



Editorial

Every year we produce at least one Newsletter which is distributed to those who have not yet joined the Society as well as those who have.

This is it. Hopefully it will encourage non-members to feel that the activities of the Society are worth supporting. The subscription of just £5 per household (senior citizens optional) must be a bargain. It should perhaps be emphasised that all the subscriptions go towards running costs, there are no honoraria. If you would like to support the activities of the Society, please contact the appropriate road representative - shown on the last page of this Newsletter.

In essence this Newsletter is a review of the Society's activities over the past year - successes, failures and continuing commitments. If after having read it, you feel that there are areas the Society should be addressing, but isn't, feel free to come along to the next meeting (see Dates for the diary) and have your say.

To conclude, a few words about the AGM in March 1992. At the AGM, the Chairman and the Secretary will have both served for 5 years and by our constitution must stand down. We obviously need replacements. Anyone who is interested or wishes to know more about what is involved in either of these 2 jobs or any other job - such as Road Representative, Press Officer, Meeting Organiser or even Editor - please contact Paul Bennett (Secretary) his telephone number is 081-466 1091.

As this Newsletter will arrive on your doorstep just before Christmas, please accept our best wishes for Christmas and the New Year.

Dates for the Diary

All meetings are now held in the Bromley Court Hotel.

Thursday 9 January 1992, Members meeting, 8pm Shakespeare 1 room.

Thursday 5 March 1992, A G M, 8pm Wellington room.

Peter Pain (Editor)

TRANSPORT ISSUES

Channel Tunnel Rail Link

Everyone will recall that the Minister for Transport recently announced the Government's preference for the easterly route which avoids Bromley and in particular the Bickley/Bromley/Shortlands section. But, if anyone thinks that that is the end of of the matter and we are now fireproof, they are wrong. Firstly the route may not even be built as so far, BR has not got the money, no private investor or consortium has come forward and the government has declined to fund it. Secondly even if it built, it is unlikely to be completed much before the year 2005. The Channel Tunnel opens in 1993, so between the opening of the tunnel and the completion of the high speed link the tunnel traffic will have to run on existing track.

It is proposed that some will be routed via Hither Green, but the rest is likely to be routed through Bromley South and then Shortlands. Current thinking is that all the freight traffic including through night trains will run over the Catford Loop. Estimates of the increase in the number of movements through Bromley South vary, but BR's own estimate is 80 passenger trains a day (40 each way) and 26 rising to 34 freight trains a day (13 & 17 each way). The freight trains will run mainly at night.

For a new railway the law requires BR to pay compensation, not only when it acquires property, but even when no land is being taken. this is because of the depreciation of property values by the new railway. However at present, no compensation is payable on account of depreciation caused by intensification of use of an existing line.

George Hodson and Tim McCarthy continue to represent the Society's interests at the Bromley Channel Tunnel Consultative Committee. At their last meeting, it was resolved that Bromley in conjunction with other interested Councils should :

- Continue to press all parties to make public the detailed route of the rail link and the usage of existing lines.
- Press for the new link to be built as soon as possible and not to wait until additional capacity is required.
- Press for environmental protection and/or compensation for properties affected by international passenger and freight traffic on existing lines.

Clearly this is not a matter which is going to go away on its own accord. Strength undoubtedly lies with cooperating other interested groups and making sure that Bromley continues to represent our interests fully and with vigour.

Junction of Bromley Ave/Farnaby Rd/Warren Ave

As a result of persistent lobbying by Councillor Hollobone on behalf of residents, a rearrangement is planned for this junction. The aim is to limit the speed of traffic using it as a rat-run and to make the exit from Bromley Ave easier. A plan of the proposed change is included with this Newsletter. However the Council's contractor has already started work, so anyone interested in what is happening can pay their own site visit.

