, Crystal Palace, Penge, Mottingham, Plaistow) to maximise economic, social, digital and environmental improvements. Given Bromley's larger than average and increasing elderly population demographics; there is greater pressure to deliver on adult social services within budget. Hence IT enabled digital transformation to support independent living facilitated by enabling full-fibre broadband infrastructure is key to success. Openreach is currently implementing plans to upgrade all nine local telephone exchange areas covering these key local strategic economic growth and renewal areas to full-fibre broadband by Summer 2026.
- 9.70 Existing interventions by BDUK, such as Project Gigabit/Urban Vouchers scheme only aim to address gaps identified in full fibre/gigabit capable connectivity, based on a largely theoretical funding methodology. In practice, Bromley will require more public & private sector investment in local digital infrastructure than this to realise the full potential of its economic growth areas.
- 9.71 Beyond the improved connectivity introduced to Council services by the SIF/WFbG project; the additional wider benefits for local businesses (and residents) potentially include:
- Improved full-fibre broadband coverage in Bromley including a greater choice of local providers.
 - new full-fibre broadband connectivity extended to Bromley's:
 - renewal areas (Bromley Common; Crystal Palace & Penge; Mottingham; Ravensbourne & Plaistow; Cray Valley)
 - economic growth/strategic areas (Bromley Town Centre; Cray Business Corridor; Biggin Hill Airport), as detailed in the Local Plan, Regeneration Plan and Economic Development Strategy
 - key employment clusters identified in the latest Bromley Evidence Study (Crystal Palace, Penge & Beckenham; Bromley Town Centre; Farnborough; Cray Valley; Orpington Town Centre; Biggin Hill)
 - locations with potential as future employment land identified in the more recent Employment Land & Space Study (Oakfield Rd, Lower Sydenham, Bromley South, Crayfields Industrial Park, Cray Avenue, Biggin Hill)
 - additional inter-connectivity to existing ITS networks to the west of the borough in Lewisham and the east in Bexley. This will ensure resilience and diversity which will allow the 500 ISPs that are ITS wholesale customers to serve businesses in Bromley using the new fibre network.

Future Demand

UK Power Networks

- 9.72 The impact of new development on the National Electricity Transmission System (NETS) within the South Eastern boundary has been identified as a possible driver towards the NETS reaching its thermal capacity, with a total of around 9GW of interconnectors and

energy storage capacity to be connected by 2030, up from about 6.5GW⁵⁹. The National Grid will ensure that as interconnector capacity increases over time, measures will be taken to increase capacity to ensure the transmission route can sustain the growth in requirement.

Southern Gas Networks

- 9.73 SGN use computer modelling techniques to assess committed demands on gas networks. These models are built to compensate for potential growth which is obtained from developers and local authority Local Plan information. Should any reinforcement be required above predicted growth, SGN would deal with this on an individual basis under the Gas Transporter Licence. Funding for investment planning regulated by Ofgem and provision is subject to review every 8 years. There is no significant planned investment into gas infrastructure within Bromley.

Thames Water

- 9.74 The planning cycle for investment in service delivery is 5 years; a process considered by Asset Management Plans (AMPs)⁶⁰. Generally speaking, network capacity constraints and requirements for upgrades will depend on the location, scale and timing of development together with that of other development within the same catchment. Thames Water relies heavily on the planning system to ensure infrastructure upgrades are provided ahead of development, either through local phasing and Local Plan policies, or the use of Grampian style conditions attached to planning permissions.
- 9.75 Thames Water use Local Authority housing and employment growth figures and census data to help project likely increases in sewage flows to its Sewage Treatment Works (STWs). Thames Water also takes into consideration a range of other factors, including data on wastewater flows entering the STW.
- 9.76 Thames Water's infrastructure investment is aggregated across its operational area and then financed for example through loans and recovered by charges made to customers across that operational area. Customer bills are set by OfWAT through the business plan process. In some cases, developer contributions for local upgrades also help to fund infrastructure, where required.

