



Land south of Crockenhill Road St Mary Cray

LBB Pre-application Presentation



Lands Improvement

31 July 2025

Agenda

1. Why here?
2. Our Analysis
3. What we have heard
4. Our Emerging Masterplan
5. Masterplan Principles
6. Let's take a closer look

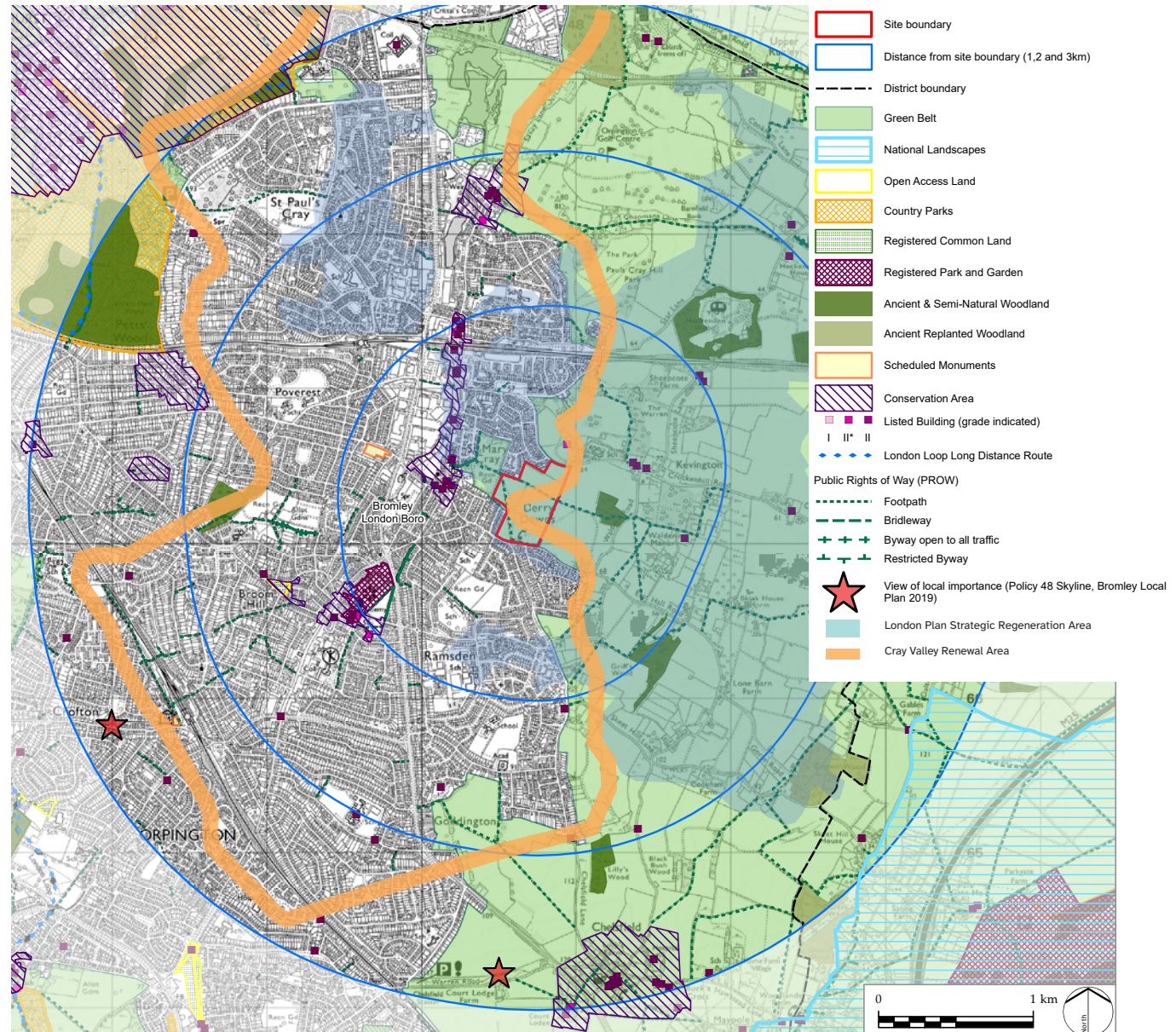
The Site

Boundary extends to
16.92 hectares in total/41.81 acres



Planning Context: Why here?

- The site is located entirely within the London Metropolitan Green Belt.
- A draft Green Belt Assessment has been progressed which identifies the site as grey belt in line with NPPF Dec 2024 and subsequent PPG in February 2025.
- The proposals for the site will meet the criteria in para 155 of NPPF for appropriate development in the Green Belt.
- A new defensible Green Belt boundary is proposed along eastern edge of site in the form of minimum 15m deep tree belt.
- The site is located within the Cray Valley Renewal Area (Policy 17 of Adopted Local Plan) and London Plan Strategic Regeneration Area.
- It is the aim that the development proposals will deliver, and act as a catalyst for social, economic and environmental enhancements and improvements beyond the site boundary.

