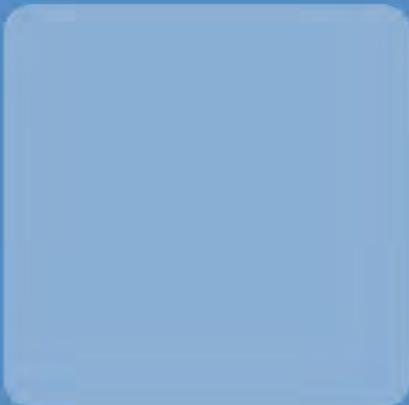


**RPS**

**BECKENHAM PLACE PARK  
BECKENHAM HILL ROAD  
BECKENHAM  
LONDON  
BR3 5BS**

**TRAVEL PLAN**



**RPS**

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BECKENHAM HILL ROAD  
BECKENHAM  
LONDON  
BR3 5BS**

**TRAVEL PLAN**

18 February 2019

**Our Ref: KD/BD/DA/lb/sjs/JNY9933-01a**

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# QUALITY MANAGEMENT

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Date:	<b>18 February 2018</b>
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APPENDIX A – COPY OF DECISION NOTICE

APPENDIX B – BPP MASTERPLAN

APPENDIX C – TFL PTAL REPORT

APPENDIX D – PUBLIC TRANSPORT MAPS

APPENDIX E – WAYFINDING STRATEGY

# 1 INTRODUCTION

---

## Introduction

- 1.1 This Travel Plan (TP) has been prepared by RPS on behalf of the London Borough of Lewisham (LBL) in order to discharge planning conditions 16, 19, 25 and 28, following the planning consent for the proposed redevelopment of Beckenham Place Park (BPP).
- 1.2 The TP has been prepared in accordance with relevant policy and best practice guidance including Transport for London (TfL) Travel Planning Guidance (November 2013).
- 1.3 It should be noted that the approved consent relates to the western side of the railway only and details of the regeneration proposals are included within this TP accordingly. However, reference is also made to the transport and accessibility for the wider park given the complexity of movements within and around the park; with users accessing all areas of the Park.

## Background

**“Planning consent for the development proposals of BPP were approved in October 2017. Construction work for the regeneration proposals have already started and are expected to be complete by Summer 2019. The development proposals as detailed within the Decision Notice comprise of:**

**the regeneration of part (west of rail line) of Beckenham Place Park, Beckenham Hill Road, BR3, comprising of: the rebuilding and change of use of the stable block to include a café (A3) and education use (D1); alteration and extension of the Gardener's Cottage for volunteer use; alterations to and refurbishment of Southend Lodge and extension of associated park depot, including the provision of new storage buildings; alterations to and refurbishment of the Gatehouse; demolition of park storage and toilet structures; excavation to provide a lake and wetland area with associated boardwalk areas; relocation and extension of car park; and extensive landscape works including re-contouring of land, re-surfacing of existing paths, provision of new paths, new street furniture, play and gym equipment, boardwalks, lighting, signage and boundary treatment; tree removal and new planting.”**

- 1.4 The Decision Notice also includes the following planning conditions:

- Condition 16:
  - a) **“No part of the development hereby approved shall be occupied until such time as a user’s Travel Plan, in accordance with Transport for London’s document ‘Travel Planning for New Development in London’ has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation;**

**b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives. Additionally, it shall include a programme to monitor the impact of increased (non-event day) visitor numbers on parking stress and congestion in the area around the Park and provide for the introduction of additional measures to mitigate on parking and traffic caused; and**

**c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b)."**

- Condition 19:

**"Prior to the first occupation of the refurbished Stable Block, a Wayfinding Strategy within the Park and to/from local train stations and bus stops shall be submitted to and approved by the Local Planning Authority."**

- Condition 25:

**"Prior to the first occupation of the refurbished Stable Block, a Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall outline the measures that will be employed to discourage informal car parking within the site, particularly along the vehicular access road, and on those roads immediately surrounding the site."**

- Condition 28:

**"Prior to the first occupation of the refurbished Stable Block, a Cycle Management Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall include measures to manage the safe use of the proposed new routes within the Park by all users."**

1.5 This TP addresses the above planning conditions with a view to all being fully discharged.

1.6 A copy of the Decision Notice is attached at **Appendix A**. Further details regarding the development proposals are provided in **Section 3** of this TP. A copy of the BPP Masterplan is included at **Appendix B**.

### **Travel Plan Context and Benefits**

1.7 A TP is a long-term management tool that brings together a co-ordinated strategy and a package of initiatives to reduce the reliance on single occupancy car journeys and minimise the number of car journeys generated by a development, while supporting more sustainable forms of travel and reducing the overall need to travel.

1.8 This TP aims to encourage all visitors to travel by sustainable modes and to minimise car travel, in order to minimise the transport impacts of the development on the local transport network. The TP covers all aspects of travel behaviour to, from and within the site.

- 1.9 The emergence of TPs has been an important development in transport policy. TPs demonstrate that the environmental improvement sought from the transport sector can be achieved at a local level and can contribute towards easing congestion, especially during peak periods. A well-developed Travel Plan can mitigate adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.
- 1.10 TPs can provide significant benefits for site users through providing information on the travel options available, increasing travel by sustainable modes (offering health benefits), minimising car travel and congestion, pollution and noise, reducing demand for parking, providing environmentally friendly methods of delivery and freight movements.

### **Travel Plan Scope**

- 1.11 This report sets out how the TP will be managed, reviewed and monitored, ensuring future commitment to the development of this document. The TP also sets out the objectives and suggests a package of measures to promote and provide for the use of more sustainable modes of travel. A Strategy for implementation and target setting is also included. This TP is therefore considered to be a living document as it will evolve over time.
- 1.12 The TP is divided into the following further sections in line with TfL's Travel Planning Guidance:
- **Transport Policy and Guidance:** Review of Local, Regional and National Planning Policies in relation to the development proposals;
  - **Site Assessment:** Review of the existing conditions at the site and surrounding transport networks. This section focuses on the accessibility of the site by non-car means and the prevalence of public transport services;
  - **Aims and Objectives:** Sets out the Aims and Objectives of the TP;
  - **Travel Data and Targets:** Description of the likely multi-modal trip generation, proposed targets and details of future travel surveys;
  - **Package of Measures:** Sets out the package of measures and includes the hard and soft measures to achieve the targets;
  - **Travel Plan Strategy:** Details of the future development and management of the TP with details of Travel Plan Co-ordinator (TPC) and the identification of other partners; in terms of securing funding for the TP to ensure the FTP (including the measures) are implemented effectively and that remedial measures and targets are met;
  - **Wayfinding Strategy** . Sets out details of the existing and proposed signage within the park and to / from local train stations and bus stops. This section will also identify any improvement measures that could be taken forward as part of the TP;
  - **Parking Management Plan** . Sets out details of the existing and proposed car parking provision. Car parking surveys will help to monitor the capacity and usage, in order to identify any issues. This section will also outline measures that will be implemented to discourage informal car parking within the site, particularly along the vehicular access road and on those roads immediately surrounding the site;

- **Cycle Management Plan** . Sets out details of the existing and proposed cycle parking provision. Cycle parking surveys will help to monitor the capacity and usage, in order to identify any issues. This section will also include measures to manage the safe use of the proposed new routes within the park by all users;
- **Programme of Monitoring and Review:** Provides the details of the programme for monitoring and review of the TP; and
- **Action Plan:** Provides the Action Plan for the TP including a programme for delivering the measures.

1.13 It should be noted that this TP relates to non-event days at the Park and does not refer to special events that may take place within the Park at certain times of the year. A separate Event Management Strategy will be prepared to manage the transport and access arrangements to and from the Park when special events are scheduled.

## 2 TRANSPORT POLICY AND GUIDANCE

---

### Introduction

- 2.1 Travel Plans have become an important tool for the delivery of national and local transport policy and commonly play an integral part in the planning process, fulfilling a role in encouraging more sustainable development. The relevant national, regional and local policy and guidance are outlined within this section.

### National Planning Policy and Guidance

#### *National Planning Policy Framework (2018)*

- 2.2 The National Planning Policy Framework (NPPF) adopted in July 2018, replaces the previous version adopted in March 2012. The NPPF replaced existing national planning policy guidance and statements, including Planning Policy Guidance 13 (PPG13) and Planning Policy Statement 3 (PPS3), with a single more concise document. The NPPF aims to enable local people and their accountable councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.
- 2.3 National policy in relation to the transport planning of developments is set out in Section 9 *Providing Sustainable Transport* . considering development proposals and states the following;
- 2.4 Paragraph 108 states that:

**“In assessing site that may be allocated for development in plans, or specific applications for development, it should be ensured that:**

- **Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
- **Safe and suitable access to the site can be achieved for all users; and**
- **Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**

- 2.5 Relating to travel plans, paragraph 111 of the NPPF sets out that:

**“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or assessment so that the likely impacts of the proposal can be assessed.”**

National Planning Policy Guidance (NPPG, 2014)

- 2.6 The National Planning Practice Guidance web based resource was launched on 6 March 2014 by the Department for Communities and Local Government. The guidance covers all aspects and procedures of the planning process and supports the National Planning Policy Framework.

2.7 The NPPG sets out that all developments that generate significant amounts of transport movement should be supported by a Travel Plan. The NPPG states that Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate.

2.8 The NPPG sets out how Travel Plans should evaluate and consider:

- Benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- Relevant information about existing travel habits in the surrounding area;
- Proposals to reduce the need for travel to and from the site via all modes of transport; and
- Provision of improved public transport services.

### **Regional Policy**

#### ***The London Plan (March 2016)***

2.9 The London Plan is the overall strategic plan for London and it sets out a fully integrated economic, environmental, transport and social framework for the development of the Capital to 2036. It forms part of the development plan for Greater London, and London boroughs local plans need to be in general conformity with the London Plan.

2.10 The overarching vision and the six main objectives of the Plan are set out in Paragraph 1.53. Objective 6 sets out to ensure that London is:

**“A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan.”**

2.11 Supporting this objective, paragraph 6.8 of the Plan recognises that:

**“The use of travel plans can help reduce emissions by promoting alternatives to the car.”**

#### ***Draft New London Plan (December 2017)***

2.12 A draft of the new London Plan was released for public consultation on 1st December 2017. The new London Plan covers the period 2019 to 2041 and provides a long-term view of London's development to inform decision making. Once adopted, it will replace all previous versions. In terms of transport, the Draft New London Plan promotes sustainability across Greater London with less car parking, more cycle parking and greater flexibility on accessible parking.

2.13 Policy T4: Assessing and Mitigating Transport Impacts states Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport London guidance.

***Transport for London – Travel Planning Guidance (November 2013)***

- 2.14 This guidance on Travel Plans seeks to effectively manage the sustainable movement of both people and goods for new development sites in London. The guidance sets out that a travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action. It includes an appropriate package of measures aimed at encouraging more sustainable travel.
- 2.15 This TP has been prepared in line with TfL's Travel Planning Guidance.