Broadband services

- 9.77 Central government has a target to deliver gigabit capable broadband nationwide by 2025; this will be delivered primarily through private investment with some funding being made available to support areas which are not commercially viable. The Council intends to be pro-active in facilitating the current and future demands of people and businesses in the Borough.
- 9.78 The Council's Memorandum of Understanding (MOU) with Openreach in 2021 has expedited the completion of their initial full-fibre broadband commercial roll-out programme within the more rural telephone exchange areas of Bromley (i.e. over 75% of premises within Farnborough, Biggin Hill, Orpington, Chislehurst and Hayes Common exchange areas). These were previously more reliant upon ADSL broadband services due to the lack of full-fibre infrastructure available.
- 9.79 To ensure that the Borough is ready for future demand and in support of Local Plan Policy 80, the Council proposes that gigabit capable connectivity is prioritised in Bromley Town (including Elmfield Rd Business Improvement Area), Biggin Hill (including Airport), Cray Valley West and Cray Valley East wards – these are also areas in the Local Plan

⁵⁹ <https://www.neso.energy/document/352001/download>

⁶⁰ <https://www.thameswater.co.uk/about-us/regulation/water-resources>

identified as strategic priority areas for economic growth. Improved broadband connectivity is also sought for key renewal areas (e.g. Bromley Common, Crystal Palace, Penge, Mottingham, Plaistow) to maximise economic, social, digital and environmental improvements. Openreach plans to complete the upgrades to all nine local telephone exchanges (albeit with a target of 75%-80% full-fibre broadband coverage at each telephone exchange) by Summer 2026 to help address these opportunities and challenges in key geographical areas. Additional public sector investment (e.g. BDUK Project Gigabit/Urban Vouchers scheme) is anticipated to in-fill remaining gaps and/or stimulate the commercial market, following the commercial build by Openreach.

- 9.80 The Council will continue to work with digital infrastructure providers to promote and raise awareness of the opportunities and benefits available from the extra connectivity available locally. This will ensure local stakeholders, including businesses, residents, along with other investors are in a good position to take full advantage of these infrastructure improvements.

Infrastructure Costs

- 9.81 There are no infrastructure costs identified for utility provision in the Borough. However, additional investment will continue to be sought from other private and public sources to support improvements in digital connectivity (e.g. Project Gigabit/Urban Vouchers; GLA/London Councils Economic Growth funding; Neutral Host Providers/MNOs etc).

Infrastructure Delivery Plan (IDP) Schedule Table 2025

APPENDIX 1

DESIGN AND HERITAGE

| Project Name | Timeframe | Estimated Value (capital costs) | Funding currently secured/ identified | Remaining funding gap | Project Status |
|-------------------------------------|-----------|---------------------------------|---|-----------------------|----------------|
| Heritage | | | | | |
| Regeneration of Crystal Palace Park | 2031 | £40m | Land receipts, LBB Capital, Heritage Lottery Fund, S106 | t.b.c | Underway |
| Public Realm | | | | | |
| Bromley High Street | On-going | t.b.c | LBB Capital, S106, CIL | t.b.c | On-going |
| Beckenham Town Centre | On-going | t.b.c | LBB Capital, S106, CIL | t.b.c | On-going |
| Penge Town Centre | On-going | t.b.c | LBB Capital, S106, CIL | t.b.c | On-going |
| Orpington Town Centre | On-going | t.b.c | LBB Capital, S106, CIL | t.b.c | On-going |

ECONOMIC INFRASTRUCTURE

| Project Name | Timeframe | Estimated Value (capital costs) | Funding currently secured/ identified | Remaining funding gap | Project Status |
|--------------|-----------|---------------------------------|---------------------------------------|-----------------------|----------------|
| | | | | | |
| t.b.c | t.b.c | t.b.c | t.b.c | t.b.c | t.b.c |

ENVIRONMENTAL INFRASTRUCTURE

| Project Name | Timeframe | Estimated Value (capital costs) | Funding currently secured/ identified | Remaining funding gap | Project Status |
|--|-----------------|------------------------------------|--|---------------------------|----------------|
| Energy and Low Carbon | | | | | |
| Carbon Off Setting Fund | On-going | Site specific – not known | Site specific | Site specific – not known | t.b.c |
| Combined Heat and Power facilities – creation of energy networks | Various schemes | Not known | LBB/developers | Not known | t.b.c |
| Waste and Recycling | | | | | |
| Waste/recycling facilities | t.b.c | t.b.c | LBB/contractors | t.b.c | t.b.c |
| Depot infrastructure works (Central) | Jan to Dec '25 | £11m (£8m works) | LBB | NA | Underway |
| Depot infrastructure works (Churchfields) | t.b.c | t.b.c | LBB | t.b.c | RIBA Stage 4 |
| Flood Risk | | | | | |
| Kyd Brook | t.b.c | £1.4m | Environment Agency, Flood Defence Grant | t.b.c | t.b.c |
| Ravensbourne (East Branch) | t.b.c | £634k | Environment Agency, Flood Defence Grant | t.b.c | t.b.c |
| St James Stream, Upper Elmers End | t.b.c | £1.27m | Environment Agency, Flood Defence Grant | t.b.c | t.b.c |
| Beck (East Branch) | t.b.c | £497k | Environment Agency, Flood Defence Grant | t.b.c | t.b.c |

