

- 2.3.3. Changes in the economy also create potential to release large areas of industrial land for other uses. Elsewhere, proposed developments such as Ebbsfleet Garden City and Barking Riverside could be of huge benefit to the borough if we link up in the right way, although Bexley also wants to become a major growth node in its own right. These changes will act as a catalyst for further growth, providing the opportunity for significant development, job creation and new homes.
- 2.3.4. In light of the above, the current projection is that up to 31,500 new homes and 17,500 net new jobs can be delivered across the borough over the next 30 years, subject to provision of appropriate levels of infrastructure. This figure is indicative and will be subject to further refinement as more detailed plans are drawn up.

2.4. The vision for growth and the objectives to achieve this vision

Bexley Growth Strategy vision:

Bexley will play a key part in helping London grow sustainably, whilst respecting the borough's overall character and identity. New and existing communities will be strong, sustainable, cohesive and prosperous. A well-connected borough, both within and beyond Bexley, provides the key to securing growth opportunities for residents and businesses. People across the borough will have a better quality of life and improved wellbeing, supported by high quality housing, rewarding employment opportunities and effective local services and facilities.

Good growth will be secured by focussing new residential development on a series of well-connected public transport nodes, making the most of Bexley's riverside location and industrial heritage. Core industrial areas retained for employment uses will be improved and intensified, fostering the growing Maker Movement. The borough's valued suburban heartland and quality open spaces will be preserved and enhanced. Shopping, culture and leisure facilities will be vibrant, supported by innovative industries and businesses.

[SECTIONS OMITTED]

Situated next to one of London's remaining marshlands along the River Thames, Slade Green will be transformed into a high quality, neighbourhood with a new local town centre set around a potential new Crossrail station and access to outstanding recreational spaces, delivering 8,000 new homes and 1,000 new jobs.

[SECTIONS OMITTED]

- 4.2.3. The strategy for the land use aspects of employment use is as follows:
- b) Parts of the Belvedere, Fraser Road, Manor Road and Crayford industrial areas will be released for other uses; however, the retained areas will be intensified and promoted as strategically important employment locations. Transport improvements, such as bus service enhancements as well as a possible Belvedere-Rainham river crossing, digital connectivity enhancements, including the use of dark fibre networks, and modernised business premises, such as the introduction of shared working spaces and environmental enhancements, will aid these areas. In this way, the areas will become increasingly attractive for new industries including those displaced from elsewhere within the opportunity areas.

4.3. Housing

4.3.3. The strategy for the land use aspects of housing is set out below:

- b) Increase housing capacity around the rail stations at Belvedere, Erith and Slade Green, with further housing capacity if Crossrail is extended east of Abbey Wood towards Gravesend (C2G). This will include release of employment land and the densification of existing housing areas through comprehensive redevelopment in the long term.
- c) Intensify suburban residential areas through sensitive infill development, with design solutions that allow medium-density development to fit well with the existing context.

4.4. Town centres and retail

4.4.4. The strategy for the land use aspects of town centres is set out below:

- e) Create a local centre at Slade Green train station that would also be served by a potential new Crossrail station, which will serve the new communities planned in this north-eastern part of the borough, and will complement the existing hierarchy of centres.

Chapter 5 – Urban design strategy

5.1. Introduction

Existing character – opportunities and challenges

- 5.1.8 Slade Green is set in a flatter landscape adjacent to Thames marshland. Historically an isolated community linked to railway and agricultural activity, issues of severance continue to this day. The character of the area is distinctly industrial in nature to the north and residential to the south. The housing is typically a combination of post war semi-detached and terraced homes with late twentieth century low to medium rise blocks of flats and modern infill terraced housing, with some historic railway cottages in the vicinity of the station.
- 5.1.9 The area has a suburban character with some areas having a higher density than others, but there is no sense of overdevelopment. There is no recognised town centre in Slade Green and as such the area is lacking a sense of identity.
Opportunities exist for the opening up of the river, the intensification of housing stock, the improvement and reconnection of open space and the creation of a new heart to the community.

Vision for Slade Green

Slade Green will accommodate more than 8,000 homes and 1,500 jobs through the creation of a sustainable, accessible and well-served neighbourhood centred on a potential new Crossrail station and town centre. Development will be characterised by high quality housing and employment growth, including new leisure and retail facilities as well as a range of other local services and enhanced connections to improved open space.

Objectives

6.3.56 The vision will be achieved by:

- (i) significantly improving connectivity and development potential through the creation of a new Crossrail station at Slade Green as part of a potential Crossrail extension;
- (ii) realising this development potential through the release of underused employment land, the renewal of poor quality housing areas and the development of surplus, poor quality open space where appropriate for higher density, higher quality residential and mixed-use development well connected to the station and town centre;
- (iii) supporting higher levels and more diverse employment, particularly linked to the new town centre, whilst retaining the best elements of the existing employment areas;
- (iv) securing sustainable local transport improvements that will enhance accessibility levels between development sites and other key locations as well as redirecting commercial traffic away from sensitive areas; and,
- (v) providing improved public open space and access to nature in the area and mitigating against all types of flood risk, particularly through design solutions that incorporate flood resilience and resistance in areas at risk of flooding.