**Local Policy**

***Lewisham Core Strategy (June 2011)***

- 2.16 The Core Strategy is the key document of the Lewisham Local Development Framework (LDF), which was adopted in June 2011. It sets out the long term vision of how Lewisham, and the places within it, should develop by 2026 and sets out LDF's strategy for achieving that vision.
- 2.17 Core Strategy Policy 14 Sustainable Movement and Transport states that:

**“Travel plans will need to be submitted which meet or exceed the Department of Transport’s thresholds for transport assessment and Transport for London guidance.”**

## 3 SITE ASSESSMENT

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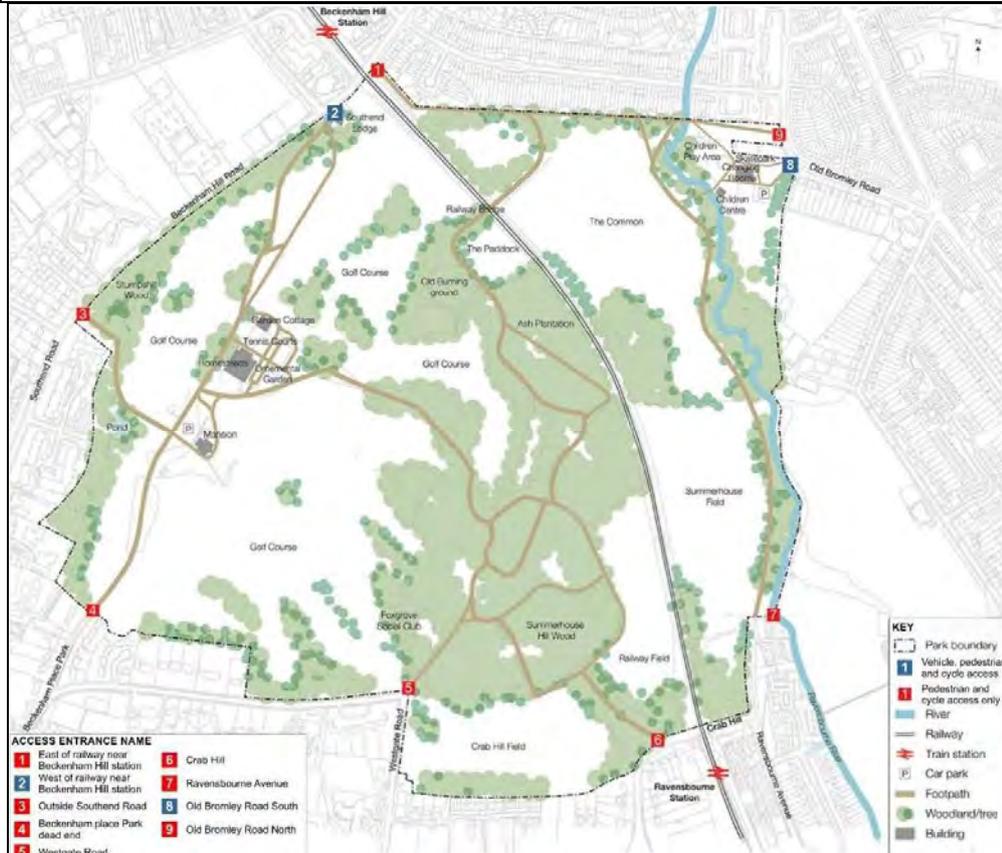
### Introduction

- 3.1 This section describes the existing Park and location. Details of the approved development proposals and the accessibility of BPP are also provided including the existing local pedestrian, cycle, public transport and highway networks.

### Site Description and Location

- 3.2 BPP is located at Beckenham Hill Road, Beckenham, London. BPP is bounded by Beckenham Hill Road to the West, Brangbourne Road to the North, the Ravensbourne River to the East and Beckenham Place Park (Road) to the South.
- 3.3 BPP is LBL's largest park with 98 hectares of ancient woodland, meadow, parkland, a river and several historic buildings. Before 2016, half of BPP was used as a public golf course, however the golf course ceased operated by the end of 2016.
- 3.4 Once the restoration works are complete the park will boast a restored Georgian lake, new play facilities, extensive gardens, a café, toilets and an environmental education centre, as well as expansive parkland and woodland.
- 3.5 BPP has 9 access points available to pedestrians and cyclists, whilst vehicle access is only provided through two gates (Gates 2 and 8). Gate 2 connects the Park to Beckenham Hill Road and Gate 8 links into Old Bromley Road. Gate 8 is now used for staff vehicles only.
- 3.6 BPP is open to the public at all times, although the vehicle gates are closed at dusk.
- 3.7 Three surveys have been previously undertaken at BPP to ascertain the number of visitors to the park. The surveys undertaken were a movement and usage survey in September 2013, a pre-works observation survey in the spring and autumn, and an observation survey undertaken in Spring 2018. The surveys demonstrated that the park has approximately 217,000 visitors per annum. Further details of all BPP user surveys are included within Section 5 of this TP.
- 3.8 Two plans showing the existing location and layout of BPP are shown below in **Figure 1**.

Figure 1: Site Location Plan & Layout



Source: Transport Statement, Travel Plan and Parking Management Plan (Urban Flow 2016)

## Development Overview

3.9 In summary, the transport development proposals for BPP include:

- the creation of new footpaths and improved wayfinding to improve overall pedestrian and cyclist provision within the park;
- Clearer signage and routes which will improve pedestrian and cyclist wayfinding particularly from local neighbours and public transport stops to and through the park itself;
- Servicing will take place in the courtyard area in front of Homestead Cottages (accessed via Gate 2), during early morning hours only. Goods will be trolleyed from the car park to the courtyard area for service vehicles that arrive outside early morning hours;
- Overall, BPP will have a net gain of 36 car parking spaces as part of the development proposals;
- Coach parking, associated the educational facility at BPP, will be accessed via Gate 2 with a drop-off bay within layby will provided on the link road between Homestead Cottages and the Mansion; and
- A total of 18 cycle parking spaces will be provided across three locations.

3.10 The access points into the park will remain the same as the existing situation, with 9 access gates for pedestrians and cyclists; two gates (2 and 8) will remain open to vehicles. Gate 8 is only used for staff vehicles. BPP will continue to be open to the public at all times of the day with the vehicle access being closed at night.

3.11 A summary of the existing and proposed land uses is outlined in **Table 3.1**.

**Table 3.1: Land Use Schedule**

Area of Facility	Pre-works	Following Restoration
Homesteads	Derelict . not currently in use	Café, toilets, environmental education centre and visitor attraction
Stableyard	Derelict . not currently in use	Welcome and orientation centre
Stable Yard Cottages	Derelict . not currently in use	Will be fully restored by summer 2019 and let out for retail / artistic / therapeutic that is complementary to the park setting
Pleasure grounds	Part golf course and part formal gardens	Formal gardens with: <ul style="list-style-type: none"> <li>• Play provision;</li> <li>• Community garden;</li> <li>• Orchard; and</li> <li>• Rockery and Arboretum</li> </ul>
Mansion	Café, golf shop, meeting venue, visitor centre (Sunday only)	Mansion will be used as artists studios for Yoga and Pilates, sewing school and private wine.

Area of Facility	Pre-works	Following Restoration
Parkland	Majority of area forms 18-hole golf course	<ul style="list-style-type: none"> <li>• Open parkland for picnics, informal play and sport;</li> <li>• Lake / swimming; and</li> <li>• Path improvement</li> </ul>
Woodland	Ancient woodland . used for walking / running	<ul style="list-style-type: none"> <li>• Retained and parts of golf fairways replanted;</li> <li>• Improved path network, wayfinding for running, walking and cycling; and</li> <li>• Improved sense of discovery and trails</li> </ul>
Ash Plantation Woodland	Woodland used for walking and running	Create the new wet woodland
Southend Lodge	Depot area and mess facility	Retained and externally refurbished

Source: Transport Statement, Travel Plan and Parking Management Plan, Urban Flow (2016)

- 3.12 A copy of the BPP Masterplan is included at **Appendix B**. A plan showing the proposed footpaths is also included in **Appendix B**. Further details of the proposed signage, car and cycle parking provision are included within Sections 8 (Wayfinding Strategy), 9 (Parking Management Plan) and 10 (Cycle Management Plan).

### **Site Accessibility**

#### ***Pedestrian Access***

- 3.13 There are well established footways within the vicinity of the Park that provide continuous footway links to local residential neighbourhoods, public transport facilities as well as other local facilities and amenities. These routes are supported by a series of zebra and other informal crossings at key junctions along their routes. Street lighting is provided at regular intervals on all local roads in the surrounding residential area. There is also street lighting within the Park.
- 3.14 Beckenham town centre is located approximately 1-kilometre (12-13 minute walk) south of access Gate 4. Three local rail stations are located within close proximity to BPP including:
- Beckenham Hill rail station is located approximately 270 metres (3-4 minute walk) north west of access Gate 1;
  - Beckenham Junction rail station is located approximately 650 metres south of access Gate 4; and
  - Ravensbourne rail station is located approximately 100 metres (1-2 minute walk) east of access Gate 6.
- 3.15 The level of accessibility from the park to formal pedestrian facilities ensures that travel by foot is a viable mode of transport.

3.16 As previously mentioned, there are nine existing pedestrian access points within BPP. An extensive network of footpaths is currently provided across the park with limited signage marking the walking routes and footpaths. BPP is part of the Green Chain Walk, a 40 mile walk across South London. There are 11 sections of the Green Chain Walk, of which sections 8, 9 and 10 route through BPP. Moreover, section 3 of the Capital Ring Walk from Grove Park to Crystal Palace routes through BPP. The provision of numerous formalised pedestrian networks that route across South London, through the park, illustrates the accessibility of the park for pedestrians.

3.17 Further information regarding the existing and proposed signage are detailed within Section 8 (Wayfinding Strategy), including existing barriers to signage across the Park and measures to address any existing issues. Details of specific measures are also included within Section 6.

### **Cycle Access**

3.18 Cyclists can access BPP via the 9 existing access points and can also follow the Green Chain route through the park. Cyclists can travel through the Park along the permitted cycle routes.

3.19 There are a number of signed and recommended cycle routes located on the streets surrounding BPP, which makes the park accessible by bicycle from all directions.