| | | | | | |
|------------|-------|-------|---|-------|-------|
| Pool River | t.b.c | t.b.c | Environment Agency, Flood Defence Grant | t.b.c | t.b.c |
| Upper Cray | t.b.c | t.b.c | Environment Agency, Flood Defence Grant | t.b.c | t.b.c |

OPEN SPACES, SPORTS AND LEISURE

| Project Name | Timeframe | Estimated Value (capital costs) | Funding currently secured/ identified | Remaining funding gap | Project Status |
|-----------------------------|-----------|---------------------------------|---|-----------------------|----------------|
| Open Space | | | | | |
| t.b.c | t.b.c | t.b.c | t.b.c | t.b.c | t.b.c |
| Sports and Leisure | | | | | |
| Walnuts Leisure Centre | 2026 | £12m | LBB Capital ,S106 | t.b.c | Underway |
| West Wickham Leisure Centre | 2026 | £16m | LBB Capital, Sport England / S106 , tenant operator | t.b.c | Underway |

COMMUNITY FACILITIES AND EDUCATION

| Project Name | Timeframe | Estimated Value (capital costs) | Funding currently secured/ identified | Remaining funding gap | Project Status |
|---|-----------|---------------------------------|---------------------------------------|-----------------------|----------------|
| Libraries and Community Facilities | | | | | |
| Bromley Central Library | t.b.c | t.b.c | LBB Capital | t.b.c | Underway |

| | | | | | |
|-------------------------------------|------------------|-------------------------|------------------------------|-------|---|
| West Wickham Library | 2025 | t.b.c | S106, LBB Capital | t.b.c | Complete |
| Southborough Library | 2024 | t.b.c | LBB Capital | N/A | Complete |
| Chislehurst Library | t.b.c | t.b.c | LBB Capital | t.b.c | Underway |
| Orpington Library | t.b.c | t.b.c | LBB Capital | N/A | Underway |
| Burnt Ash Library | 2025 | t.b.c | LBB Capital | N/A | Complete |
| Beckenham Library | 2025 | t.b.c | LBB Capital | N/A | Complete |
| St. Paul's Cray Library | 2023 | t.b.c | LBB Capital | N/A | Complete |
| Archive and Museum Store | 2027 | £3.9m | LBB Capital | N/A | Planning and Design |
| Burial Grounds | | | | | |
| t.b.c | t.b.c | t.b.c | t.b.c | t.b.c | t.b.c |
| Education | | | | | |
| New 150 pupil SEN (ASD) Free School | t.b.c | Not known DfE delivered | DfE capital funding | t.b.c | Waldron Wood site off Bushall Way, currently at pre app stage |
| Expansion of St John's CE Primary | t.b.c | t.b.c | S106/t.b.c | t.b.c | Design development of phase 1 |
| Marian Vian Primary | t.b.c | t.b.c | S106/school | t.b.c | Planning consent achieved, delivery during 2026/27 |
| Expansion of Oaklands Primary | Complete 2025/26 | £3.5m | High Needs Provision Capital | t.b.c | Phase 2 under construction |