Typology 3: Urban high – 45-260 units, or 200-700 habitable rooms, per hectare

6.2.8 This typology illustrates the top density range in Bexley’s growth areas and includes predominantly flatted development in four to eight storey mansion blocks and lower parking levels. It seeks to utilise the most connected locations within easy reach of key transport nodes. A few locations in the borough would be appropriate for a focussed cluster of towers of up to approximately 15 storeys.

6.2.9 There are a range of examples used within this typology to fit with differing locations including a mixed-use town centre development, a riverside location and a transitional low to high-density scheme. An urban high-density example within Bexley, in the middle of the density scale, is the Crayford town hall development. This typology has 169 units per hectare, with a range of 1, 2 and 3 bedroom units in up to six storey buildings including community uses, shops and a shared courtyard style amenity space.

Table 1: Housing typologies

Code	Housing typology description	Habitable rooms per unit	Units per hectare	Habitable rooms per hectare range
Suburban medium				
H1	family typology	4.6 – 2.7 hr/u	35 – 95 u/ha	150 – 250 hr/ha
Urban medium				
H2a	riverside typology	3.1 – 3.7 hr/u	55 – 145 u/ha	200 – 450 hr/ha
H2b	transitional typology with a mix of stories	3.8 – 4.6 hr/u	45 – 120 u/ha	
H2c	open space/lakeside typology and buffer zone	3.1 – 3.7 hr/u	55 – 145 u/ha	
H2d	urban medium open space typology	3.1 – 3.7 hr/u	55 – 145 u/ha	
H2e	town centre mixed-use typology	2.7 – 3.0 hr/u	70 – 170 u/ha	
Urban high				
H3a	mixed-use town centre typology	2.7 – 3.0 hr/u	70 – 260 u/ha	200 – 700 hr/ha
H3b	mixed-use riverside typology	3.1 – 3.7 hr/u	55 – 225 u/ha	
H3c	high density in a previously low density area (transitional)	2.7 – 3.0 hr/u	70 – 260 u/ha	
H3d	high density	3.8 – 4.6 hr/u	45 – 185 u/ha	
H3e	urban high town centre (in-borough example)	2.7 – 3.0 hr/u	70 – 260 u/ha	

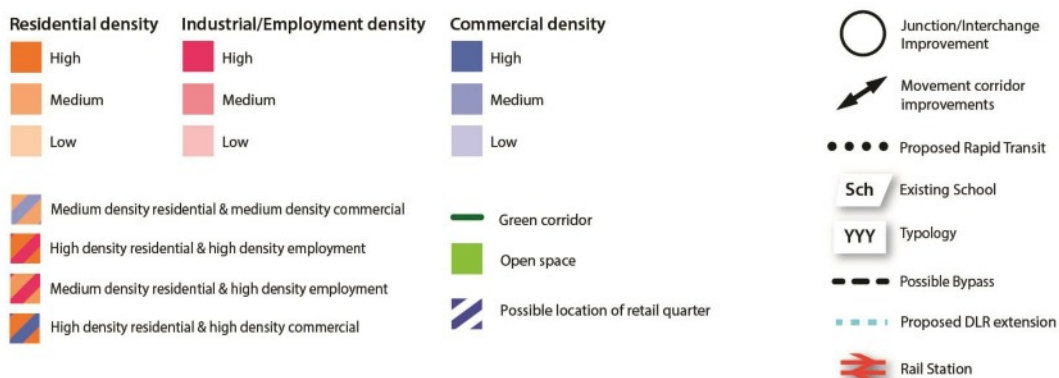


Figure 23: key to the development frameworks proposed uses (end-state)