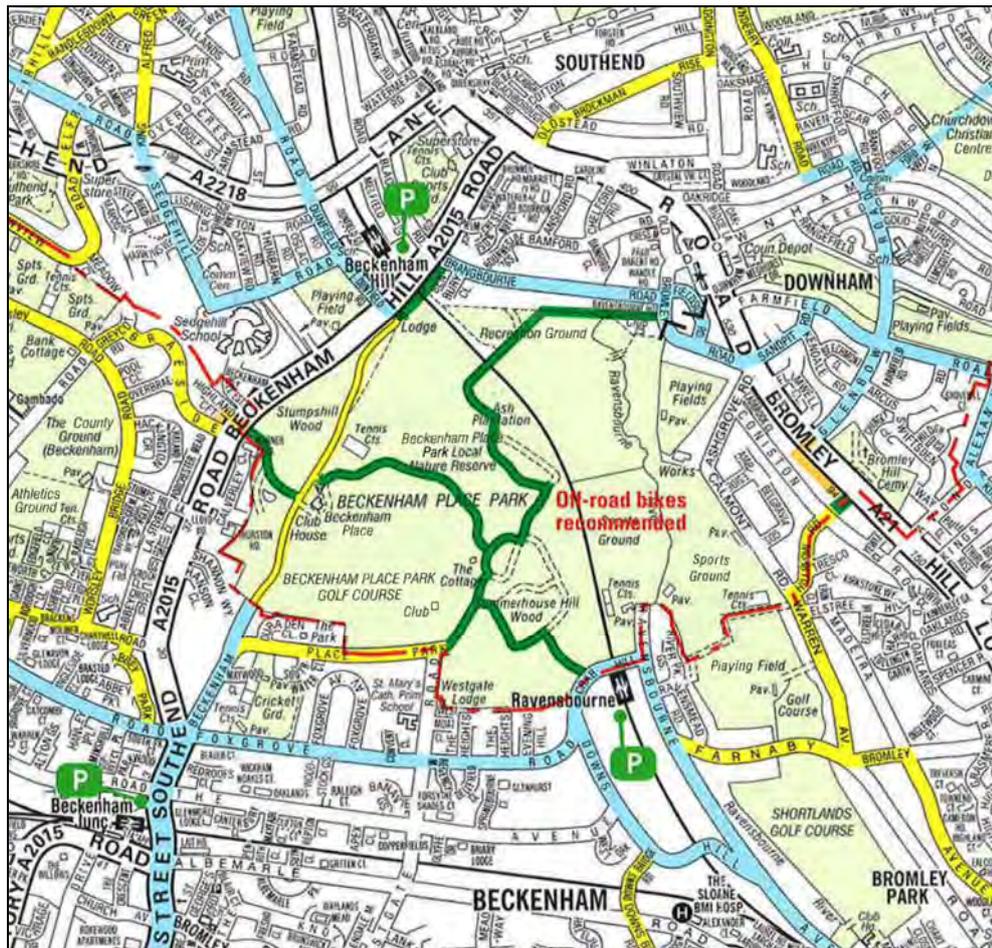
3.20 Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design). Topography is not an impediment to cycling within the vicinity of the site.

3.21 The cycle routes around the site are illustrated within Local Cycling Guide 11 (2017) produced by TfL (for the area surrounding the site including Lewisham, Bromley, Croydon, Sidcup, Bexley, Catford, Orpington and Eltham). The TfL cycle guides assigns a coloured code to different types of cycle lane infrastructure, these are:

- **Dark Blue:** Cycle Superhighways;
- **Light Blue:** Route signed for cyclists that may be on busier roads;
- **Purple:** Quietways;
- **Yellow:** Route on quieter roads recommended by cyclists;
- **Orange:** Pedestrian-only route which connects cycling sections where cyclists must dismount; and
- **Green:** Off-road routes through parks, along canal towpaths or off-carriageway for walking and cycling.

3.22 Locally there are continuous Blue and Yellow cycle routes around the Park providing connections between BPP and Beckenham Hill Station, Ravensbourne Station, Beckenham Centre and Bromley Centre. An extract of the local cycle maps is shown at **Figure 2** below, illustrating the local cycle routes in the vicinity of the development site.

Figure 2: Existing Cycle Routes



- 3.23 The level of accessibility to/from the site to formal cycle facilities ensures that cycling is a viable mode of transport to/from the Park.
- 3.24 Further information regarding the existing and proposed cycle provision are detailed within Section 10 (Cycle Management Plan), including existing provision and proposed measures to address any existing issues. Details of specific measures are also included within Section 6.

**Public Transport**

**Public Transport Accessibility Level (PTAL)**

- 3.25 Public Transport Accessibility Levels (PTALs) provide a useful guide as to the accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest.
- 3.26 TfL's WebCAT tool shows that the site has a PTAL rating of between 1 (Gates 1 and 5) and 3 (Gates 1 and 2) across BPP. The relatively low PTAL rating is due to the substantial open space within the centre of the park, whilst a higher rating is found on the edge of the park and reflects the proximity to Beckenham Hill, Beckenham Junction and Ravensbourne rail stations and local bus stops.
- 3.27 A copy of TfL's PTAL report is provided in **Appendix C**.

## Bus

- 3.28 TfL considers that people are willing to walk up to eight minutes in order to access bus services and assumes an average walk speed of 4.8 kph (3 miles per hour) whilst travelling to a bus stop. This equates to a walking speed of 80m per minute. Thus, TfL consider that bus stops within 640m of a development (80m x 8 minutes) are considered to be accessible.
- 3.29 Highland Croft bus stop is located approximately 80 metres (1 minute walk) north of Gate 3 on Beckenham Hill Road (A2015), which is served by bus route 54. Beckenham Cricket Club bus stop is located approximately 600 metres (7-8 minute walk) southeast of Gate 4 on Foxgrove Road, which is served by bus route 354. Bromley Road Downham Way bus stop is located approximately 350 metres (4-5 minute walk) east of Gate 9 on Bromley Road (A21) and is served by bus routes 208, 320. Moreover, Rangefield Road bus stop is located approximately 350 metres (4-5 minute walk) to the northwest of Gate 9 and is served by bus routes 136, 181, N136.
- 3.30 A summary of the services provided within the vicinity of BPP is outlined in **Table 3.2**.

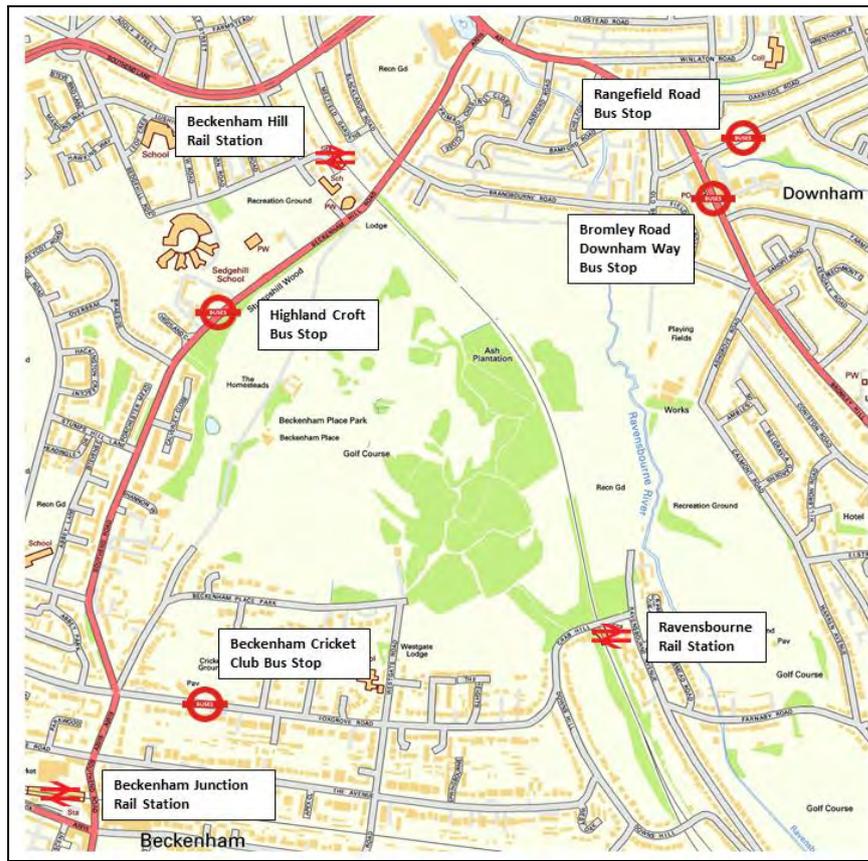
**Table 3.2: Local Bus Routes and Frequencies**

Service	Route	Weekday Peak Hour	Weekday Off Peak Hour	Sat Peak Hour	Sun Peak Hour
<b>Highland Croft Bus Stop (Stop SF)</b>					
54	Plumstead Road to Elmers End Interchange	5-8	1-5	1-5	2-5
<b>Beckenham Cricket Club Bus Stop (Stop X)</b>					
354	Towards Penge to High Street/ Maple Road	3	2-3	2-4	2
<b>Bromley Road Downham Way Bus Stop (Stop DA)</b>					
208	Lewisham Station to Orpington / Perry Hall Road	5-6	1-6	1-6	1-4
320	Thomas Lane to Biggin Hill Valley	4-6	1-7	1-7	1-3
<b>Rangefield Road Bus Stop (Stop DZ)</b>					
136	Grove Park Bus Station to Elephant & Castle / Newington Causeway	5-8	2-8	2-6	2-4
181	Lewisham Station to Grove Park Bus Station	4-6	2-6	2-5	2-4

Source: Transport for London (December 2018)

- 3.31 It is evident from **Table 3.2** that the bus services accessing the four nearby bus stops provide good connections to a range of destinations in the wider vicinity including; Lewisham, Grove Park, Elephant & Castle, Peckham, Bromley, Biggin Hill, Orpington, Penge, Beckenham, Woolwich, Blackheath, Catford, and Elmer's End.
- 3.32 A copy of TfL's map illustrating the local bus stops and routes can be found in **Appendix D**. A map detailing the location of the bus stops within the vicinity of the park is shown below in **Figure 3**.

**Figure 3: Bus Stop Location Plan**



**National Rail**

- 3.33 Three rail stations are located within close proximity to BPP including:
- Ravensbourne rail station is located approximately 100 metres (1-2 minute walk) east of Gate 6;
  - Beckenham Hill rail station is located approximately 270 metres (3-4 minute walk) northwest of Gate 1; and
  - Beckenham Junction rail station is located approximately 650 metres south of Gate 4.
- 3.34 Beckenham Hill and Ravensbourne rail stations are located on the same line and both are served by Thameslink. Beckenham Hill rail station has 14 cycle storage spaces and Ravensbourne rail station has 10 cycle storage spaces. Services from Orpington, Sevenoaks, London Blackfriars, Kentish Town and West Hempstead Thameslink stop at these two stations.
- 3.35 Beckenham Junction station is served by Southeastern, Southern and Thameslink rail services. Services from London Victoria, Bromley South, Orpington and London Blackfriars stop at these two stations. Beckenham Junction is also the terminating station of Tramlink (Route 2), with a service arriving from Croydon approximately every 10 minutes.
- 3.36 As BPP is an area of destination details of the rail services travelling to the three closest stations (Beckenham Hill, Ravensbourne and Beckenham Junction) are included in **Table 3.3**.