| | | | | | |
|--|------------------|---------------------------|-------------------------------------|-------|---|
| Expansion of Red Hill Primary School | 2025/26 | £1.9m | Basic Need/S106/School | | Under construction |
| New 6FE secondary school Bullers Wood School for Boys | Completed | Information not available | DfE capital funding | t.b.c | Delivered |
| New secondary school Turpington Lane Allotments | t.b.c | t.b.c | t.b.c | t.b.c | Feasibility underway to use site for 200 place secondary SEN school |
| The Glebe, extension of existing SEN school | 2026-2029 | £2.2m | High Needs Provision Capital | t.b.c | Phased delivery, at design development Stage |
| Hawes Down Primary School, Sen reconfiguration and link block | 2026/27 | £2.9m | High Needs Provision Capital/School | t.b.c | Post feasibility |
| Midfield Primary School, expansion of existing SEN provision | 2025/26 | £1.5m | High Needs Provision Capital | t.b.c | Procurement stage |
| St Paul's Cray CE Primary School, new SEN provision | 2026/27 | £1.2m | t.b.c | t.b.c | Feasibility |
| Churchfields Primary School, extension of existing SEN provision | tbc | £0.5m | t.b.c | t.b.c | Detailed design stage |
| Harris Primary Academy Orpington extension of existing SEN provision | tbc | £0.7m | t.b.c | t.b.c | Feasibility |
| The Highway Primary School – new SEN provision | tbc | £2.5m | t.b.c | t.b.c | Feasibility |
| Tubbenden Primary School, extension of existing SEN provision | t.b.c | £0.7m | t.b.c | t.b.c | Feasibility |
| New secondary school at BET Hayes Lane | t.b.c | t.b.c | t.b.c | t.b.c | No current proposals |
| Secondary expansion at Chislehurst School for Girls | t.b.c | t.b.c | t.b.c | t.b.c | No current proposals |
| Special education facilities at Duke Youth Centre | Delivery 2025/26 | £4.3m | t.b.c | t.b.c | Planning application submitted |

| | | | | | |
|--|------------------|-------|-------|-------|---|
| Special education facilities at Bromley Beacon Academy (Orpington) | t.b.c | t.b.c | t.b.c | t.b.c | Further expansion being investigated. |
| *Special education facilities at Hawkwood Lane | Delivery 2025/26 | £2.2m | t.b.c | t.b.c | being refurbished for SEN education use |

HEALTH, WELLBEING AND EMERGENCY SERVICES

| Project Name | Timeframe | Estimated Value (capital costs) | Funding currently secured/ identified | Remaining funding gap | Project Status |
|--|--------------|---------------------------------|---|-----------------------|---------------------|
| Health | | | | | |
| Bromley Health and Wellbeing Centre | 2025 | t.b.c | Capital Receipts from Disposals/ Section 106/ CIL | t.b.c | Underway |
| Development of the Top floor of Oaks Park medical Centre to provide additional capacity for the local Population | 2025-2027 | £1-£2m | TBC - Capital Receipts from Disposals/ Section 106/ CIL | t.b.c | Planning and Design |
| Development of the void space at Orpington Health and Wellbeing Centre into Clinical Rooms | 2025-2027 | £1-£2m | TBC - Capital Receipts from Disposals/ Section 106/ CIL | t.b.c | Planning and Design |
| Improvements and Internal re-configuration to our Community based Clinic Properties to increase capacity and improve access in the local areas | 2025-2027 | t.b.c | TBC - Capital Receipts from Disposals/ Section 106/ CIL | t.b.c | Planning and Design |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased demand in Fit for purpose Premises and align with the latest policies | 2025-Ongoing | t.b.c | NHS PCUF for some limited improvements | t.b.c | PCUF Application |

| | | | | | |
|---|--------------|-------|--|-------|------------------|
| around Integrated Neighbourhood Teams - Beckenham PCN examples may include; - Eden Park Surgery - St James Practices - Cornerways Surgery | | | | | |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased demand in Fit for purpose Premises and align with the latest policies around Integrated Neighbourhood Teams - Penge PCN examples may include - Anerley Surgery - Robin Hood Surgery - Sundridge Medical Practice (Bromley town) | 2025-Ongoing | t.b.c | NHS PCUF for some limited improvements | t.b.c | PCUF Application |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased demand in Fit for purpose Premises and align with the latest policies around Integrated Neighbourhood Teams - Five Elms PCN examples may include - Norheads Lane - Bank House Surgery | 2025-Ongoing | t.b.c | NHS PCUF for some limited improvements | t.b.c | PCUF Application |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased demand in Fit for purpose Premises and align with the latest policies around Integrated Neighbourhood Teams - Hayes Wick PCN examples may include | 2025-Ongoing | t.b.c | t.b.c | t.b.c | t.b.c |