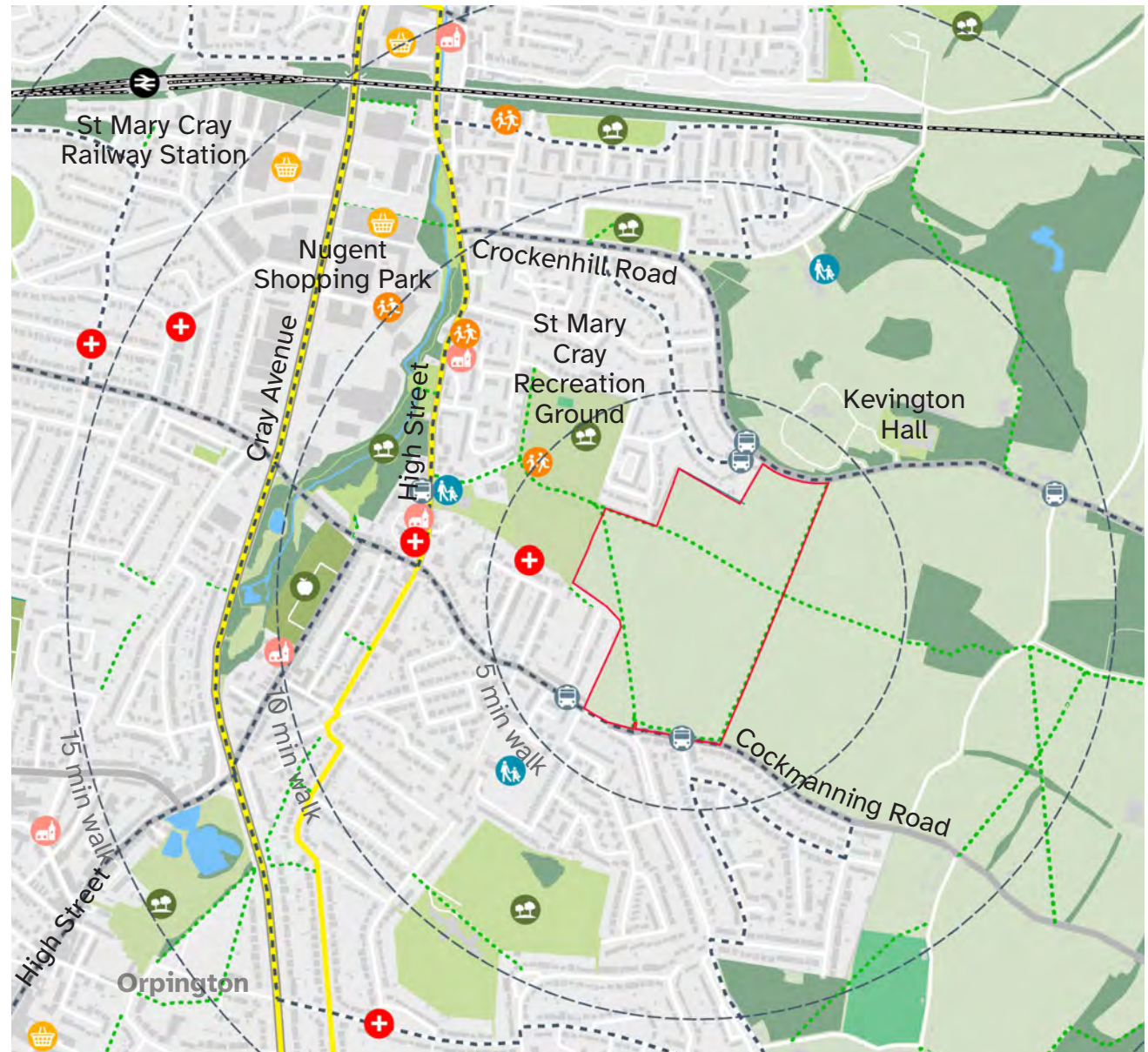


Local amenities and connections: Why here?

The site is surrounded by and sustainably connected to a number of key services and facilities, ranging from education to sports and leisure. The site is within a 25 minutes walk of St Mary Cray train station and 5 minute walk from St Mary Cray Recreation Ground. Three bus services travel along roads immediately adjacent to the site (B14, R4, 477).

Legend:

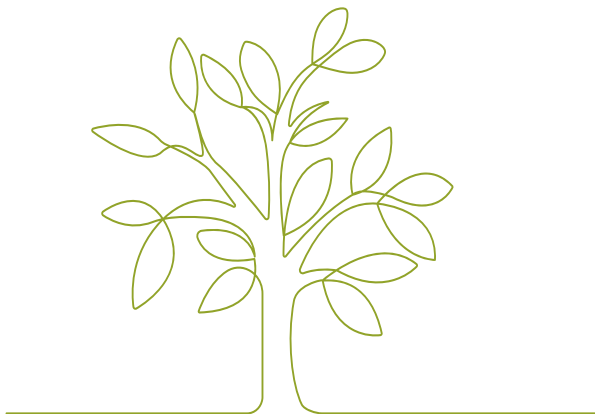
-  Application Boundary
-  Railway
-  Bus routes
-  Bus stops nearest to site
-  Cycle routes
-  Public Rights of Way
-  Blue infrastructure
-  Open Space
-  Woodland
-  Education
-  Parks and open space
-  Allotments
-  Retail
-  Place of worship
-  Health services
-  Sport and Leisure



LIH placemaking pillars

As a master developer, LIH's focus is on:

- Creating communities
- Delivering the necessary infrastructure to support new homes
- Places that are well-connected to public transport and discourage vehicle usage
- Preserving and enhancing nature and the environment (BNG, UGF)
- Listening and responding to community's needs



How are the pillars visible in St Mary Cray?

Contribute towards the regeneration of St Mary Cray

1



Connect people with nature

2



Deliver high-quality homes in a sustainable location

3



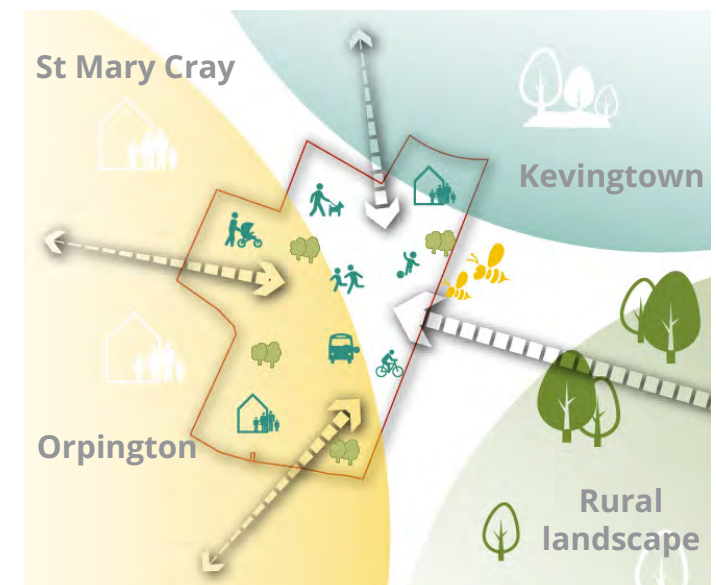
Protect, enhance and connect existing natural assets