**Table 3.3: Direct Rail Services and Frequencies to Beckenham Hill, Ravensbourne and Beckenham Junction**

Station of Origin & Route (Key Destinations)	Weekday						Saturday Service	Sunday Service
	Frequency (Services / Hr)				Service			
	AM Peak	Off Peak	PM Peak	Evening	First Service	Last Service		
<b>Beckenham Hill &amp; Ravensbourne Rail Stations</b>								
Orpington . Bromley South . Ravensbourne . Beckenham Hill - Ravensbourne	2	1-3	2	2	04:33	23:24	No Direct Services	No Direct Services (except at 06:46 & 07:16)
Sevenoaks . Shoreham . Bromley South . Ravensbourne . Beckenham Hill - Ravensbourne	2	2	2	1-2	05:22	23:22	1-2	1-2
London Blackfriars . Elephant & Castle . Denmark Hill . Peckham Rye . Catford . Beckenham Hill - Ravensbourne	4	1-4	4	2-4	04:56	23:46	1-2	1-2
Kentish Town . London St Pancras Int. . London Blackfriars . Peckham Rye . Catford . Beckenham Hill - Ravensbourne	0	0-2	2	2	05:41	22:41	No Direct Services	
West Hampstead Thameslink . London St Pancras Int. . London Blackfriars . Peckham Rye . Catford . Beckenham Hill - Ravensbourne	2	0-2	2	0-2	05:36	20:06	No Direct Services	
<b>Beckenham Junction Rail Station</b>								
London Victoria . Brixton . Herne Hill . West Dulwich . Beckenham Junction	4	2-4	4	4	05:28	23:58	1-4	2
Bromley South . Shortlands . Beckenham Junction	4	1-4	4	1-4	04:49	00:04	1-4	2

Station of Origin & Route (Key Destinations)	Weekday						Saturday Service	Sunday Service
	Frequency (Services / Hr)				Service			
	AM Peak	Off Peak	PM Peak	Evening	First Service	Last Service		
Orpington . Bromley South . Beckenham Junction	2	2	2	2	04:33	23:54	2	1-2
London Blackfriars . Herne Hill . Beckenham Junction	2	0-1	2	0-2	07:34	18:49	No Direct Services	

Source: TfL website (accessed December 2018)

3.37 It is evident from **Table 3.3** that the rail services accessing Beckenham Hill, Ravensbourne and Beckenham Junction Station provide good direct access for visitors to BPP travelling from south, north and Central London. Key destinations of origin include Orpington, Sevenoaks, South Bromley, London Blackfriars, West Hampstead Thameslink and Kentish Town. A number of these stations also link to London Underground and additional rail services.

3.38 A copy of Network Rail's map illustrating the rail services accessing Beckenham Hill, Ravensbourne and Beckenham Junction Stations is provided in **Appendix D**.

### **Parking**

3.39 A total of 72 car parking spaces are located at the front of BPP Mansion. Unrestricted on-street parking is available on nearby roads that surround BPP.

3.40 Further information regarding the existing and proposed parking provision are detailed within Section 9 (Parking Management Plan), including existing issues and proposed measures. Details of specific measures are also included within Section 6.

### **Car Club Provision**

3.41 A total of two accessible City Car Club spaces are located nearby Beckenham Junction rail station including:

- Copers Cope Road . 1 car club space located approximately 650 metres (8-9 minute walk) south of Gate 4; and
- Rectory Road (A2015) - 1 car club space located approximately 950 metres (11-12 minute walk) south of Gate 4.

### **Local Highway Network**

3.42 Vehicle access to the Park is provided via two access points, Gates 2 and 8. Gate 2 links to Beckenham Hill Road (A2015) while Gate 8 links into Old Bromley Road.

3.43 Beckenham Hill Road (A2015) is a two-way single carriageway, approximately 9 metres wide and is positioned to the western extent of BPP. It is understood that proposals are in place to include Double Yellow Lines (DYL) on this road. Beckenham Hill Road (A2015) routes north to

Bromley Road (A21) and south to Southend Road (A2015) which leads to Beckenham Junction rail station. Foxgrove Road is located to the south of BPP and connects Southern Road (A2015) in the west and Ravensbourne Avenue and Ravensbourne Rail Station to the east.

- 3.44 Old Bromley Road is a single carriageway, approximately 8 metres wide and is positioned to the north-east of BPP. The road is subject to a signed 20 mph speed limit. At the northern and southern extent, the road connects to Bromley Road (A21), which is a two-way single carriageway, approximately 15 metres wide. Bromley Road (A21), routes north to Catford and south to London Road (A21), which connects to Bromley.

## 4 AIMS AND OBJECTIVES

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### Introduction

4.1 This section sets out the aims and objectives for this TP.

### Aims

4.2 As TPs are to ensure that more sustainable means of transport are used, the aim of this TP is therefore to:

**“Reduce the use of the private car and facilitate sustainable travel of BPP employees and users by ensuring that they are aware of the sustainable travel modes and facilities available for accessing the Park.”**

### Objectives

4.3 The aim of the TP will be achieved through the delivery of a series of objectives:

- Objective 1: Ensuring the site is accessible to all users including the mobility impaired;
- Objective 2: Raise awareness of the alternative travel options available and promote sustainable modes of travel;
- Objective 3: Promoting the TP and associated measures;
- Objective 4: Raise awareness of the benefits of car sharing and provide the relevant details to connect with these services; and
- Objective 5: Maintaining a line of communication with Park employees and users to ensure they have access to relevant travel information. This will help to continually evaluate their transport needs.

4.4 The development and implementation of the to meet the objectives will benefit both those who work and access the site. The benefits will include:

- Reduce the impact of traffic (and parking) on surrounding roads and local communities;
- Reduce the cost of personal/business travel;
- Improve personal and wider community health; and
- Reduce air and noise pollution.

## 5 TRAVEL DATA AND TARGETS

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- 5.1 The TP is centred upon achieving sustainable patterns for the BPP regeneration. The progress of the TP towards achieving this will be monitored by a way of biennial travel surveys.
- 5.2 The method and scope of the surveys will need to be agreed with the relevant officer at the LBL. The initial use of BPP will help determine the exact details of the type of survey required.
- 5.3 In order to monitor the progress of the TP, the baseline travel data currently available is included below, against which subsequent years can be assessed. Setting targets for the BPP redevelopment proposals provide a benchmark against which the progress of the TP can be monitored.

### **Baseline Travel Data**

- 5.4 Baseline travel data has been extracted from the approved TS report (2016) and included within this section of the TP. The survey data helps to understand the existing usage of the Park; the data can then be compared to any future surveys.

### ***Transport Statement Data (2013 & 2016 Surveys)***

- 5.5 The approved TS (2016) included details of Movement and Usage Surveys (MUS) undertaken in September 2013 and Visitor Observation Study Report Phase 1 & 2 (VOS) from May 2016. The results of the surveys showed that the overall number of visitors to the Park were similar between a weekday and weekend with a total number of 719 weekday visitors and 733 weekend daily visitors, respectively.
- 5.6 The TS (2016) states that the number of visitors is not expected to remain static following the redevelopment of the Park and the aim of the project is to triple the use of the Park. **Table 5.1** sets out the number of existing and proposed daily visitors for all modes.

**Table 5.1: Existing and Proposed Daily Visitors – All Modes**

Total Number of Visitors	Weekday	Weekend
Existing	719	733
Proposed	2,157	2,199

Source: Transport Statement, Travel Plan and Parking Management Plan, Urban Flow (2016)

- 5.7 The existing and proposed weekday and weekend multi-modal trips and mode share is set out in **Tables 5.2** and **5.3**.

**Table 5.2: Existing and Proposed Multi-Modal Weekday Trip Generation and Modal Share**

Mode	Existing			Existing Mode Share (%)	Proposed			Proposed Mode Share (%)
	In	Out	Total		In	Out	Total	
Pedestrian	508	439	947	70	1,556	1,468	3,024	72
Car	155	134	289	21	420	393	813	19
Cyclist	47	44	91	7	143	149	292	7
Other	10	10	20	1	38	44	82	2
<b>Total</b>	<b>719</b>	<b>628</b>	<b>1,347</b>	<b>100</b>	<b>2,157</b>	<b>2,054</b>	<b>4,211</b>	<b>100</b>

Source: Transport Statement, Travel Plan and Parking Management Plan, Urban Flow (2016)

**Table 5.3: Existing and Proposed Multi-Modal Weekend Trip Generation and Modal Share**

Mode	Existing			Existing Mode Share (%)	Proposed			Proposed Mode Share (%)
	In	Out	Total		In	Out	Total	
Pedestrian	517	435	952	70	1,551	1,510	3,061	72
Car	109	91	200	15	246	270	516	12
Cyclist	98	85	183	14	294	297	591	14
Other	8	7	15	1	25	38	63	1
<b>Total</b>	<b>732</b>	<b>619</b>	<b>1,351</b>	<b>100</b>	<b>2,116</b>	<b>2,115</b>	<b>4,231</b>	<b>100</b>

Source: Transport Statement, Travel Plan and Parking Management Plan, Urban Flow (2016)

5.8 The net change in the existing and proposed weekday and weekend multi-modal trips is summarised in **Table 5.4**.

**Table 5.4: Net Change in Multi-Modal Weekday and Weekend Daily Trip Generation**

Mode	Weekday			Weekend		
	In	Out	Total	In	Out	Total
Pedestrian	1,048	1,029	2,077	1,032	1,075	2,107
Car	264	259	523	180	178	358
Cyclist	97	104	201	222	212	434
Other	29	33	62	31	30	61
<b>Total</b>	<b>1,438</b>	<b>1,426</b>	<b>2,864</b>	<b>1,465</b>	<b>1,496</b>	<b>2,961</b>

Source: Transport Statement, Travel Plan and Parking Management Plan, Urban Flow (2016)

5.9 A summary of other key results from the surveys previously undertaken which have been extracted from the approved TS (2016) report and relevant to the TP are listed below:

- Peak weekday visits occur between 1-2pm, accounting for 21% of daily visits;
- Peak weekend visitors occur between 2-3pm, accounting for 38% of daily visits;
- Gate 9 is the least used gate into the Park (accounting for 6% of the total daily visitors) on a weekday, whilst Gates 2 and 8 are the most utilised gates accounting for 20% and 17% of the total visitors, respectively; and

- Appoint a site-wide TPC to coordinate and manage the development of the TP.

### ***Future Surveys***

- 5.10 In line with TfL's Travel Planning Guidance (2013) baseline travel surveys will be undertaken within 6 months of the occupation of the BPP redevelopment. The purpose of the baseline surveys will be to collect empirical data of travel patterns and behaviours staff and visitors to BPP. Travel surveys will also be undertaken at the 3<sup>rd</sup> and 5<sup>th</sup> year following occupation of the redevelopment.
- 5.11 The Applicant will fund the surveys in accordance with the TfL travel planning guidance.
- 5.12 The baseline travel survey will enable the TP to be developed and refined with site specific measures implemented. Subsequent travel surveys may be required biennially (once every two years) following the initial baseline survey up to a period of five years. The TP will be reviewed on the third and fifth anniversaries following the travel surveys.