| | | | | | |
|--|--------------|-------|--|-------|------------------|
| <ul style="list-style-type: none"> - Station Road Surgery - The Pickhurst Surgery | | | | | |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased demand in Fit for purpose Premises and align with the latest policies around Integrated Neighbourhood Teams - MDC PCN examples may include <ul style="list-style-type: none"> - The Chislehurst Partnership - The Links Medical Practice | 2025-Ongoing | t.b.c | NHS PCUF for some limited improvements | t.b.c | PCUF Application |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased demand in Fit for purpose Premises and align with the latest policies around Integrated Neighbourhood Teams - The Crays Collaborative PCN examples may include <ul style="list-style-type: none"> - Broomwood Surgery - Poverest Medical Centre | 2025-Ongoing | t.b.c | t.b.c | t.b.c | t.b.c |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased demand in Fit for purpose Premises and align with the latest policies around Integrated Neighbourhood Teams in addition to the high population increases expected in the town centre - Bromley Connect PCN examples may include <ul style="list-style-type: none"> - Southview Surgery - London Lane Clinic | 2025-Ongoing | t.b.c | t.b.c | t.b.c | t.b.c |
| Extension/ Re-configuration or potential relocation of local GP Practices to address increased | 2025-Ongoing | t.b.c | NHS PCUF for some limited improvements | t.b.c | PCUF Application |

| | | | | | |
|---|--------------|-------|-------|-------|-------|
| demand in Fit for purpose Premises and align with the latest policies around Integrated Neighbourhood Teams in addition to the high population increases expected in the town centre - Orpington PCN examples may include - Ballater Surgery | | | | | |
| Develop the Local Bromleag Care practice infrastructure to enable it to support the high levels of development proposals for additional Care and Nursing homes in the Borough* | 2025-Ongoing | t.b.c | t.b.c | t.b.c | t.b.c |
| Reconfiguration and alterations to meet increased needs in Mental Health Services across the borough | Ongoing | t.b.c | t.b.c | t.b.c | t.b.c |
| Reconfiguration and alterations to meet increased demands in Acute services at the PRUH, Orpington Hospital and Beckenham Beacon | Ongoing | t.b.c | t.b.c | t.b.c | t.b.c |
| Reconfiguration and alterations to meet increased demands in Community Services across various clinics within the borough. | Ongoing | t.b.c | t.b.c | t.b.c | t.b.c |
| Adult Services | | | | | |
| | | | | | |
| Emergency Services | | | | | |
| Policing Infrastructure towards DWO costs. | t.b.c | t.b.c | t.b.c | t.b.c | t.b.c |
| Fire-fighting facilities | t.b.c | t.b.c | t.b.c | t.b.c | t.b.c |

TRANSPORT AND UTILITIES

| Project Name | Timeframe | Estimated Value (capital costs) | Funding currently secured/ identified | Remaining funding gap | Project Status |
|---|-----------|---------------------------------|---|---|-------------------------------------|
| Transport | | | | | |
| Car clubs, Borough wide | Ongoing | N/A | Operator permit fee and LIP S106 | N/A | Ongoing monitoring and development |
| Local Cycle network | 2024-2041 | £100,000 | LIP | 0 | Ongoing |
| Strategic Cycle Network (Excluding A21 Corridor) | 2024-2041 | Unknown | TfL Quietways (or similar), S278 | Unknown | Ongoing as routes are funded by TfL |
| Segregated cycle route on A21 Catford to Bromley Common SCA corridor | 2024-2030 | Unknown | TfL | Unknown | Aspirational |
| Cycle hub at Crystal Palace Station | 2024-2026 | £120,000 | TfL Cycle Parking funding | Funding potentially identified to bid for in future | Feasibility |
| Bromley Town Centre Junction Enhancements | 2024-2030 | £3,000,000 | TfL Liveable Neighbourhoods, Bus Priority Programme, S278 | £3,000,000 | Aspirational |
| Junction improvements at A21/A232 Crofton Road and A21 Farnborough Common | 2024-2030 | £1,000,000 | TfL investment in TLRN and TfL Bus Priority Programme, S278 | No funding identified | Aspirational |
| Elmers End casualty reduction | 2024-2030 | £400,000 | LIP Corridors , Mayor's Air Quality Fund | 0 | Aspirational |
| Chislehurst or Elmstead Woods Station accessibility enhancements | 2024-2024 | £4,000,000 | Department for Transport (Access for All) | £4,000,000+ | Aspirational |

| | | | | | |
|---|-----------|---------|-------|---------|---|
| Improvements to connectivity between Bromley Town Centre and Canary Wharf/Docklands | 2024-2025 | Unknown | Yes | Unknown | New Superloop bus service will mostly cover this. |
| Beckenham to Bexley Express Bus | 2024-2026 | Unknown | Yes | Unknown | New Superloop bus service |
| Utilities | | | | | |
| t.b.c | t.b.c | t.b.c | t.b.c | t.b.c | t.b.c |