



NEWSLETTER

4/2000

August 2000

EDITORIAL

Not the best time to write a Newsletter - in the middle of the holiday season - but some events seem to be moving quite quickly and I hope members will find this update useful. Perhaps it will also scotch (or confirm) some rumours.

Please note this is also the subscription collecting season and between now and the Autumn, Road Representatives will be calling for your subscription. If you are not in when they call, most of them will put a reminder slip through your letterbox. Please respond to it. Seventy to eighty percent of subscriptions are usually collected quite easily, the remainder can take an inordinate amount of time and effort. Please cooperate as a Road Rep's job can be a thankless task at times.

Dates for the Diary

Thursday 7th Sept, Members' Meeting, 8.0pm. Bromley Court Hotel.
Thursday 2nd Nov, Members' Meeting, 8.0pm. Bromley Court Hotel.

Peter Pain (Editor)

BECKENHAM PLACE PARK

Since the last Newsletter there have been 2 Working Party meetings. The first was chaotic, even anarchic, with tempers running high and some people walking out of the meeting (several times). The causes of the disquiet were:

-
- a) The mowing of the grass on Crab Hill, when the Management Plan recommended that it be allowed to go to meadow this year so that latent flora could be identified.
 - b) The apparent leasing of Summerhouse field to a Youth Football Club called FC 86 who intend to re-introduce pitch sports, reclaim the tennis courts and build a new pavilion plus car parking. The funding will be from the Sports Lottery Fund, other charities and their own resources.

At the second meeting, everyone was calmer and only one person walked out in high dudgeon. At that meeting a compromise was agreed to mow the centre of Crab Hill field and leave the edges by the woodland, similar to Railway field. Lewisham also agreed to get fresh quotations for the demolition and clearance of the vandalised pavilion.

The issue of Summerhouse field became a little clearer, but it remains complex.

Firstly the six long-term tenderers for the Park were given the option of tendering for all of the Park or only the land West of the railway.

Next a maintenance firm called Glendale has been given a contract for all of Lewisham's parks except Beckenham Place Park. However, because the land East of the railway was maintained by Lewisham staff during David Lloyd management, Glendale have been asked to maintain that as well.

Thirdly someone in Lewisham gave the FC 86 Club permission to clear and reclaim the tennis courts. Unfortunately it was hoped that these would be an excellent example of natural regeneration and could be a suitable site for natural history students in local schools. The Club was also given false guidance (not from Lewisham's planners) that replacement courts would not get planning permission, whereas the resiting of an existing, albeit disused, facility would not contravene the Metropolitan Open Land regulations and would probably be considered sympathetically.

At the end of the debate it transpired that the Club have not yet got a lease on Summerhouse field only a Tenancy at Will, i.e. either party can give the other notice of cessation, usually with an agreed period of notice. It will be interesting to see how Lewisham extricate themselves from the situation.

On a more positive note, we learned at the last meeting that the short-term contractor has instituted a complaints/suggestions book for the Park. This is held in the Golf Professional's shop and we were assured that all entries were welcome and it would be looked at daily.

We also learned that the area near the railway bridge, commonly but wrongly called the burning ground, had been doing just that. This was because Glendale had been dumping grass cuttings from Summerhouse field and the Common, inevitably they spontaneously combusted. Glendale did this twice despite their contract requiring them to take the cuttings away. The Fire Brigade were not amused as the first time it happened it took several days to properly dampen everything down. That area has also been used for fly tipping mainly because the gates at both Old Bromley Rd and Crab Hill need repairing. Lewisham have again promised to put this in hand.

WARREN AVENUE PLAYING FIELD

We have recently heard from Lewisham that following funding from the Football Foundation, they intend to bring Warren Avenue playing field back into use and rebuild the pavilion. Bromley have already received an outline planning application for the replacement pavilion. In principle we have no objection to the re-use of this area for pitch sports. However, we have reminded them that because Ashgrove/Calmont/Warren has become a rat-run Lewisham transport engineers are planning traffic calming in Ashgrove/Calmont Rds and additional street parking in Warren Ave must be avoided. A designated on-site parking of say "grasscrete" near the pavilion must be included in their plans.

Lewisham are also considering other potential uses for the pavilion such as a gym or aerobics area which they would organise and run. If anyone would be interested, we suggest they register their interest by contacting Annette Stead via the main switchboard for Lewisham 8314 6000.

A final idea is that the Children's Play Area should be refurbished A concept that we support, but fear that when the full cost of bringing it up to current safety standards is realised, the money may not be available.