### **Targets**

- 5.13 The targets set out below would provide a clear measure of the TPs progress towards meeting the objectives previously outlined in Section 4. These targets are shown as output targets, where specifications are undertaken to successfully deliver or monitor the TP, and outcome targets which demonstrate the specific outcomes of the TP.

### ***Output Targets***

- 5.14 The output targets below, are the action to be employed in order to ensure the successful delivery of the TP:
- Appoint a TPC to coordinate and manage the development of the TP;
  - Provide contact details to LBL Travel Plan Officer prior to first occupation of the development;
  - Provide a Travel Information Pack to all employees upon arrival;
  - Undertake a TRICS compliant baseline monitoring survey, to the agreed methodology with LBL within 6 months of BPP redevelopment occupation;
  - Undertake review of the TP up to five years after occupation of the development on the third and fifth anniversaries; and
  - Submit monitoring reports at third and fifth anniversaries following the travel surveys and review of the TP, comparing changes from previous travel surveys.

### ***Outcome Targets***

- 5.15 The progress of the TP will be measured against specific outcome targets, typically targeting modal shift. Such targets are Specific, Measurable, Achievable, Realistic and Time-Bound (SMART):
- **Specific:** identifying precisely what is to be achieved;

- **Measurable:** over the duration of the target period, allowing for regular evaluation of effectiveness;
- **Appropriate:** linked to the overall objectives and aims;
- **Realistic:** in terms of the potential actually to be achieved over the duration of the target; and
- **Time-bound:** the target must define a date or series of dates by which it is expected to be achieved.

5.16 The SMART targets would be finalised following the baseline travel survey. Provisional targets have been set based on the predicted multi-modal trip generation for the development as shown in **Tables 5.2** and **5.3** above.

5.17 BPP is well situated for undertaking local trips on foot/cycle as well as accessibility to public transport services to trip ends further afield. The existing and proposed mode share illustrates that a large proportion of journeys are already undertaken by non-car modes. The Park redevelopment proposals, proposed level of parking provision on-site and measures outlined within this TP would also contribute towards encouraging trips by non-car modes.

5.18 The proposed weekday and weekend mode share targets for BPP are set out in **Table 5.5**. The weekday and weekend baseline mode percentage has been assumed but will be finalised following the first-year surveys.

**Table 5.5: Proposed BPP Weekday and Weekend Travel Plan Targets**

No.	Target	Indicator	Baseline Value	5 <sup>th</sup> Year Target Value	% point change	Measured by / Required
<b>'Aim' Type Targets (TBC following Baseline Travel Surveys)</b>						
1	Reduce the proportion of Car Driver trips made residents / visitors	Forecast weekday modal split	19%	10%	-9%	1 <sup>st</sup> , 3 <sup>rd</sup> and 5 <sup>th</sup> Year Surveys
		Forecast weekend mode split	12%	5%	-7%	
2	Increase the proportion of trips undertaken by public transport/walking/cycling travel modes	Forecast weekday modal split	81%	90%	+9%	
		Forecast weekend mode split	88%	95%	+7%	
<b>'Action' Type Targets</b>						
1	Maintain a suitable level of cycle parking, with a minimum of 26 spaces for the Park users to be provided and maintained.	Snapshot Survey/ Monitoring Reports		TBC		First Occupation
2	Introduce public notice boards within BPP entrance which inform residents and visitors of available travel choices	N/A		N/A		First Occupation
3	Travel Information Pack for employees within BPP	N/A		N/A		First Occupation

Source: RPS Calculations.

## 6 PACKAGE OF MEASURES

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### **Introduction**

- 6.1 This chapter sets out the package of measures that will be introduced in order to influence the way employees and users travel to / from the site.
- 6.2 The baseline travel surveys (undertaken within 6 months of occupation of redevelopment to ascertain travel patterns of BPP employees and users) may suggest that some measures included in this chapter may not be suitable, or alternatively, additional measures may be identified from the baseline survey data that will enhance the TP. At this juncture, it will be possible to modify the TP targets and measures; however, any proposed changes will need to be agreed with the Travel Plan Officer at LBL.

### **Marketing**

- 6.3 To ensure that BPP employees and users are informed about the TP, marketing and awareness measures will be used to promote sustainable travel behaviour.
- 6.4 Travel information will be provided on the availability of all sustainable travel modes and initiatives offered to BPP employees and users. The provision of accurate and up-to-date information, together with wide ranging publicity, can thus form a fundamental basis for all of the other TP initiatives.

### ***Travel Information Pack***

- 6.5 The first employees will be provided with a Travel Information Pack (the ~~u~~Pack), within 4 weeks of occupation. The Pack is designed to raise awareness of the sustainable travel choices available and to encourage sustainable travel choices. The Travel Information Pack will also be made available and tailored to visitors to the park. The Pack will include the following, but not be limited to:
- Contact details for the relevant TPC;
  - Details of the Travel Plan measures and its objectives and targets;
  - Local area maps showing the location of amenities;
  - Local bus and rail timetables;
  - Contact details for local taxi operators;
  - Contact details of local car clubs;
  - Contact details for cycle hire and servicing;
  - Details regarding cycle training run by LBL;
  - Information on public transport websites;
  - Details of travel infrastructure tailored to those with mobility impairments; and

- Contact details for the bus/ rail operators.

6.6 The development of the Information Pack is a crucial stage in the Travel Plan process. It is essential that it contains the necessary travel information to suitably inform recipients. Travel information will also be added to any public notice boards, including information publicising and promoting travel initiatives.

6.7 The main objective of this TP is to reduce the need for any single occupancy car use by site users and to facilitate travel by sustainable modes. To ensure this objective is met, a number of sustainable transport initiatives will need to be implemented. This section of the TP sets out a range of these initiatives in detail.

### ***Personalised Travel Planning***

6.8 Use of the free TfL web-based travel planning service ([www.journeyplanner.tfl.gov.uk](http://www.journeyplanner.tfl.gov.uk)) will be promoted to BPP visitors and employees. The TfL Journey Planner provides a free personalised travel planning service for travel within London.

### ***Leaflets and Printed Materials***

6.9 Following the distribution of the Travel Information Pack it would be beneficial to distribute relevant promotional materials to local residents periodically. These materials would include maps, timetables, fare information and car club information. It is anticipated that this information will be provided by the TPC.

6.10 The periodic distribution of information would maintain residents awareness of the alternative travel options, as well as keeping the information current to assist with journey planning.

### **Walking**

6.11 Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc.). Walking is a form of active travel which can offer a range of physical and psychological benefits to the individual.

6.12 **Route Maps:** The Pack provided to all BPP visitors and employees will contain information and advice concerning safe pedestrian routes to and from the site with indicative travelling times. Route maps will also be displayed in central locations across the Park to further the awareness of local facilities and routes.

6.13 **Route Maintenance:** The TPC will also liaise with TfL and LBL to promote and ensure the maintenance of existing footways within the vicinity of the development, to ensure these are appropriately maintained and remain attractive to residents.

6.14 Walking is an essential part of public transport travel as bus stops / rail stations usually being accessed on foot. Promoting sustainable, integrated transport involves providing good pedestrian links to public transport facilities, which has previously been identified within Section 3.

## **Cycling**

- 6.15 The promotion of cycling as an alternative mode will be made to all BPP visitors and employees. The merits of cycling can be actively promoted to those who live within five kilometres of their recreational activities. Furthermore, cycling is cheap, offers reliable journey times and is environmentally friendly. Travel Plans can offer substantial health benefits to individuals who are motivated to complete more journeys by cycle.
- 6.16 **Health Benefits:** the TPC will promote the health benefits of cycling to BPP visitors and employees.
- 6.17 **Route Maps:** Publicity material highlighting the most suitable, safe, and comfortable cycle routes, with road crossing facilities and likely journey times highlighted will be produced by the TPC and made available to the park visitors and employees within the Travel Information Pack. These will likely take the form of the relevant TfL Cycle guide.
- 6.18 **Events:** The TPCs will promote National Bike Week and Bike2Work among the park visitors and employees. The project is endorsed by Travelwise and Cycling England, and normally occurs in June of each year. Bike2Work specifically looks at promoting the use of cycling for travel to and from work in National Bike Week.
- 6.19 **Cycle Training:** Details will be provided regarding LBL cycle training and cycle maintenance training courses that are available for people living in the borough.
- 6.20 Information could also be provided to employees on the government's Cycle to Work scheme, a tax free purchase option.
- 6.21 **Site Layout:** The development includes provision of 26 cycle spaces for BPP visitors and employees.
- 6.22 Employees would be made aware of access to the parking availability at the time of purchase and this would be reinforced within the Travel Information Pack.
- 6.23 The following cycle measures that will be implemented as part of the TP include:
- Monitoring of cycle parking usage and provision to ensure the spaces are being used correctly and to ensure that there is sufficient provision to meet demand; the provision can then be amended as appropriate over time;
  - Regular patrols of the Park pedestrians/cycle routes throughout the day (particularly on busy days) to ensure that the routes are being used in a correct and safe manner; this will help to minimise incidents with park visitors (such as walkers, dogs and children);
  - Introduction of signage setting out the rules and regulations for cycling within the Park (i.e. Cyclists Code of Conduct); and
  - Introduce walking/cycling maps around the Park showing the proximity of key local facilities and services and routes in order to make users aware of how easily accessible and close the Park is.
- 6.24 These measures are also included within Section 10 of this report.

## **Public Transport**

- 6.25 The objective of this TP is to promote more sustainable transport choices for employees and users, and this can effectively be achieved by the provision and promotion of high quality public transport alternatives.
- 6.26 The publicity, marketing and promotion of the public transport services will inform all site users as to the benefits of travelling by bus, London Overground and Underground and National Rail. The TPC will ensure that residents are aware of bus routes and train timetables for public transport services operating in the vicinity of the site.
- 6.27 In addition, the TPC will also seek to maximise the use of public transport in the following ways:
- Seek information from all BPP employees and users travelling by public transport on ways in which services may be improved, and feed this back to the service provider and the local authority through the regular liaisons which form part of the TPC's role;
  - Encourage LBL and TfL to display and maintain current timetable information at the existing bus stops;
  - Encourage LBL to ensure that pedestrian routes between the existing bus stops/ rail stations and the site are suitably surfaced, lit and clear of any obstructions for safe and convenient use by all pedestrians, including those with impaired mobility;
  - Make visitors and employees aware of the available fare options to encourage travel on local bus services. It is likely that many residents would already own an Oyster Card. Notwithstanding this, information regarding this will be provided as part of the Travel Information Pack; and
  - Employees would be made aware of the option to purchase season tickets when travelling regularly by train. Alternatively, for those travelling outside of peak hours it may be beneficial to purchase a railcard which entitles users to discounted tickets on various services.

## **Parking**

- 6.28 Measures that will be implemented as part of the TP include:
- Introduce signage setting out the rules and regulations for parking within the Park;
  - Introduce walking/cycling maps around the Park showing the proximity of key local facilities and services in order to make users aware of how easily accessible and close the Park is;
  - Monitor the use of car parking spaces/areas to ensure no illegal activity and all parking areas are being used correctly;
  - A car park charging regime is planned to be introduced from May 2019 at an approximate cost of £1 per hour. An external management company will be employed to manage the car park charging regime; and
  - Undertake parking stress surveys within the site, particularly along the vehicular access road, and on those roads immediately surrounding the site.