4



Improve connectivity across all modes

5

Station
Shopping
Amenities

COMMUNITY
NEIGHBOURS
NORTHERN

Community Hub

North Link

Cycle lanes

Healthy Street

Housing mix

Nature trails

BUFFER

Footpaths

Dog walking

View to Town

View to Countryside

RECREATION
GROUND

Play areas

Swales

Pocket
Parks

South Link

Relaxing
water features

Wet & wild
areas

Community
growing

Green/playable streets

HABITAT
CREATION

KYNASTON
ANCIENT WOODLAND

Services
Church
Centre

SOUTHERN
NEIGHBOURS

1
Regenerate

Recreation &
Community Hub Facilities

2
Quality Homes
with Legacy

Mixed housing and tenures
for varying generations

3
Improve
Connectivity

Accessibility and
Sustainable transport

4
Connect people
with nature

Engender healthy lifestyles,
Valuing outdoor leisure life

5
Natural
Assets

Protect, Enhance, Connect
Biodiversity & Ecological Gain

Opportunities plan

Legend:

-  Application Boundary
-  Existing adjacent roads
-  Existing pedestrian access to site
-  Potential pedestrian access
-  Potential vehicle access
-  Potential bus route opportunity
-  Public rights of way
-  Public rights of way
-  Existing contours
-  Category A trees and hedges
-  Category B trees and hedges
-  Category C trees and hedges
-  Existing bus stop/route
-  Primary pedestrian/cycle gateway
-  SUDs Network
-  Green Belt Buffer (tree planting)
-  Key green link from town to country
-  Potential new common
-  Existing open space potential
-  Key node/mobility hub opportunity



Site Considerations

Legend:

-  Application Boundary
-  Existing adjacent roads
-  Existing pedestrian access to site
-  Potential pedestrian access
-  Public rights of way
-  Existing contours (1m)
-  Category A trees and hedges
-  Category B trees and hedges
-  Category C trees and hedges
-  Green Belt Buffer (tree planting)
-  Existing properties backing onto the site
-  Existing properties fronting onto the site
-  Ecology Buffer
-  Surface Water Flood Risk (1 in 1000)
-  Surface Water Flood Risk (1 in 100)
-  Surface Water Flood Risk (1 in 30)

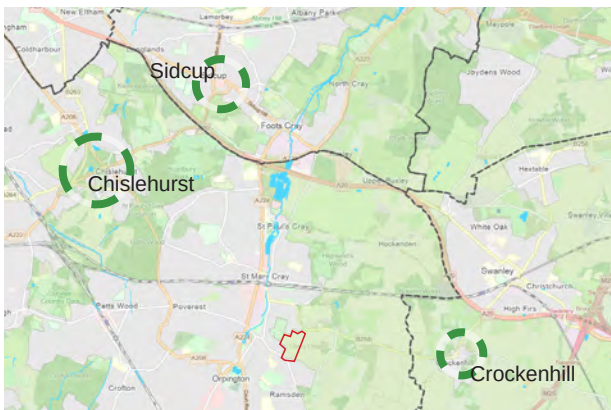


Common Inspiration

Green spaces within the Bromley area have inspired our development strategy. In villages such as Chislehurst, Sidcup and Crockenhill, the common/village green space is a prevalent feature within these settlement's open space network. Our proposals aim to deliver a new common through the centre of the site that connects St Mary Cray with the countryside, inspired by local precedents.

Legend:

-  Application Boundary
-  Railway
-  Borough boundary



Chislehurst Common



Community Engagement

December 2024 public event key findings:

- Improve existing sports facilities in the area rather than creating new football pitches.
- Provide more public transport routes around the site and St Mary Cray.
- Contribute to local health provision, recognising current pressures within the area.
- Focus on providing new family homes in keeping with St Mary Cray's character.
- Interested to hear more about new drainage infrastructure.

May 2025 public event key findings:

- Concern over volume of traffic and construction traffic.
- Reiterated the importance of an effective and regular bus service.
- Queries over whether the drainage strategy would be effective in addressing the existing flooding.
- Positive reception for improvements to the recreation ground - any improvements would need a considered and contextual approach.

The Vision



Example of masterplan vision board at the first community engagement event.

02 Responding to Feedback

Comments made about the original proposals	Our response
Sport & Leisure Improve existing sports facilities in the area rather than creating new football pitches	We have removed the proposed new pitch on the site and propose to make financial contributions to improve the existing recreation ground, working with local stakeholders and Sport England to identify possible enhancements.
Public Transport Provide more public transport routes around the site and St Mary Cray	• We have held discussions with Transport for London (TfL) regarding the extension of existing bus routes to serve the proposed new homes and to connect them to St Mary Cray and Orpington. • The proposals will also include rental and car club facilities. • We are discussing with TfL and the London Borough of Bromley how we can support traffic management in the area.
Health Contribute to local health provision, recognising current pressures within the area	• We established the health needs of the area with the local NHS commissioning body. • Our proposals include space for a focussed facility and we are in ongoing discussions with the local Integrated Care Board, which commissions health services, regarding potential uses.
Local Character Focus on providing new family homes in keeping with St Mary Cray's character	• We are committed to providing family homes that will be sensitively designed, with no high rise flats or tower blocks. • 50% of homes will be affordable to help reduce Bromley's housing waiting list.
Drainage and Flooding What about new drainage infrastructure and discussions with Thames Water?	• We are liaising with Thames Water to appropriately design the drainage infrastructure (factoring in the necessary climate change allowances). • We also remain committed to ensuring that the drainage infrastructure is designed to mitigate flood risk on and off the site.