Slade Green Development Framework

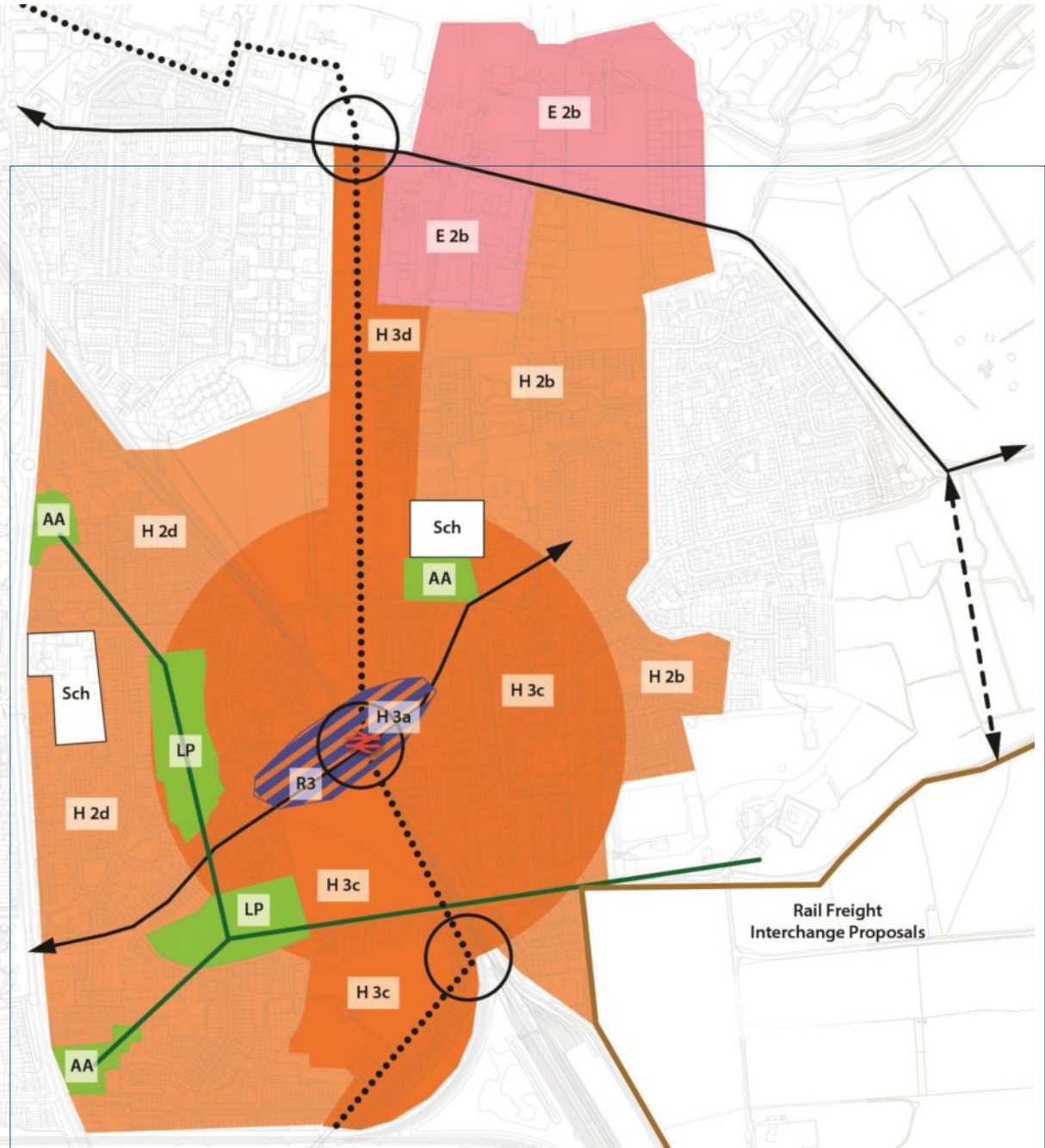


Figure 31: Slade Green proposed uses (end-state) – see key on page 66

6.3.57 The development framework for Slade Green introduces a new local town centre around Slade Green station. It would fall under the high-density high street retail typology with a traditional layout of smaller units servicing the new higher density residential and commercial development surrounding it and taking advantage of the footfall around the railway station. It would be of a similar size and function to Bexley's District Centres such as Northumberland Heath and Bexley Village.

- 6.3.58 High quality, high-density residential development will be focused in and around the town centre and station and along main public transport routes, reflecting the enhanced connectivity and access to services in these locations with medium density typologies beyond so as to ensure a transition to existing lower density areas and open space. The high-density development should be in the form of four to eight storey mansion blocks; tall towers are not considered appropriate for this area.
- 6.3.59 Surplus, poor quality open space will be reused to create high quality residential development in order to ensure the best use of land in the most accessible locations, allied to a programme of open space accessibility and facility improvements throughout the area. These would include an east-west link between the green belt open space in the east and the Whitehall Lane open space in the west.
- 6.3.60 Existing businesses will be consolidated and new employment opportunities created in the north of the area and the new town centre. Uses in the northern medium density employment area will form an appropriate transition to adjacent residential uses whilst ensuring the available land is optimised.
- 6.3.61 A range of local transport enhancements will be secured, including: a new segregated public transport route through the area, connecting the station and town centre to adjacent development sites and beyond; junction/interchange improvements which reduce severance and congestion; and, in the longer term, a Slade Green by-pass, which would redirect heavy traffic from the remaining industrial areas away from Manor Road and directly onto the strategic road network.