6.29 Other measures to minimise parking issues that will be considered as the TP develops over time include:

- Introduce time restrictions for parking within and around BPP; and
- Introduce a minimal charging schedule for parking to discourage people from driving and encourage sustainable travel. Any revenue could then be used for the upkeep of the Park.

6.30 These measures are also included within Section 9 of this report.

### **Car Clubs and Car Hire**

6.31 The existence of local car clubs in the area around the site will be promoted to BPP employees and users as it provides the opportunity for occasional car use. Information on local car hire firms will also be provided to residents as they also enable occasional car use without the need to own a car.

### **Signage and Wayfinding**

6.32 Measures that will be implemented as part of the TP include:

- Enhance signage between local public transport (rail/bus) stops and BPP;
- Introduce signage setting out the rules and regulations for parking within the Park;
- Introduce location/route maps throughout the Park to show where the current location is, locations of access gates, details of walk/cycle routes through the Park; and
- Introduce directional signage showing directions to which access gates and to the key areas within the park such as attractions/buildings/car/cycle parking areas (also include estimated distance).

6.33 These measures are also included within Section 8 of this report.

### **Encouraging Sustainable Freight and Construction**

6.34 The redevelopment of BPP formalises the facilities for service and delivery vehicle access which will also control and restrict access. The following measures will be introduced to encourage sustainable freight and construction vehicle movements, in order to minimise the transport and traffic impacts of BPP's regeneration:

- Deliveries outside of peak hours of the Park and local traffic;
- Consolidation of deliveries;
- Use of suppliers who are FORS members; and
- Use of local suppliers.

## 7 TRAVEL PLAN STRATEGY

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7.1 A TP strategy that sets out clearly the stages by which the TP will be developed and implemented is very important. Elements of a Travel Plan strategy usually relate to:

- Setting out how the TP will be managed and developed;
- Securing the resources (including time), that are necessary to develop and implement the travel plan;
- Consulting and educating BPP employees and users; and
- Identifying and engaging with partners.

### **Development and Management of the TP**

7.2 The TP will be implemented upon full occupation of the BPP redevelopment. A TRICS compliant baseline survey will be undertaken within 6 months of full occupation of BPP and the TP will be updated within 7 months; 1 month following the travel surveys.

7.3 The TP will be orientated towards influencing travel behaviour of BPP employees and users. The TP will emphasise the benefits of using alternative transport modes, promoting their use and discouraging the use of the car. The Applicant will be responsible for the overall implementation of the TP.

### **Travel Plan Coordinator (TPC)**

7.4 To effectively implement and manage the TP, the Applicant will appoint and fund an appropriately skilled site-wide TPC to ensure that the development of the TP.

7.5 It is most likely that they will undertake their TPC duties for a few hours each month. This will increase considerably when the baseline travel surveys, and any subsequent surveys, are being undertaken at the site. The TPC should have:

- Good communication skills;
- Show an interest in environmental issues; and
- Have project management experience.

7.6 The TPC will be advised of the relevant contact personnel at LBL and will act as a central point of contact for LBL regarding the implementation of initiatives and the ongoing monitoring of the Travel Plan targets. The TPC will be responsible for the implementation, administration and monitoring of the TP.

7.7 The TPC would be a part time position, and their primary responsibilities will be:

- To promote and guide the development of the TP;
- To retain an awareness of local, regional and national transport policies and programmes so as to ensure that the TP remains current;

- To retain an awareness of local, regional and national transport initiatives so as to ensure that BPP employees and users take maximum advantage of new initiatives and assistance schemes as they emerge;
- To assemble and maintain current public transport timetable and fare information and ensure this is made readily available to BPP employees and users;
- To identify public transport fare discount opportunities;
- To set SMART targets for the percentages of trips by each mode of travel; and
- Undertake baseline TRICS compliant survey to obtain information on employees and users travel patterns and compare these to the modal split targets identified from the baseline surveys. Follow up with subsequent reviews (and surveys if necessary) at Years 3 and 5 following occupation of the BPP redevelopment.

- 7.8 The TPC will ensure that all the necessary systems relating to the TP, e.g. data collection and recording, travel questionnaires etc., are established, maintained and regularly updated. The TPC will also ensure relevant information is available for inspection by LBL as necessary.
- 7.9 The TPC will use the results of the travel surveys to create SMART targets for the initial five-year period of the TP.
- 7.10 All new employees will be provided with a Welcome Pack upon arrival to encourage environmentally friendly travel practices as soon as the TP has been approved by LBL. This will be upon occupation of the commercial units. LBL will be made aware of any revisions to the TP as soon as the changes are made.
- 7.11 The TPC will liaise with officers of LBL responsible for cycling and public transport as required, to ensure maximum advantage is being taken of sustainable initiatives for travel. The TPC will also keep LBL officers aware of travel targets set and the success of the TP against those as it evolves and becomes firmly defined.
- 7.12 Effective travel planning requires ready access to accurate and current travel information. The TPC will make maximum use of notice boards and network facilities to distribute and collect information as well as providing speedy access to bus and rail timetables, for all BPP employees and users. Through this medium information will be available to respond to all personal travel needs to and from the site.
- 7.13 The monitoring of a TP is pivotal to understanding areas of concern, and opportunities to encourage modal shift. The TPC will review the travel surveys and any additional feedback from employees on transport related matters. The results will be made available to LBL to contribute to monitoring of travel patterns in the borough.
- 7.14 The baseline travel surveys and subsequent reviews at Years 3 and 5 will provide an accurate record of modal changes and enable the TPC to understand the travel characteristics of residents. The TPC should use the results of the travel surveys to develop specific measures within the TP to encourage more sustainable travel.

- 7.15 The TPC should seek to discuss potential remedial actions with LBL during the preparation of the TP. If the TP fail to meet the targets, then the implementation of further appropriate measures will be considered by the TPC in consultation with LBL.

**Partners and Stakeholders**

- 7.16 Travel Plans need partnerships for its long-term success. Organisations need to work with a number of partners and internal stakeholders during the implementation process. Partners integral to the success of the Travel Plan include LBL, TfL, other local bus and rail operators and cycle user groups. It is expected that all partners will make an active contribution to the process. The TPC will be a central figure in establishing partnerships and maintaining links and communication.
- 7.17 Similarly, it is important that TPs have the support of internal stakeholders (BPP employees and users) who will be able to contribute towards the identification and implementation of strategies that span across many areas of interest. Feedback from BPP employees and users allows opportunities for the sharing of knowledge, experience, valuable information and contacts. This will be an ongoing process throughout the lifetime of the TP.

## 8 WAYFINDING STRATEGY

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### Introduction

8.1 This section of the TP addresses Condition 19 of the Decision Notice which states:

**“Prior to the first occupation of the refurbished Stable Block, a Wayfinding Strategy within the Park and to/from local train stations and bus stops shall be submitted to and approved by the Local Planning Authority.”**

8.2 In order to satisfy the Condition details of the existing and proposed signage within the park and to / from local train stations and bus stops is included. Details of any improvement measures that could be taken forward as part of the TP are also included.

### Existing Signage

8.3 The network of existing footpaths around the Park are signposted however there is a lack of signage to the park from nearby rail stations and bus stops.

8.4 A description of the existing signage between the local rail stations (Beckenham Hill, Ravensbourne and Beckenham Junction) and bus stops and nearest BPP gate is provided below.

#### ***Beckenham Hill Rail Station to Gate 1***

8.5 There is a lack of signage to BPP provided on the pedestrian route from Beckenham Hill Rail Station to Gate 1. A welcome sign to BPP is provided at Gate 2, approximately 90 metres south of Gate 1.

#### ***Ravensbourne Rail Station to Gate 6***

8.6 There is also a lack of signage located on the main pedestrian route between Ravensbourne Rail Station to Gate 6 of BPP.

8.7 A multi-directional sign is provided directly outside Ravensbourne Rail Station on Crab Hill. The sign directs visitors to BPP and provides details of the distance to key destinations within BPP. A welcome sign to BPP is also provided at Gate 6.

#### ***Beckenham Junction Rail Station to Gate 4***

8.8 A number of signs are currently provided on the pedestrian route between Beckenham Junction Rail Station to Gate 4 of BPP including:

- A sign is provided near the rail station on Southern Road (A2015), indicating the direction to the Green Chain Walk, of which BPP is apart of; and
- A multi-directional sign is also provided at the junction between Southend Road (A2015) and the Waitrose car park entrance, indicating the direction to BPP; and

- Two signs indicating the direction for the Green Chain Walk are also provided at the junctions between; a) Beckenham Place Park and Foxgrove Road and b) Beckenham Place Park and Beckenham Place Park.

#### ***Highland Croft Bus Stop (Stop SF) to Gate 3***

- 8.9 No signage is provided directly at the bus stop; however, signage is provided at the entrance to Gate 3, approximately 40 metres south of the bus stop; displaying the direction for the Green Chain Walk and a welcome sign to BPP.

#### ***Beckenham Cricket Club Bus Stop (Stop X) to Gate 4***

- 8.10 No signage is provided directly at the bus stop, however two signs indicating the direction for the Green Chain Walk is provided at the junctions between; a) Beckenham Place Park and Foxgrove Road and b) Beckenham Place Park and Beckenham Place Park.

#### ***Bromley Road Downham Way Bus Stop (Stop DA) and Rangefield Bus Stop (Stop DZ) to Access Gate 9***

- 8.11 No directional signage is provided at and between both bus stops to/from Gate 9. However, a welcome sign and multi directional sign, indicating distances to key destinations within BPP, are both provided at the entrance to Gate 9.

#### **Signage Proposed as part of BPP Redevelopment**

- 8.12 The BPP redevelopment includes improved wayfinding to improve the overall pedestrian and cyclist provision within the park.
- 8.13 The proposals also include clearer signage particularly from local neighbourhoods and public transport stops to and through BPP.
- 8.14 The proposed wayfinding strategy can be located at **Appendix E**. It is noted that no development works are to be conducted on the eastern side of BPP and as such this area is highlighted to demonstrate this.

#### **Travel Plan Measures for Signage Improvements**

- 8.15 Measures that will be implemented as part of the TP include:
- Enhance signage between local public transport (rail/bus) stops and BPP;
  - Introduce signage setting out the rules and regulations for parking within the Park;
  - Introduce location/route maps throughout the Park to show where the current location is, locations of access gates, details of walk/cycle routes through the Park; and
  - Introduce directional signage showing directions to which access gates and to the key areas within the park such as attractions/buildings/car/cycle parking areas (also include estimated distance).