Board from the second (May 2025) event of how we have responded to feedback from the first event.

Responding to Council feedback

Feedback from the GLA February 2025

- Bring more public open space into the centre of the site
- Incorporate a village green typology within the open space strategy
- Provide more information on how parking will minimise impact on the street scene
- Avoid driveway parking
- Review relationship with recreation ground
- Include a mobility hub at the centre of the site
- Explore opportunity to bring a bus through the site

Feedback from LBB March 2025

- The applicant will need to demonstrate how site opportunities and constraints have informed the design principles and objectives
- The proposed building heights would broadly keep with the surrounding context
- The site layout would need to be designed around active travel and public transport use, not private vehicles, and car parking should be inconspicuous and not dominate the public realm.
- Pedestrian and cycle desire lines should be catered for, with direct, not circuitous, routes, be well-lit and surfaced, accessible to all and with natural surveillance for all-day and year-round use.
- The site should be permeable to the surrounds on all sides for pedestrians and cyclists, with no 'dead ends' that may unnecessarily increase walk distances



The Big Moves

1. Green Common



Green Common delivers a central open space that extends from St Mary Cray Recreation Ground in the west. The Common will deliver a variety of landscapes, activities and habitats where people can meet, play and be in touch with nature.

2. Enhanced connectivity



Green Common delivers a key east-west pedestrian and cycle route connecting town with the countryside, supplementing and enhancing existing public footpaths that criss-cross the site. Heading north-south, a bus route and associated pedestrian/cycle path provides sustainable travel. A bus gate at the common prevents other vehicular movement through the site.

3. Community heart



At the centre of the development, at the axis between the common and the bus route, is the community and mobility hub maximising on convenience and visibility for residents and visitors

Concept Masterplan

New common open space with play areas, recreational paths, nature areas and sustainable drainage

Potential 'Bus only', pedestrian and cycle route (with no through route for cars)

Flexible community space overlooking a community square

Primary road with cycle lane

Retention of ecological assets west of the site

Surface water drainage features

-  Vehicular, pedestrian and cycle access
-  Pedestrian and cycle access
-  Pedestrian access



Landscape strategy

Key landscape spaces

A variety of open spaces are proposed within the site including a formal village green in the centre of the common with mown grass, parkland trees and equipped play area, through to wet and wild spaces more devoted to nature and sustainable drainage. A wooded eastern edge contains built form providing nature trails. Active ecology retains mature vegetation and enhances habitats for wildlife, as well as health and wellbeing for people through a fitness trail. Finally, at the entrances into the site, landscape creates attractive, welcoming and safe gateway into the new neighbourhood.

-  Local Equipped Area for Play (LEAP)
-  Local Area for Play (LAP)
-  Play on the Way
-  Community growing
-  Fitness Trail
-  Infiltration basin
-  Attenuation basin
-  Swale street



Precedent images



The village green in Derwenthorpe has generous lawn space and is located at the heart of the development



Landscape buffer (woodland belt) with footpaths provides a natural barrier to the adjacent countryside



'Wet and wild' areas contain a variety of planting, and new areas of habitat creation and conservation



Permeable paving and other SUDS in Barking (including swales) are attractively integrated into the open space network



Pocket parks in Horsted Park are connected to other green spaces by green links using trees and natural materials



Play on the way is featured throughout the development and carefully placed alongside key walking routes

Public Open Space

Fields in Trust standards apply with absence of local open space standards in Bromley Borough. Table below outlines area required for 325 homes (2.4 people per household) and the POS area provided in the proposed development, which is almost **double the amount required**. This includes SuDS basins totalling 1.44ha.

POS Standards	Standard per 1000 population	Area required for 325 homes	Site provision proposed
TOTAL	5.35 ha	4.17 ha	7.95 ha
TOTAL OF SITE (%)	31%	24%	47%



Enhancements to St Mary Cray Recreation Ground

Following consultation with the current lease holders of St Mary Cray Recreation Ground, it is proposed that **financial improvements for St Mary Cray Recreation Ground** would be delivered as part of the proposed development. This would enable the following:

- ① Improvements to existing pavillion to make it fit for purpose with fencing to improve security.
- ② CCTV/additional lighting in car park to disuade anti-social behaviour
- ③ Improvements to existing basketball court/MUGA
- ④ Improvements to football provision including kick fence around pitches to prevent quad bike mis-use, secure storage for portable football goals and potential for additional junior pitch

Potential for all-weather cricket wicket

Potential for enhancements/refresh of existing Neighbourhood Equipped Play Area

Potential for additional informal play such as skate park, BMX pump track etc associated with former location of bowling green.

Sports England have been consulted on this approach who welcome the developer's intention and are supportive.



Biodiversity Net Gain

Initial calculations based on the current masterplan result in **11% BNG** with a mixture of the following habitats:

- Amenity grassland
- Other neutral grassland
- SuDS
- Mixed Scrub
- Ornamental Planting
- Woodland Planting
- Specimen Native Trees
- Specimen Ornamental Trees

Key:

