



Editorial

As this will be the last Newsletter before Christmas, we would like to take this opportunity to wish all our readers a happy Christmas and a prosperous New Year.

This edition will have a similar layout to the last one, but if anyone has ideas for improving readability and increasing involvement, please let me know.

Since the last Newsletter, British Rail Channel Tunnel Link proposals seem to have reverted almost to square one and once again it looks as though the bulk of Eurotunnel traffic will come through Shortlands. Mark Towse and George Hodson, our representatives on this issue, have prepared an update which appears later in the Newsletter - read on.

I should mention that having introduced a section "Dates for the Diary" I was disappointed to find that it seemed to have little impact. Can I stress that all our meetings at Christ Church Hall are open meetings and all members are welcome. They are not just for Officers and Road Representatives but everyone. And please come along to the AGM on 1st March 1990 and tell us whether we are pursuing the sort of things you want us to.

Dates for the Diary

- 4 January 1990 8pm Christ Church Hall. The next bi-monthly meeting to discuss issues affecting this area and decide our action.
- 1 March 1990 8pm Christ Church Hall. The Annual General Meeting. Having had a variety of "distinguished" speakers at previous AGMs, this year we thought we would make a change and offer cheese and wine to members after the meeting. This will be confirmed in the next Newsletter as currently it is the policy of the PCC not to allow the consumption of alcohol in the Hall premises. However that policy is currently under review.
- 3 May 1990 8pm Christ Church Hall. Bi-monthly meeting. This date will be formally confirmed in the next Newsletter.

Peter Pain (Editor)

PLANNING & ENVIRONMENTAL UPDATE.

British Rail Channel Tunnel Rail Link

At a recent emergency meeting of the Bromley Rail Link Consultative Committee, its Chairman is reported to have described British Rail as a flock of headless chickens. This blunt talking occurred because BR appears to have unilaterally decided to abandon their earlier intention to tunnel out from London as far as Swanley.

At that meeting the Committee resolved to:

- 1) Press BR and the Government for an EEC subsidy to pay for any environmental protection measures.
- 2) Press BR and Eurorail for the options which are now being considered for the London part of the Link.
- 3) Demand full compensation if the route chosen goes on existing track in Bromley.

The recent decision by BR to abandon the South London Tunnel for commercial reasons is the worst possible result for us. In order to get from Kings Cross (which is still the preferred second terminal) to South London, they will either go by tunnel part of the way or go overland including, if necessary, building a new bridge over the Thames. The most probable outcome is that they will still tunnel as far as Nunhead but after that they will use existing track to Swanley.

The most obvious route is through the Ravensbourne Valley. If BR opt for that, a revival of the Shortlands overpass cannot be ruled out. A decision on the preferred route will not be known until some time next year. For further information contact either Mark Towse or George Hodson at 18 and 20 Ravensbourne Avenue respectively.

Major Road Schemes

Fortunately or unfortunately depending upon how you view it, there is no further news about the two South London Transport Studies. The next report reducing the possible options for improving the South Circular from 9 to 4 options was due out in October, but now the proposed date is December 13th. Objections need to be made by the end of February. If the option HH4 for a four lane motorway across Shortlands Golf Course is chosen, we will have very little time to get our act together....WATCH THIS SPACE!!!

An organisation called Green Link is trying to coordinate residential groups such as ourselves across South London to oppose all proposed road options. They seek to preserve the open spaces remaining and advocate a dramatic improvement to public transport as a solution to the pressures on London. They have no political affiliations although their name suggests otherwise! We have taken steps to make contact with them.

Planning Policies

Site Densities

The promised meeting with Cllr Barkway and Senior Planning Officers has moved several steps nearer. We are now waiting for a suitable date from Cllr Barkway, hopefully before Christmas, but more realistically probably early in the New Year. Primarily the meeting is to discuss Bromley's Planning Policies, in particular densities on sites of less than 1 acre. From that stems input to the Unitary Development Plan as well as Conservation Area and Area of Special Residential Character implications. It is particularly apt that the meeting should be taking place soon, as following the appointment of a new Secretary of State for the Environment (Mr. Patton), fresh draft Planning Guidelines have been issued which about turn many of the policies of his predecessor (Mr. Ridley). We have formally welcomed the majority of the changes.