## 9 PARKING MANAGEMENT PLAN

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### Introduction

9.1 This section of the TP addresses Condition 25 of the Decision Notice which states:

**“Prior to the first occupation of the refurbished Stable Block, a Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall outline the measures that will be employed to discourage informal car parking within the site, particularly along the vehicular access road, and on those roads immediately surrounding the site”.**

9.2 In order to satisfy the Condition details of the existing and proposed car parking provision are included. Details of any measures that will be implemented to discourage informal car parking within the site, particularly along the vehicular access road and on those roads immediately surrounding the site are also included, as well as any monitoring surveys. Car parking surveys will help to monitor the capacity and usage, in order to identify any issues

### Pre-works / Existing Parking Provision

9.3 Both vehicle access gates provide access to two car parks which are free of charge. The car park accessed via Gate 2 has 72 car parking spaces Informal parking occurs at the Gate 2 and Mansion link road, which provides additional overflow capacity for approximately 18 vehicles at peak times. Unrestricted on-street parking is available on nearby roads that surround BPP.

### Post-works Parking Provision

9.4 Overall, BPP will have a net gain of 36 car parking spaces as part of the development proposals, resulting in a total of 108 formal car parking spaces.

9.5 The 72-space car park (accessed via Gate 2) will be relocated opposite the Homestead Cottages; the new car park will provide an additional 36 spaces, increase the total number of car parking spaces to 108.

9.6 Coach parking (associated with the educational facility at BPP) will be accessed via Gate 2 with a drop-off bay within layby will provided on the link road between Homestead Cottages and the Mansion. The turning circle provided in the front of the Mansion will allow coaches to manoeuvre and egress BPP via Gate 2.

### Parking Survey Results

9.7 The results of the parking surveys as detailed within the approved TS report (2016), illustrated that the maximum car parking accumulation on a weekday was 50 vehicles which occurred between 12-1pm. The TS report (2016) forecast that the parking accumulation to be 115 vehicles, following completion of BPP redevelopment.

9.8 For the weekend, the TS report (2016) stated that the maximum car parking accumulation on an existing weekday was 53 vehicles which occurred between 2-3pm and forecast the parking accumulation to be 135 vehicles, following completion of BPP redevelopment.

9.9 The TS acknowledges that whilst the peak parking accumulation of 135 vehicles for the weekend (Sunday) is marginally above the proposed number of formal parking spaces (108), it is expected that the additional vehicles can be accommodated through parking on the unrestricted local roads. It is noted that no development works are to be conducted on the eastern side of BPP and as such the overall car parking demand will not be as high, as predicted by the TS report (2016).

#### **Parking Management and Enforcement**

9.10 Parking will be enforced by borough parking enforcement team. A car park charging regime is planned to be introduced from May 2019 at an approximate cost of £1 per hour. An external management company will be employed to manage the car park charging regime.

9.11 The close and strict on-site management will help to discourage informal car parking within the site, particularly along the vehicular access road.

9.12 In order to ensure there are no parking issues for those roads immediately surrounding the site, regular monitoring will be undertaken including parking stress surveys. This will help determine existing/arising issues to which then site-specific measures could be introduced through the evolution of the TP.

9.13 Measures that will be implemented as part of the TP include:

- Introduce signage setting out the rules and regulations for parking within the Park;
- Introduce walking/cycling maps around the Park showing the proximity of key local facilities and services in order to make users aware of how easily accessible and close the Park is;
- Monitor the use of car parking spaces/areas to ensure no illegal activity and all parking areas are being used correctly; and
- Undertake parking stress surveys within the site, particularly along the vehicular access road, and on those roads immediately surrounding the site.

## 10 CYCLE MANAGEMENT PLAN

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### Introduction

10.1 This section of the TP addresses Condition 28 of the Decision Notice which states:

**“Prior to the first occupation of the refurbished Stable Block, a Cycle Management Plan shall be submitted to and approved in writing by the local planning authority. The plan shall include measures to manage the safe use of the proposed new routes within the Park by all users.”**

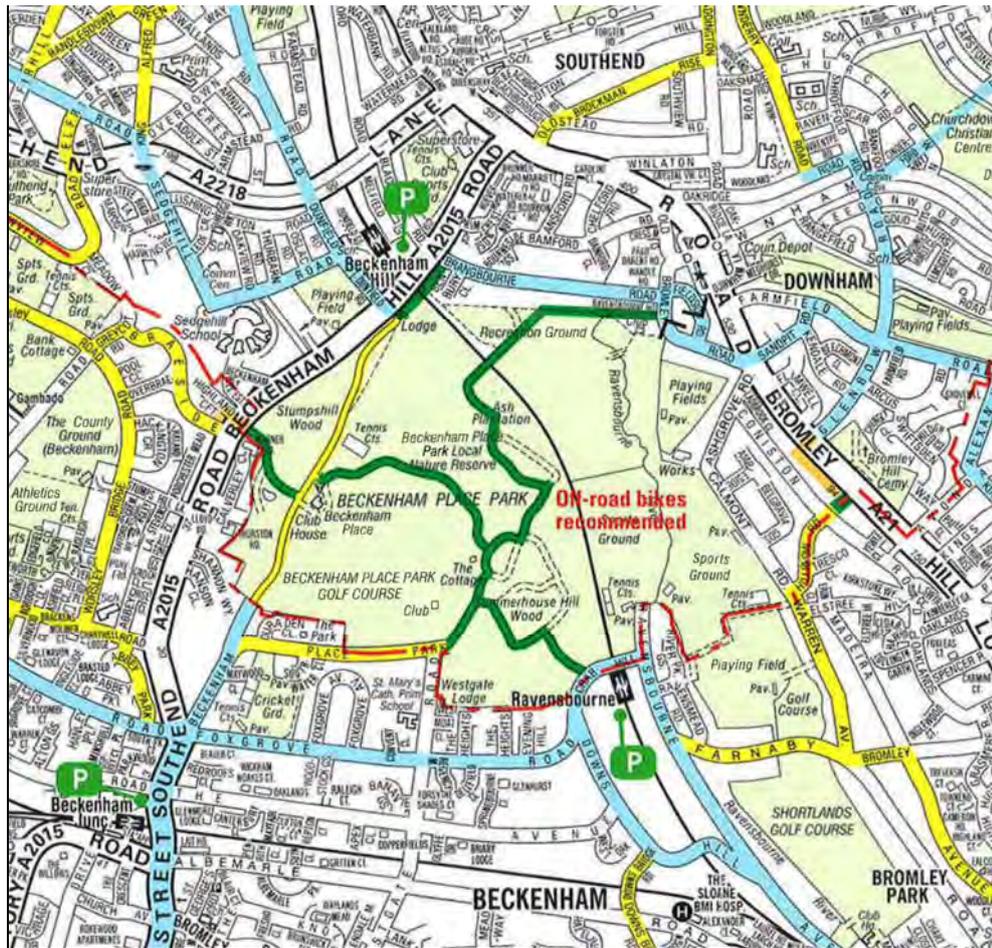
10.2 In order to satisfy the Condition details, details of the existing and proposed cycle routes within the park and to/from key destinations is included. Details on measures to manage the safe use of the proposed new cycle routes within the Park by all users are also included.

### Previous Cycle Routes and Cycle Parking Provision

10.3 There are a number of recommended signed cycle routes surrounding the Park making the Park accessible by bicycle in all directions.

10.4 Locally there are continuous Blue and Yellow cycle routes around the Park providing connections between BPP and Beckenham Hill Station, Ravensbourne Station, Beckenham Centre and Bromley Centre. An extract of the local cycle routes is included at below at **Figure 4**, illustrating the local cycle routes in the vicinity of the development site.

Figure 4: Existing Local Cycle Routes



10.5 The extract is taken from the Local Cycling Guide 11 (2017) produced by TfL (for the area surrounding the site including Lewisham, Bromley, Croydon, Sidcup, Bexley, Catford, Orpington and Eltham). The TfL cycle guides assigns a coloured code to different types of cycle lane infrastructure, these are:

- **Dark Blue:** Cycle Superhighways;
- **Light Blue:** Route signed for cyclists that may be on busier roads;
- **Purple:** Quietways;
- **Yellow:** Route on quieter roads recommended by cyclists;
- **Orange:** Pedestrian-only route which connects cycling sections where cyclists must dismount; and
- **Green:** Off-road routes through parks, along canal towpaths or off-carriageway for walking and cycling.

10.6 As illustrated in **Figure 4**, a number of shared cycle and pedestrian footways and signed cycle routes are located within the vicinity of the site. There is however, a lack of signage on the cycle routes directing cyclists to the park.

10.7 Cyclists can access BPP via the 9 existing access points and can also follow the Green Chain route through the park. Cyclists can travel through the Park along the dedicated cycle routes including the Green Chain route passing directly through the Park.

#### **Proposed Cycle Routes and Parking Provision**

10.8 The BPP redevelopment seeks to improve the overall cyclist provision within the Park. The proposals cycle improvements as part of the BPP redevelopment include:

- the creation of new footpaths and improved wayfinding to improve cyclist provision within the park;
- the creation of an approximate 2km shared pedestrian and cycle route, linking access gate 4 to the restored lake and north of the Mansion;
- the creation of an approximate 1km shared pedestrian and cycle route, linking access gate 1 to 7; and
- clearer signage and routes which will improve cyclist wayfinding particularly from local neighbours and public transport stops to and through the park itself. The Wayfinding Strategy is included at **Appendix E**.

10.9 The recommended physical improvements in the local vicinity to the park is outlined below:

- Access Gate 3: Dropped kerb from Beckenham Hill Road (A2015) to the access gate;
- Access Gate 9: Improvement to pedestrian footway and dropped kerb from Old Bromley Road to the access gate;
- Cycle Route signage to route cyclists from Beckenham Junction Rail Station and Beckenham Cricket Club Bus Stop to Access Gates 4 and 5;
- Cycle Route signage to route cyclists from Bromley Road Downham Way and Rangefield Bus Stops to Access Gates 8 and 9;
- Improve the road surface of Beckenham Place Park; and
- Improve the road surface of Ravensbourne Avenue as it leads to Access Gate 7.

10.10 A total of 36 cycle parking spaces will be provided across three locations. The location of the cycle parking spaces is shown below in **Figure 5**.



- Introduction of signage setting out the paths which are to be used by cyclists within the park;
- Introducing a cyclists code of conduct; and
- Introduce walking/cycling maps around the Park showing the proximity of key local facilities and services and routes in order to encourage visitors/employees to travel to the park by bike or on foot.

# 11 PROGRAMME OF MONITORING AND REVIEW

## Monitoring

- 11.1 The TPC will be responsible for the implementation and ongoing monitoring strategy of the TP.
- 11.2 The objective of the monitoring process is to regularly assess the travel patterns of BPP employees and users and identify whether elements of the TP should be amended to reflect current travel behaviours. In line with TfL's monitoring procedures, planning permission conditions and obligations, the TPC will undertake initial baseline surveys after full occupation.
- 11.3 Subsequent biennial surveys will be undertaken on the anniversary of the baseline survey, for a period of 5 years.
- 11.4 Monitoring will involve the regular collection of analytical %hard+data and %soft+data in the form of feedback. Monitoring will be undertaken in accordance with the TRICS Standard Assessment Methodology. The surveys will include multi-modal traffic counts and travel surveys on a neutral weekday/weekend day. Employee and user questionnaires may also be distributed.
- 11.5 Information gathered through the monitoring process will be recorded and used through the subsequent review process. It will be made available for inspection by the LBL Travel Plan Officer.
- 11.6 **Table 11.1** presents a timetable for implementing the TP administrative actions and activities. The actions set out in **Table 11.1** all fall under the responsibility of the TPC.