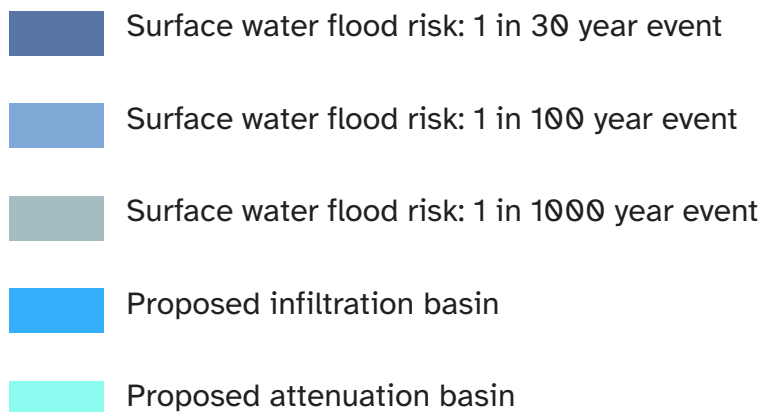
	Site Boundary
	Proposed Developed land; development area (Residential 6.2950ha and Gardens 2.6975ha)
	Proposed Developed land; sealed surface: Hardstanding (0.1700ha)
	Proposed Open Space (5.4700ha)
	Proposed Other woodland; broadleaved (1.1375ha)
	Proposed Sustainable drainage system (0.8000ha)
	Retained Mixed scrub (0.2675ha)
	Retained Other woodland; broadleaved (0.2525ha)
	Retained Hedgerow (0.435km)
	Retained Rural Tree [4]



Water Management

The proposed open space within the masterplan includes Sustainable Drainage Systems that are a mixture of infiltration basins that can allow water to permeate into the ground directly and attenuation basins that have an outfall to boreholes into underlying chalk. Together, these basins will collect, treat and discharge surface water slowly, avoiding peaks in water levels to minimise flooding downstream. LLFA has been consulted on proposals.

The existing surface water flow through the site is retained with no residential development located in its path. There are opportunities within the design of the open space through which it flows to be designed to try to capture and slow this water, that comes from outside of the site, to potentially reduce flood risk or frequency of flooding to existing residents.



Off-site movement strategy

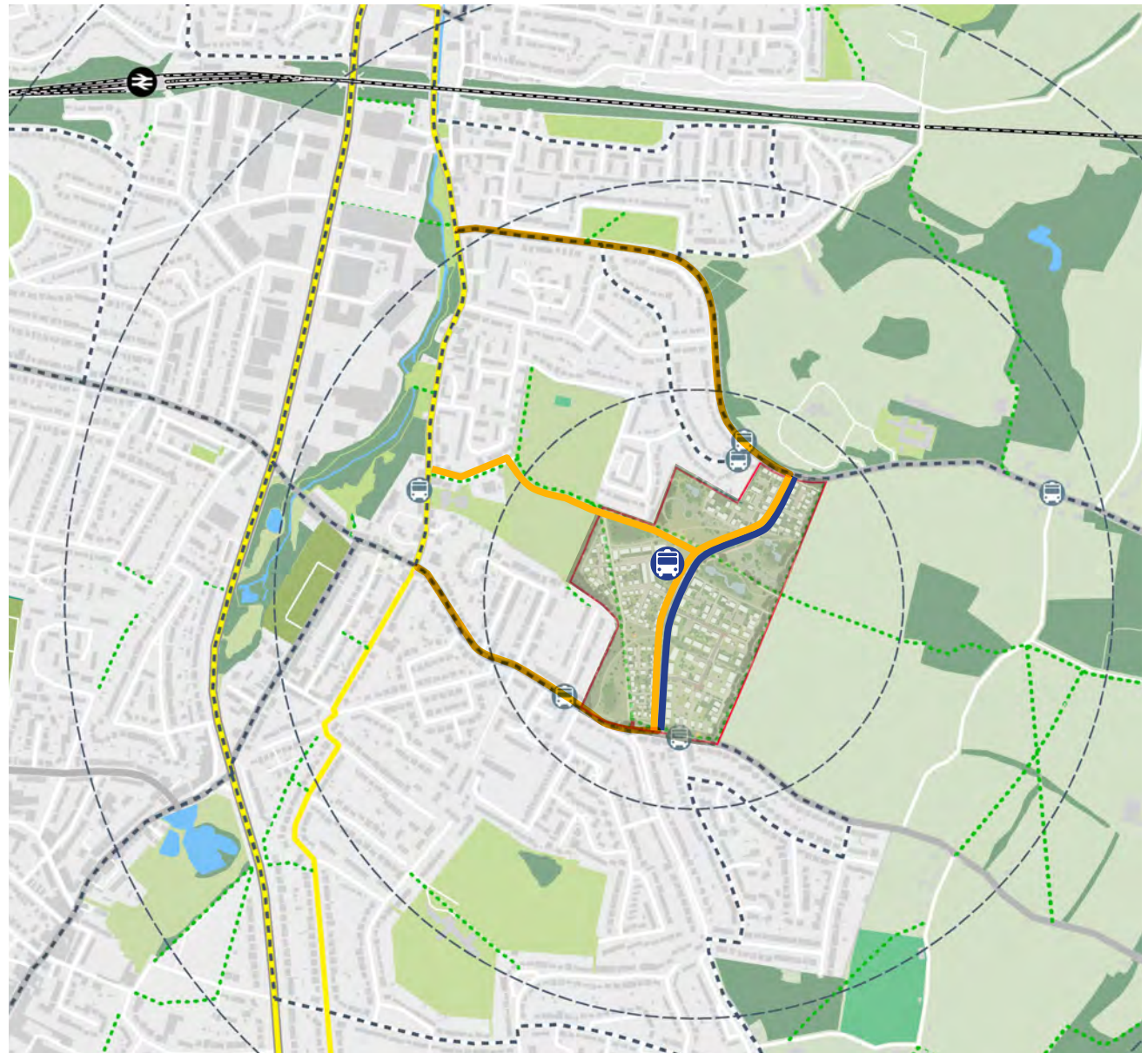
Extended connectivity

Potential for existing bus services to be diverted through site with new bus stop, at mobility hub in the centre of the site providing public transport for new residents.

Proposed segregated and on-street cycle routes connect the site into St Mary Cray with three potential links to north, west and south.