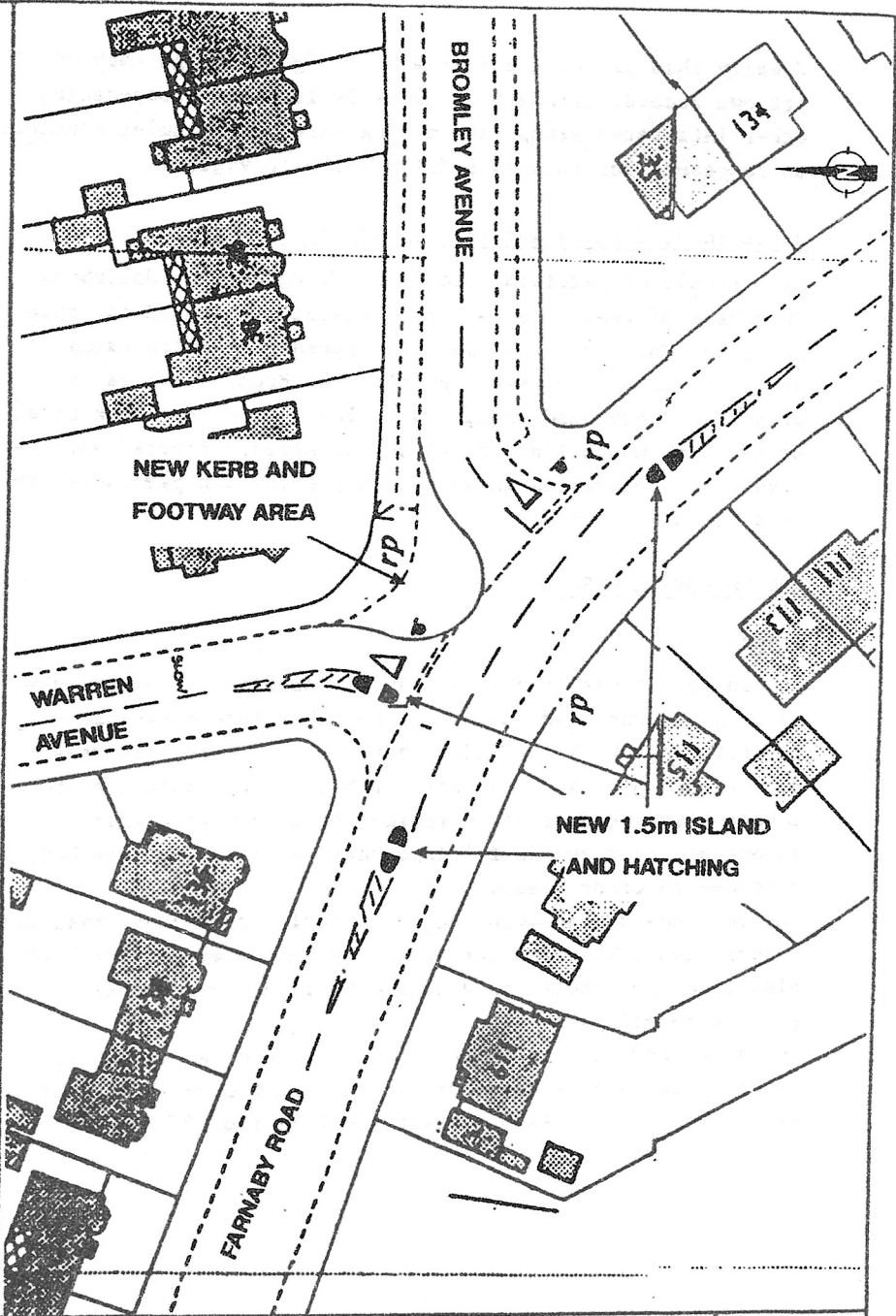
ENVIRONMENTAL ISSUES

Trees

In conjunction with the Tree Council, Bromley has sought the help of residents associations and other interested parties in promoting the Tree Warden Scheme. The scheme comprises a network of volunteers who work with the local authority to conserve and enhance the Borough's trees and woodlands. The scheme has been successful in country areas and is now being extended to urban areas.

The volunteers are nominated by community groups and residents associations. They are coordinated by the local authority who also fund the scheme, provide any training that is needed and give technical back up.

So far we have one volunteer, but we should have more, if anyone else is interested or wants to know more about what may be involved, please contact the Editor on 081-460 2828.



JOB	BROMLEY AVENUE WARREN AVENUE FARNABY ROAD BROMLEY
TITLE	PROPOSED JUNCTION IMPROVEMENT

Scale	1/500
Detail No	EHPT/ 5155/1

PLANNING ISSUES

Due mainly to the dormant development market, there were fewer planning applications in 1991 than in previous years. However there are signs that developer activity is increasing and 1992 could be more hectic. It should be borne in mind that planning approval is valid for 5 years. And sometimes when approval has been given but no building has taken place subsequent applications are made, which often seek to increase the amount of building on a site. Cedarhurst, reported below is a case in point.

Planning Applications Approved - but not yet built

Oaklands Court, Oaklands Road (88.4308)

Approval given for a 4 storey block of 16 flats.

8 Oaklands Road, Brabourne Cottage (89.0863)

Approval given for 4 terraced town houses, despite this being a Locally Listed building.

29a/31 Oaklands Road (89.2607 and 91.1051)

The first approval was for a block of 8 flats and 4 terraced town houses. The second was for a block of 8, 1-bed and 6, 2-bed flats.

47 Highland Road, The Coppice (89.4047)

Approval given for 5 terraced town houses. Currently the property is being used by a building firm as offices and a store.

6 Madeira Avenue (90.1896)

Approval given for 2 pairs of semi-detached houses. One of 2 storeys the other of 3 storeys.

Cedarhurst, Elstree Hill (28691)

Approval given for a terrace of 7 town houses and 4 detached houses. See also entries in the next section.

Planning Applications Refused

43/49 Farnaby Road (90.1409)

Two 3 storey blocks comprising 14, 2-bed and 6, 1-bed flats were refused by Bromley in August. The developer appealed to the DoE and Bromley opted for a Local Inquiry as they felt that the grounds of their refusal were sufficiently important to be tested at an Inquiry. The Inspector supported Bromley and refused the appeal.