Unitary Development Plan (Conservation Area & Areas of Special Residential Character)

As foreshadowed in the last Newsletter the Working Party made its report on the 11th October. They produced an "Action Plan" and 12 recommendations. To help general understanding of the problems they also produced a list of definitions of some of the jargon used. Copies of both can be obtained from your Road Rep or the Editor. Stemming from that Report Back, the preparatory work for CA or ASRC continues. The original working party disbanded and their work is being progressed by two further working parties. One meets every other Sunday and is compiling a building and street record of our patch, the other is researching the issues to be discussed with Cllr Barkway.

Ravensbourne Station

Ann Rowswell continues to maintain the flower and shrubbery planter inside the booking hall. Following pressure on British Rail the flower bed outside the station has been filled with top soil. That bed is maintained by Ernest Chang-Pin-Tive, who is in charge at Ravensbourne Station. Recently he won a special prize in a competition for the best kept station and he deserves our thanks for the pride he takes in "our" station.

Planning Applications

2 Grasmere Rd/Kowloon, Highland Rd The 3rd planning application for block redevelopment was refused by Bromley Planning Committee and the developer has appealed to the DoE. There are now two appeals for slightly different plans for this site before the DoE. Both appeals are outstanding and the Inspector's site visit has yet to take place.

29a/31 Oaklands Road No changes since the last Newsletter. Having got approval for a block of flats and cleared the site, the developer submitted a fresh application last August for 4 town houses and a block of 12 flats with rear of site parking. We objected to this, but there is no explanation for the delay except a rumour that market forces may have influenced the developer.

18 Oaklands Road The 2nd block redevelopment scheme was rejected by the Bromley Planning Committee. We do not know whether the developer will go to appeal or submit a 3rd version.

8 Oaklands Road (Brabourne Cottage) Nothing has happened so far since planning approval was given last May for the locally listed building to be demolished and replaced by 4 town houses.

47 Highland Rd "The Coppice" Although planning approval was given for town houses some time ago, nothing has happened so far. The unauthorised use of the garages fronting onto the footway has now ceased after Bromley Planning Dept threatened the users with a Stop Order.

3,3a & 5 Spencer Rd The 2nd scheme for block redevelopment was rejected by Bromley Planning Committee on the grounds of overdevelopment of site and contrary to Policy H2 of the Bromley Plan. This represents a welcome change in Bromley's thinking reflecting the views we have been arguing for a long time.

6 Madeira Ave Since the appeal against Bromley's decision not to approve a block of 10 flats was rejected by the DoE Inspector, nothing more has been heard.

98 & 100 Farnaby Rd Planning permission has been sought for a detached house at the rear of these properties, fronting onto Madeira Ave.. We have not objected to the house but have sought assurance that mature trees will be protected.

Cedarhurst, Elstree Hill and 71/73 Warren Avenue Although approvals for housing were granted earlier this year, there has been no action because of the decline in the housing market. In contrast there has been very rapid progress at 9-15 Bromley Hill which will be a block for housing Lewisham's "down-and-outs".

List of Officers and Road Representatives

Chairman : Paul Sharrock, Shelterdale, Elstree Hill
Secretary: Paul Bennett, 12 Elstree Hill (466 1091)
Treasurer: Alan Marks, 78 Madeira Ave
Planning Officer (Bromley): Bill Jamieson, 7 Bromley Ave
Planning Officer (Lewisham) and Membership Secretary: Paul Bennett
Press Officer: John Ealey, 24 Warren Ave
Newsletter Editor/Meetings Organiser: Peter Pain, 74 Madeira Ave
BR Link/Bromley meetings reps: Mark Towse, 18 Ravensbourne Ave
George Hodson, 20 Ravensbourne Ave

Bromley Ave/Grasmere Rd	Leslie Tucker, 5 Bromley Ave
Calmont Rd/Ashgrove Rd	Mr & Mrs Legg, 39 Madeira Ave
Coniston Rd/Hawkshead Rd/	Marcus Oliver, 137 Coniston Rd and
Oaklands Rd/Spencer Rd	Derek Crussell, 29 Oaklands Rd
Crab Hill/Downs Hill	Barbara Brown, 34 Downs Hill
Elstree Hill/Erin Close/Hillbrow	Carol Davidson, 27 Elstree Hill
Farnaby Rd (1-108)	Mrs McFall, 48 Madeira Ave
Farnaby Rd (109+)	Jo Lightfoot, 136 Farnaby Rd
Madeira Ave	Peter Pain, 74 Madeira Ave
Ravensbourne Ave/	Ann Rowsell, 164 Ravensbourne Ave and
Ravensmead Rd	Steven Westcott, 33 Ravensmead Rd
Warren Ave	John Ealey, 24 Warren Ave