Legend:

-  Railway
-  Bus routes
-  Bus stops
-  Proposed bus routes
-  Proposed bus stop
-  Existing Cycle routes
-  Proposed Cycle routes
-  Public Rights of Way



Site Movement strategy

Key features

Access points off Crockenhill Road and Cockmannings Road with potential for diverted bus service to serve mobility hub in centre of site. PRowS retained and enhanced with additional routes to create a permeable development. Segregated cycleway proposed along primary route and to west towards St Mary Cray high street.

Legend:

-  Primary route including bus route
-  Bus only route
-  Public Rights of Way
-  Indicative pedestrian routes
-  Segregated cycle route
-  On-street cycle route
-  Vehicle access
-  Existing pedestrian access
-  Proposed pedestrian access
-  Bus stop and associated facilities (e.g. cycle parking)



Transport Considerations

Parking

Provision for parking will be informed by London Plan's maximum parking standards and the specific needs of the site. These standards are:

Up to 1.5 spaces for up to 1-2 beds

Up to 1.5 spaces per 3 beds or more

Whilst the maximum parking standards will be adhered to, the actual level of provision will depend on the eventual unit mix. This will be determined as part of a future Reserved Matters Application.

Bus services

Pre-application meeting with Transport for London (TfL) carried out earlier in the year where it was considered feasible to divert one of existing bus routes into site. Subsequent draft S106 contributions have been forwarded from TfL. Further engagement is being sought to fully understand TfL's requirements in terms of proposed density/ population of site to allow diversion to potentially occur following comments received in GLA pre-app.



Precedent images



Key gateways create a dynamic streetscene to celebrate arrival into the site at Beaulieu



Homes in Milton Keynes front onto the secondary route with parking to the rear and designated on-street visitor parking



A bus gate in Edinburgh is incorporated within the primary route to avoid through traffic and encourage public transport use



Cycle lanes in Lea Bridge provide attractive and safe active travel routes alongside the primary routes and the east/west Public Rights of Way



New walking routes and Public Rights of Way wind through green, nature-rich areas



A small-scale mobility hub example (with bike parking and a car club) sits at the heart of the site, easily accessible to all residents

Heights strategy

Key features

Building heights respond to the surrounding context and the key placemaking features and goals of delivering family housing within the development. For example, homes up to 3 storeys are located close to the community square, overlooking key pieces of open space, and at key gateways. In contrast areas of up to 2 storeys are found in areas adjacent to the countryside and neighbouring areas of a similar height.

Legend:

-  Up to 3 storeys
-  Up to 2.5 storeys
-  Up to 2 storeys
-  Uplifts on key corners

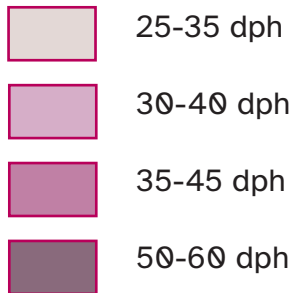


Density strategy

Key features

The density strategy focuses on bringing activity to the focal parts of the development (in the community square and alongside key pieces of open space). Medium density neighbours this area to the east, whilst lower density areas to the north and west, back onto existing homes with similar densities (labelled on the adjacent plan).

Legend:



Overall average density: 39 dph



Precedent images



Marker buildings in Beechwood Village are situated at key access points and on corners, aiding legibility and animating the roofline



Apartments and townhouses of up to three storeys bring an uplift in density within the centre of the development



Mixing two and two-and-a-half storey in buildings creates an attractive streetscene with visual interest in Cambridge



Two storey terraced homes create a compact urban form, increasing density and maximising land efficiency