Windermere Court, 26 Oaklands Road (90.2189)

The owner wanted to add 2, 2-bed flats onto the roof of this existing 3 storey block. Bromley refused permission and the case went to the DoE on appeal. The DoE Inspector upheld the refusal by Bromley.

8 Highland Road (90.2366 and 91.0633)

The first application was for 9, 1-bed flats, this was refused by Bromley in September '90, it went to appeal in February '91 and was dismissed in June '91.

The second application was for 8, 1-bed flats. Bromley refused this in July '91. It is not known whether the developer intends to go to appeal again or not.

Cedarhurst, Elstree Hill (91.1964, 91.2395, 91.2605)

Following the planning approval mentioned earlier, the site changed hands. The new developer applied firstly for approval for 18 x 2 storey houses (instead of the previous 11 houses). Before this application was heard by Lewisham the developer appealed to the DoE on grounds of non-determination. Subsequently it was refused by Lewisham. The developer then applied for 16 x 2 storey houses followed almost immediately by a further application for the partial erection of dwellings and car spaces associated with the development of 16 homes. Lewisham have not yet considered either of the last two applications. However it seems as though the new developer for Cedarhurst is determined to do something on the site and the future may hold trouble.

In case readers think that the list of planning applications is no more than that, every one has involved visits to the Planning Office, copies of and analysis of plans, a closely reasoned letter in response and very often attendance when the Planning Sub-Committee is considering the application.

Unitary Development Plan

Bromley has now completed the consultation period for the new Borough Plan. Of the 17 comments we made, 6 were accepted, 3 were supportive so need no further action and 3 we decided not to pursue further. That leaves 6 items which will be the basis for our formal objections to the "Deposit Draft". The most important of these is our continuing resolve to obtain "Area of Special

Residential Character" status for part of the area represented by the Society.

At this stage, matters may be resolved by discussion either singly or in combination with other societies. If agreement cannot be reached, then the objection goes forward to a Local Inquiry which is chaired by a DoE Inspector. It is likely that we shall have to represent ourselves on all 6 issues at the Inquiry as the Society does not have the funds to brief either Counsel or a Consultant and the chances of finding one who will represent us for expenses only are pretty remote.

Lewisham who previously did not even have a Borough Plan, have now produced their "Consultative Draft". We have made 6 comments which we hope they will incorporate in the Deposit Draft.

Borough Boundary Adjustments

Many will be pleased to learn that the Boundaries Commission has now produced its Draft Consultation Report. As far as we are concerned, it recommends a new boundary between Lewisham and Bromley which realigns the boundary northwards. the effect is that Ravensmead, Hillbrow and the Bromley Court Hotel fall within Bromley, as would any roads south of the new line.

This Society has written supporting the proposed change (even though it does not go as far as we suggested in our original submission to the Boundary Commission). However we shall have to wait and see whether or not it is included in the final version of the report.

R.V.P.S. Officers (August 1991)

Chairman	- Paul Sharrock, Shelterdale, Elstree Hill
Secretary	- Paul Bennett, 12 Elstree Hill, (466 1091)
Treasurer	- Alan Marks, 78 Madeira Avenue
Auditor	- Arthur May, 8 Windermere Ct, Oaklands Rd
Planning Officer/Bromley	- Bill Jamieson, 7 Bromley Avenue
Planning Officer/Lewisham & Membership Secretary	- Paul Bennett
Press Officer	-
Newsletter Editor & Meetings Organiser	- Peter Pain, 74 Madeira Ave
BR Link/Bromley Committee Reps	- George Hodson, 20 Ravensbourne Ave
	- Tim McCarthy, 79 Ravensbourne Ave

Road Representatives

Bromley Ave	-Leslie Tucker, 5 Bromley Ave
Calmont Rd/Ashgrove Rd	-Roger & Iris Legg, 39 Madeira Ave
Coniston Rd/Hawkshead	-Marcus Oliver, 137 Coniston Rd
Downs Hill/Crab Hill	-Barbara Brown, 34 Downs Hill
Elstree Hill/Hillbrow	-Carol Davidson, 27 Elstree Hill
Farnaby Rd (1-109)	-Roger & Iris Legg, 39 Madeira Ave
Farnaby Rd (109 +)	-Jo Lightfoot, 136 Farnaby Rd
Madeira Ave	-Peter Pain, 74 Madeira Ave
Oaklands Rd/Spencer Rd	-Arthur May, 8 Windermere Ct, Oaklands Rd
Ravensbourne Ave (evens)	-Ann Rowswell, 164 Ravensbourne Ave
Ravensbourne Ave (odds)	-Tim McCarthy, 79 Ravensbourne Ave
Ravensmead Rd	-Kay Lincoln, 12 Ravensmead Rd
Warren Ave	-Dennis Dyer, 7 Warren Ave