TRANSPORT

Traffic Calming, Ashgrove/Calmont Roads

After much lobbying and an unfortunate death, Lewisham have at last decided to introduce traffic calming in Calmont and Ashgrove roads. They propose, 3 sets of speed cushions in Ashgrove Rd and 4 sets in Calmont Rd, with road humps either side of the corner by the light industrial site. They also plan to ban loading and waiting at all times, either side of the corner.

The proposals were circulated to all households in Ashgrove and Calmont Rds and the response was overwhelmingly positive. Unfortunately the proposals stop at the borough boundary, Hillbrow Road. We have written to Bromley formally asking them to continue the scheme into Warren Ave. Local residents also wrote to Bromley and copied the letter to Eric Forth MP. Their letter included a petition signed by some 100 affected households. Both letters went to the Environmental Services (Operations) Sub-Committee and Bromley's response to both us and Eric Forth was that they prioritise traffic calming according to accidents resulting in personal injury. They also expressed concern that Lewisham's action could drive traffic onto other local roads and said that they would be formally objecting to the proposals.

Lewisham have received that objection, which they cannot ignore. They are currently in discussion with Bromley to try to seek a compromise and are taking legal advice about their position.

The earlier provisional agreement with Bromley's Traffic Engineers to put an additional set of cushions in Warren Ave with advance warning signs in the straight section of the Avenue is now on ice because of the Bromley Sub-Committee's decision to object. As is the proposed start date of the end of July.

Despite the promising start to a much wanted and long awaited scheme, it now looks as though it is going pear shaped because of a Bromley decision which makes no sense to local Bromley residents and could adversely affect Lewisham residents in Calmont and Ashgrove Roads. We have asked for copies of the papers and minutes of that Sub-Committee meeting.

Extension of Residents Parking Permit Area-Bromley Town Centre

Many members will have seen and experienced the new markings. In some

places they have caused greater problems than before. Particularly where parking has been pushed out of one road into nearby roads. There are also instances where the marked bays are too near corners for comfort. Restricting sight lines and making turning more hazardous.

In the first instance we recommend that any households adversely affected should write direct to Colin Dorne, Transportation Engineer, Environmental Services, Civic Centre, Stockwell Close, Bromley, BR1 3UH.

Please send a copy of any letter to our Secretary, Roy McCarthy at 16 Ravensmeade Rd, Bromley, BR2 OBT. It would be helpful if the reply could also be copied to Roy. Although there may not be an immediate reaction, we do know that Bromley are committed to reviewing the scheme early in the New Year. Colin Dorne has assured us that all comments will be taken seriously. and visits will be made to areas brought to his attention.

One of the points that we failed to pick up from the earlier documentation was that not all of the roads in the scheme are totally "residents parking". For instance parts of Ravensbourne, Farnaby, Highland and Grasmere have both residents bays and free bays. That is apparently an integral part of the scheme.

Rail Track -Underpass, Shortlands Junction

Following the publication of Rail Track's application for this work, we wrote a 3 page letter to the DETR with copies to Rail Track and Bromley Planners.

In that letter we drew attention to the total lack of information about how Rail Track intend to mitigate the serious environmental impact of these works. Not least the virtual clear felling of the trees in the area. We also commented on the lack of cross sectional plans to explain the relative levels of the existing and proposed work. That absence impeded any proper understanding of their intentions. And finally we expressed our concern about the lack of any concrete proposals for noise mitigation.

In summary we objected to the proposals on the grounds that there was insufficient information to make a proper assessment of any measures that may be taken to ameliorate the considerable impact on local residents and the environment.

Following that letter, Rail Track responded with more information. The essentials of the reply were:

- The contractor will be required to provide a detailed Construction Environmental Management Plan saying how he will mitigate negative environmental impacts. That is, procedures to minimise noise, dust and any other nuisance. Those controls will be monitored by both Rail Track and Bromley. They stressed that bored piling would be used instead of driven piling and in those areas where sheet piling was necessary it would be hydraulically vibrated instead of hammer driven. That plus noise barriers and an agreement with Bromley under the Control of Pollution Act should result in low predetermined noise levels for construction by both day and night.
- Rail Track propose to retain as many trees as possible, but cannot say which or where until the contractor work plan has been agreed. Rail Track and Bromley are carrying out a tree survey which will result in Rail Track putting forward proposals for retention and or replacement. They stressed that all tree matters have to be agreed with Bromley.
- Post work appearance and landscaping will also be agreed with Bromley as part of the planning application. At present they also intend to rebuild a single house on the site of No 31 as part of the Conservation Area consent.
- A set of cross sectional drawings were included with the reply but they only covered Downs Hill bridge to Ravensbourne station. So Leslie Tucker will be writing asking for those covering Shortlands station to Downs Hill bridge.
- Rail Track also referred to discussions with English Nature about the impact on any protected species and what if any mitigation will be needed.
- Finally in response to a comment of ours about the need for it all. They gave the following explanation "By October 2003 the Eurostar trains will join Rail Track's network at Fawkham junction and travel through Swanley on the slow lines. This will cause conflicts with