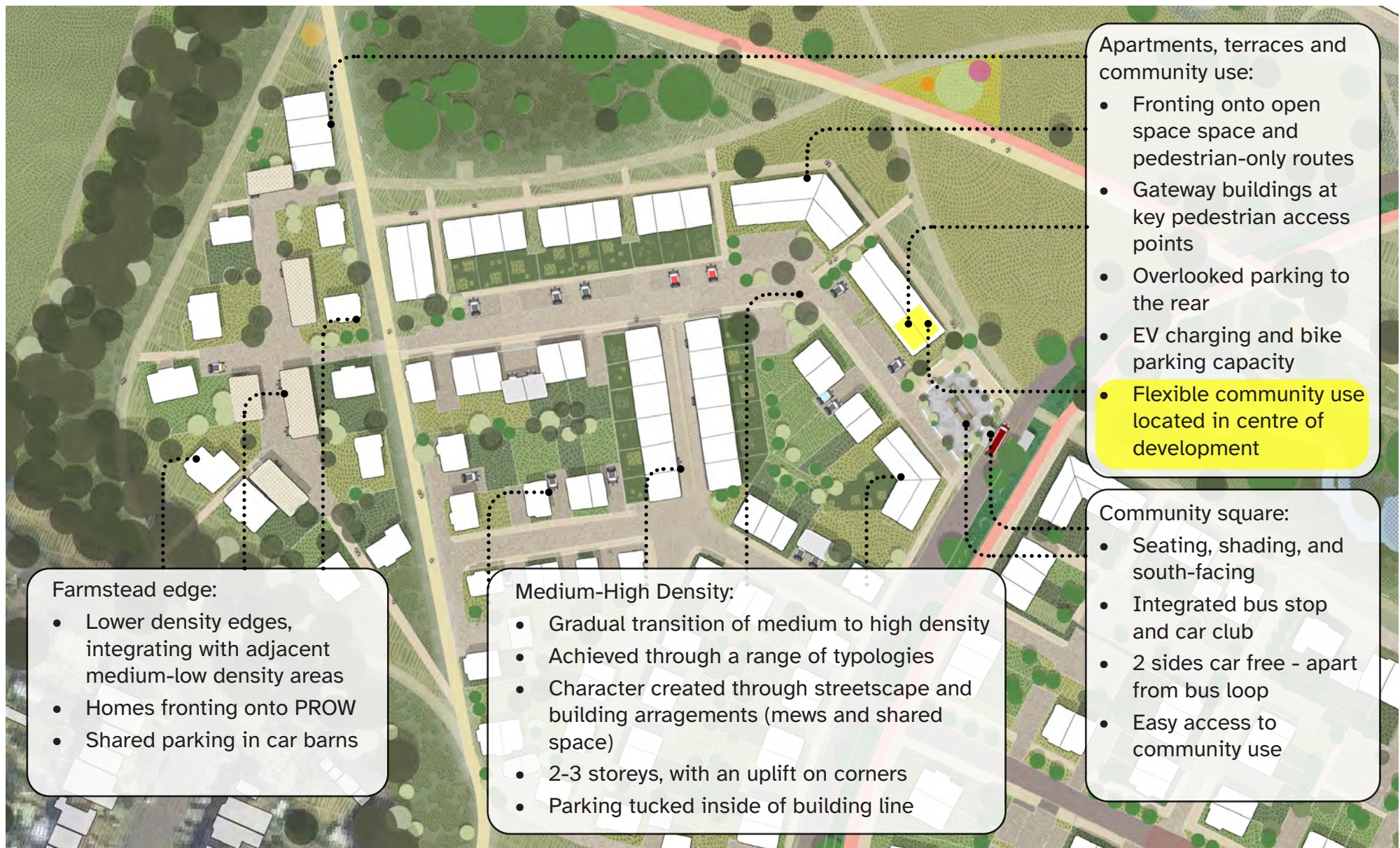


Lower density areas near the rural edge mainly use semi-detached and detached homes to balance privacy and space



Medium-low density areas are inspired by local farmsteads and hamlets where clusters of buildings are arranged around a central courtyard

Let's take a closer look - Urban quarter



Precedent images - Urban quarter



Apartments alongside non-residential uses bring activity to the heart of the development in Manchester



A well connected community square with seating and shading in Eddington, Cambridge



Homes fronting onto the open space in Hanham Hall, creating a positive interface



Mews street with undercroft parking minimising impact on the street scene in Beechwood Village, Basildon



Shared space street with parking to side of homes in Trumpington



Homes in Chelmsford overlooking and providing surveillance of the Public Right of Way

Let's take a closer look - Rural edge



Precedent images - Rural edge



Homes overlooking the woodland buffer in Staffordshire



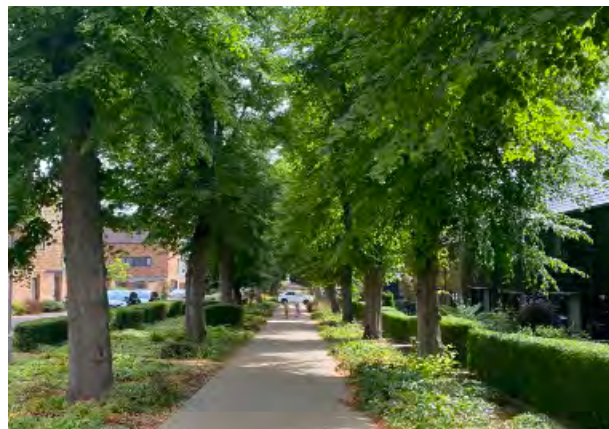
Semi-detached homes create a gentle density along the rural edge in Northstowe



Shared parking within car ports and car barns minimise the impact of cars on the streetscene



Generous street landscaping, and designated on-street parking creates an attractive and orderly street scene in Horsted Park



Tree lined avenues connect the footpath network around The Avenue, Saffron Walden



Consistent building heights with minor variations animate the roofline whilst avoiding repetitiveness

Let's take a closer look - Common Green



Summary

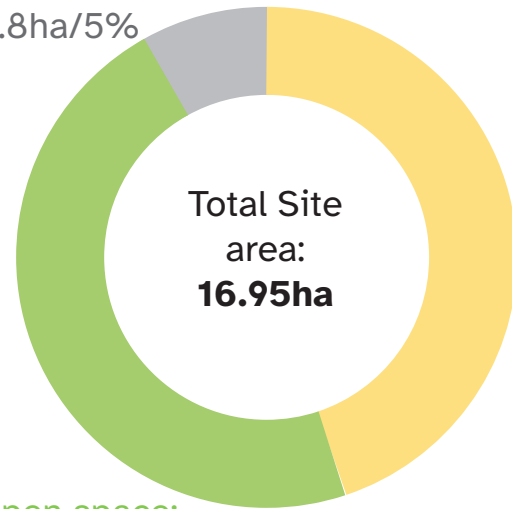
Land Budget

Other (including
Primary route):
0.8ha/5%

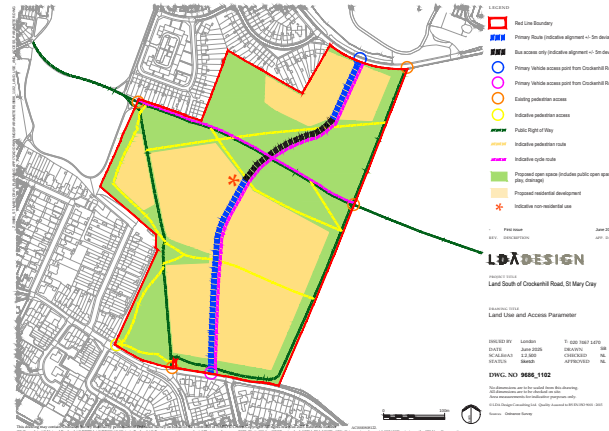
Developable area:
8.2ha/48%

Total Site
area:
16.95ha

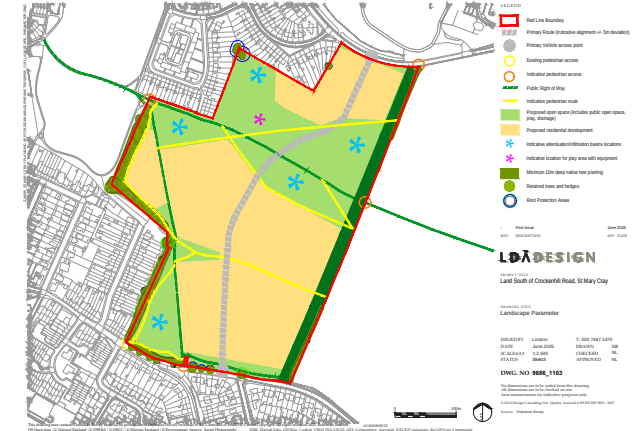
Open space:
7.95ha/47%



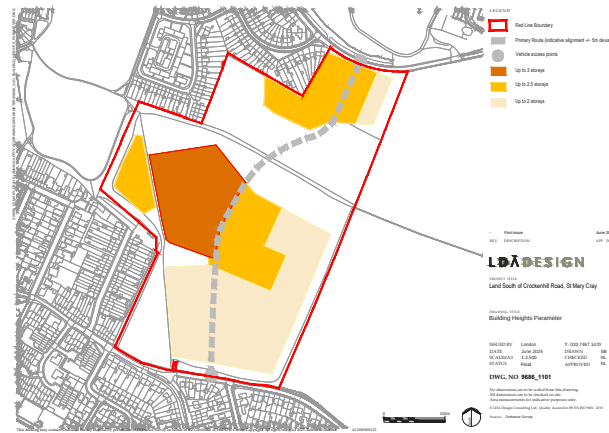
Draft parameter plans



Land Use and Access



Landscape



Building Heights

Summary of benefits



**325 new energy
efficient homes**



**50% affordable
homes**



**Nearly 2x more open space
than required** with associated
paths, fitness and play facilities



**Surface water flood
resilience**



**Regeneration of St Mary Cray
recreation ground** including
sports, formal and informal play



**Improving
Biodiversity**



**Improved sustainable
connectivity**



**Space for new flexible
community use**
(e.g. health clinic)



Additional slides

LIH placemaking review

July 2025

LD Æ DESIGN

Meeting LIH's placemaking framework

LIH Design Framework



Design walkable places



Design to minimise impacts of cars



Design healthy, safe and happy places



Design places for community and life



Design places to support nature and local biodiversity nature

East-west PROW enhanced with lighting and surface material to enable people with all ages and abilities to walk to town safely

Bus stops strategically placed in the centre of the site also the community and mobility hub

Homes front onto pedestrian routes where possible throughout the development

Footpaths connect with existing PROW's that take residents and visitors beyond the site boundary

Footpaths effectively integrate with SUDs features

Continuous pedestrian routes run alongside the primary route taking priority at junctions leading into the parcels

Footpaths and play on the way weave through the woodland buffer

A variety of shared space routes prioritises people over vehicles

Many footpath routes create a variety of loop options within and around the site for leisure and recreation

Meeting LIH's placemaking framework

LIH Design Framework



Design walkable places



Design to minimise impacts of cars



Design healthy, safe and happy places



Design places for community and life



Design places to support nature and local biodiversity nature

Shared space and mews street typologies create pedestrian focused streetscapes

Homes fronting onto the primary route creates a residential street character and thereby naturally calms vehicle speeds

No through-route for cars to prioritise active travel and public transport use

Parking tucked away down the sides of homes or within discrete parking courts and car barns

Bus stop centrally located for all residents

Visitor parking incorporated on-street and in rear parking courts to discourage anti-social parking

Landscape buffer minimises impact of cars

Meeting LIH's placemaking framework

LIH Design Framework



Design walkable places



Design to minimise impacts of cars



Design healthy, safe and happy places



Design places for community and life



Design places to support nature and local biodiversity nature

Looped paths create ideal walking routes for visitors and residents

Shared space routes encourage drivers to move slowly allowing for safe pedestrian movement

Extended open space from rec ground into site increases variety for existing and proposed residents

Delivering c. 2ha more open space that FiT standards

Play areas are centrally located to achieve maximum surveillance and accessibility

Drainage features have been strategically placed and designed to provide long-term resilience that will also benefit existing neighbours from flooding

Footpaths are well-overlooked creating surveillance and safety for residents and visitors alike

Homes overlook rear parking courts and car barns to provide surveillance for parking

Homes front onto open spaces to create safer walking routes for pedestrians

Extensive tree planting contributes to clean air for residents

Meeting LIH's placemaking framework

LIH Design Framework



Design walkable places



Design to minimise impacts of cars



Design healthy, safe and happy places



Design places for community and life



Design places to support nature and local biodiversity nature

Village green provides a formal open space area for potential community events

Multiple areas of play are accessibly situated throughout the development

Decked areas along the edges of the wetland area are perfect for relaxing and viewing wildlife

Co-locating a mix of uses - residential, community, play and mobility uses encourages chance encounters and social interactions.

Flexible community use to meet the needs of the local community

Intimate streets and farmstead arrangements encourage interactions in shared spaces

Woodland belt offers healthy benefits to all forms of life

Play areas and lawn spaces within the centre of the site double up as meeting places for residents and visitors

Active travel routes encourages interaction and socialising

Meeting LIH's placemaking framework

LIH Design Framework



Design walkable places



Design to minimise impacts of cars



Design healthy, safe and happy places



Design places for community and life



Design places to support nature and local biodiversity

Tree planting and new vegetation accompanies existing Category A and B trees and hedges

Drainage basins will be multi-functional and contain a variety of planting to support habitat creation

Multiple areas of play are accessibly situated throughout the development

Attractive and multi-functional public open spaces will ensure space for nature and biodiversity

Extensive tree planting will contribute towards biodiversity net gain, increase tree cover to assist with climate change and carbon sequestration and improve the air quality

Pocket parks and tree-lined avenues offer spaces for urban greening

Woodland buffer offers spaces for habitats to thrive undisturbed by humans

Badger sett retained and associated buffer respected in masterplan