local trains travelling on the fast lines wishing to go to London via Catford. In 2007 whether or not the Kings Cross link goes ahead, Eurostar will still have the rights to run trains into Waterloo via Herne Hill. This solution at Shortlands has both short and long term benefits."

Following the letter from Rail Track we received a letter from the DETR advising us that there would be a Public Inquiry. However, it did not give the terms of reference for the Inquiry nor when it would be convened. So at present we are unclear whether all or only some of the issues we are concerned about can be aired.

Between our letter to the DETR and Rail Track's reply, an open meeting at St Mary's church hall was called by Messrs Carter and McMaster of Ravensbourne Avenue and Downs Hill respectively. Euan McMaster's contribution was particularly valuable as he had bought a complete set of all of the Rail Track documentation to date. From that meeting Leslie Tucker and Euan McMaster struck up a working relationship. Outline agreements were also reached with Shortlands RA and Copers Cope RA that we would try to work together on this issue.

PLANNING

Unitary Development Plans

There is no change from the last Newsletter. We are waiting for the publication of the Deposit Draft UDP from both Bromley and Lewisham.

3, 3a & 5 Spencer Road

Bromley have asked the developer to reduce the scale of their proposal and the revised application has not yet been submitted.

31 & 33 Downs Hill

This proposed development by Berkley Homes has now been completely overtaken by Rail Track's plans for an underpass at Shortlands Junction.

R.V.P.S OFFICERS (AUGUST 2000)

Chairman	Elizabeth Davies, 12 Ravensmead Road, BR2 0BT
Vice Chairman	Peter Pain, 74 Madeira Avenue, BR1 4AS
Secretary	Roy McCarthy, 16 Ravensmead, Road BR2 0BT
Treasurer	Brian Sanders, 41 Farnaby Road, BR1 4BL
Auditor	Wally Carlross, 28a Parkhill Road, BR2 0LF
Planning Officer-Bromley	Leslie Tucker, 5 Bromley Avenue, BR1 4BG
Planning Officer-Lewisham	Paul Bennett, 12 Elstree Hill, BR1 4JE
Membership Secretary	Paul Bennett, 12 Elstree Hill, BR1 4JE
Newsletter Editor	Peter Pain, 74 Madeira Avenue, BR1 4AS
Railway Rep.	
Roads & Traffic Rep.	
Tree Warden	Arthur Barwell, 14 Grasmere Road, BR2 4BA
LBRRF Delegate	
Police Consultative Com. Rep.	Kay Lincoln, 12 Ravensmead Road, BR2 0BJ
BPP Joint Working Party Rep.	Peter Pain, 74 Madeira Avenue, BR1 4AS
Hon Legal Adviser	Richard Thomas, 118 Ravensbourne Avenue, BR2 0AX

ROAD REPRESENTATIVES

Bromley Ave./ Karen Ct. / Grasmere / Highland Rds.	Leslie Tucker, 5 Bromley Avenue, BR1 4BG
Coniston Rd / Ullswater & Hawkshead Closes	Barbara Price, 85 Coniston Road, BR1 4BG
Downs Hill / Crab Hill	Barbara Brown, 34 Downs Hill, BR3 5HB
Elstree Hill / Hillbrow / Oaklands / Spencer Rds.	Daphne Robeson, 2 Lynton Court, London Rd BR1 3B2
Farnaby Rd (1-108)	Audrey Burford, 90 Farnaby Road, BR1 4BH
Farnaby Rd (109 +)	Maureen Johnson, 69 Farnaby Road, BR1 4BN
Madeira Avenue	Ray Terrett, 70 Madeira Avenue, BR1 4AS
Ravensbourne Ave. (evens)	Ann Rowswell, 164 Ravensbourne Avenue, BR2 0AY
Ravensbourne Ave. (odds)	Ann Freiter, 128 Ravensbourne Avenue, BR2 0AX
Ravensmead Rd	Kay Lincoln, 12 Ravensmead Road, BR2 0BT
Warren Ave./Calmont Rd.	Alan Weatherley, 50 Warren Avenue, BR1 4BS