**Table 11.1: Monitoring Plan**

Data Collection	Key Information	Frequency	Responsibility
Baseline employee and user survey	<ul style="list-style-type: none"> <li>▪ modal split</li> <li>▪ awareness of the travel plan</li> <li>▪ travel attitudes</li> </ul>	Following full occupation. Thereafter biennially (i.e. Year 3 and 5) if deemed necessary	TPC
Site Audit	<ul style="list-style-type: none"> <li>▪ usage of car parking spaces</li> <li>▪ usage of cycle parking spaces</li> <li>▪ parking stress surveys on vehicle access roads and surrounding roads</li> </ul>	Biennial	TPC
Identification of new Travel Plan initiatives	Potential new measures for inclusion within the Travel Plan	On-going	Steering Group & TPC

## Review

- 11.7 The TPC would review the survey findings after each survey period. The purpose of the review is to establish whether the objectives and associated initiatives are being effective in progressing the TP towards achieving the identified aims and targets.
- 11.8 As part of the review the TPC would identify those measures which prove effective and any that require amending to suit the needs of BPP employees and users.

- 11.9 The TPC would strive to deliver the outcome targets of the TP. However, it must be acknowledged that travel choices are also influenced by external factors, beyond the control of the TPC and/or Applicant. Such external factors include changes to local bus service provision, public transport fare increases and inclement weather conditions. Should the TP not deliver the identified targets due to external factors this should not be considered a failure of the TP but a recommendation for adjustment to local, current conditions.
- 11.10 Should it be necessary to revisit the outcome targets of the TP, to reflect different travel patterns to those projected, this would be discussed with LBL.

### **Mitigation Measures**

- 11.11 Following the visitor surveys and if the headline targets are not being achieved, additional actions will be taken to help attain them. Explanations and information about what actions will be taken over the subsequent period to meet the target would be provided.
- 11.12 It is suggested that if targets are not met during following the survey a discussion is held with the LBL Travel Plan Officer within three months of the submission of the survey results. An example of possible mitigation measures that could be included are stated as follows:
- Increase the marketing and promotion of the TP and travel options;
  - Review and promote cycle facilities;
  - Provide additional cycle parking areas if required;
  - Review and promote bus, London Overground and Underground, and National Rail services;
  - Introduce a further targeted Personalised Travel Planning program; and
  - Hold further Travel Plan days to promote the TP.
- 11.13 It should be noted that the above list is an indication of potential future measures, and is by no means considered exhaustive or prescriptive of what would be implemented. For instance, it is difficult to identify the precise form and scale of the mitigation measures as the appropriate interventions will be determined following a review of the performance against the headline target and also the secondary targets for each mode of travel.

## 12 ACTION PLAN

12.1 A draft timescale for the delivery and implementation of these TP initiatives, including the intended outcomes and outputs, are provided below as an Action Plan in **Table 12.1**.

**Table 12.1: Travel Plan Action Plan**

Action	By Whom	By When	Intended Outcome / Output
<b>Improve Travel Information</b>			
Include travel information in employee Welcome Pack	TPC	Ongoing . Reviewed annually	All new employees made aware of Travel Plan and alternative modes of travel
Retain an awareness of local, regional and national transport initiatives to take advantage of new initiatives and assistance schemes as they emerge	TPC	Ongoing . Reviewed annually	Reduce cost and barriers associated with travelling via alternative modes, thereby encouraging sustainable travel
Improve travel awareness for disabled site users	TPC	Ongoing . Reviewed annually	Reduce barriers associated with travel undertaken by the mobility impaired
<b>Minimising Car Travel and Parking Impacts</b>			
18n-site car parking spaces to be provided	The Developer	Before occupation	Minimise travel by car and transport impacts of the development proposals
<b>Promote Public Transport</b>			
Ensure service information is provided within the employee Welcome Pack	TPC	Before first occupation and ongoing	Enhance awareness and encourage sustainable travel
Obtain feedback from BPP employee and users travelling by public transport on improvements	TPC	Ongoing	Give employees the opportunity to feed back to service providers to improve the service offering
Encourage LBL to maintain the bus shelters within the vicinity of the site and to display current timetable information	TPC	Ongoing	Maintaining high standard of facilities to improve users experience
Identify public transport fare discount opportunities	TPC	Before first occupation and ongoing	Reduce costs of sustainable travel to encourage residents to use alternative modes to the car
Provide route maps and details of Traveline ( <a href="http://www.traveline.info">www.traveline.info</a> ), Transport for London ( <a href="http://www.tfl.gov.uk/plan-a-journey">www.tfl.gov.uk/plan-a-journey</a> ) and National Rail ( <a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a> ) journey planning websites	TPC	From first occupation and ongoing . Reviewed quarterly	Enhance awareness of journeys and encourage sustainable travel
Improve signage between local public transport stops (rail & bus) and the Park Gates	TPC	Before first occupation and ongoing . Reviewed annually	Enhance knowledge and increase awareness, encouraging sustainable travel modes
<b>Promote Cycling</b>			
26 cycle spaces for BPP employees and users	Developer	As part of the development of the site	Improve facilities for cyclists to encourage travel via this mode
Provide maps of cycle routes within and outside the Park to employees (in Welcome Packs) and users as signage within the Park	TPC	Before first occupation and ongoing . Reviewed annually	Enhance knowledge and increase awareness, encouraging cycling
Cycle to Work tax-free scheme for staff of the development	TPC	Before first occupation and ongoing	Work with local cycle groups to promote cycling in and to the park.

Action	By Whom	By When	Intended Outcome / Output
<b>Promote Walking</b>			
Liaise with the LBL to ensure pedestrian routes to and from the site are appropriately maintained	TPC	Ongoing	Ensure routes are of an appropriate standard to encourage walking
Provide maps of pedestrian routes within and outside the Park to employees (in Welcome Packs) and users as signage within the Park	TPC	Before first occupation and ongoing	Enhance BPP employees and users knowledge and awareness
<b>Use of Car Clubs</b>			
Provide details of local car club providers in employees Welcome Pack	TPC	Before first occupation and ongoing	Enhance awareness that such opportunities exist

**APPENDIX A – COPY OF DECISION NOTICE**

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Planning Service  
Laurence House  
1 Catford Road  
London SE6 4RU

Mrs A Taylor  
London borough of Lewisham  
4th floor Laurence House  
Catford  
London  
SE6 4RU

Direct Line: 020 8314 7400  
Fax: 020 8314 3127  
Email: [Planning@lewisham.gov.uk](mailto:Planning@lewisham.gov.uk)  
Date: 20 October 2017  
Property Ref: LE/250/D/TP  
Our Ref: DC/16/099042

Dear Mrs Taylor,

**PERMISSION FOR DEVELOPMENT  
Town and Country Planning Act 1990 (as amended)**

Notice is hereby given that the London Borough of Lewisham, in pursuance of its powers as local planning authority under the above Act, Regulations, Rules & Orders made thereunder, permits the development referred to in the Schedule below subject to the conditions set out therein and in accordance with the application and plans submitted, save in so far as may otherwise be required by the said conditions.

Your attention is drawn to the Statement of Applicant's Rights endorsed overleaf.

The grant of planning permission does not relieve developers of the necessity for complying with any local Acts, Public Health Acts & Regulations, Building Acts & Regulations and general statutory provisions in force in the area or modify or affect any personal or restrictive covenants, easements, etc applying to or affecting either the land to which the permission relates or any other land, or the rights of any person or authorities (including the London Borough of Lewisham) entitled to the benefit thereof or holding an interest in the property concerned in the development or in any adjoining property. In this connection applicants are advised to consult the Highways and Transportation team as to any works proposed to, above or under any carriageway, footway or forecourt. Your particular attention is drawn to the Building Acts & Building Regulations which must be complied with to the satisfaction of approved Building Control Inspectors.

**SCHEDULE**

Application Valid Date: 22 November 2016

Application No: **DC/16/099042**

Development: The proposed regeneration of part (west of rail line) of Beckenham Place Park, Beckenham Hill Road, BR3 comprising of: the rebuilding and change of use of the stable block to include a café (A3) and education use (D1); alteration and extension of the Gardener's Cottage for volunteer use; alterations to and refurbishment of Southend Lodge and extension of associated park depot, including the provision of new storage buildings; alterations to and refurbishment of the Gatehouse; demolition of park storage and toilet structures; excavation to provide a lake and wetland area with associated boardwalk areas; relocation and extension of car park; and extensive landscape works including re-contouring of

land, re-surfacing of existing paths, provision of new paths, new street furniture, play and gym equipment, boardwalks, lighting, signage and boundary treatment; tree removal and new planting.

## C O N D I T I O N S

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

**Reason:** As required by Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

DEM-100 Existing Stable Block, EX-100 Existing Stable Block, EX-200 Existing Stable Block Elevation, PL-105, PI-106, PL-107, PL-108, PL-109, PL-150, PL-151, PL-152, PL-155, PL-156, PL-157, PL-160, PL-200, PL-201, PL-300, REP-100, REP-100, REP-200, REP-250, REP-251, REP-252; EX-151; EX-251; EX-252; EX-250 (Southend Lodge elevations as existing); EX-250 (Gatehouse and Southend Lodge elevations as existing); Cleveland -01; Cleveland -02; LD\_PLN\_301A; LD\_PLN\_304A; LD\_PLN\_305A; LD\_PLN\_215A; LD\_PLN\_216A; LD\_PLN\_217A; LD\_PLN\_218A; LD\_PLN\_219A; LD\_PLN\_220A; LD\_PLN\_221A; LD\_PLN\_210A; LD\_PLN\_211A; LD\_PLN\_212A; LD\_PLN\_000A; LD\_PLN\_001; LD\_PLN\_002A; LD\_PLN\_402A; LD\_PLN\_403A; LD\_PLN\_407A; LD\_PLN\_408A; LD\_SEC\_500A; LD\_SEC\_501A; PL-100 Rev F; PL-105 Rev C; REP-252; PL-251; PL-250; PL-108 Rev P1 (received 15th May 2017); (90)LD 103; (90)LD 104; (90)LD 105; PL-200 Rev D (received 11th July 2017); (90) LD 101 R01; (90) LD 102; (90) LD 107; 6429\_LD\_PLN\_302 (received 31st August 2017).

**Reason:** To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

3. a) No development other than demolition to existing ground level shall take place until a programme of archaeological evaluation site work in accordance with a Written Scheme of Investigation, which has first been submitted to and approved in writing by the local planning authority, has been implemented.

b) Dependent upon the results presented under Part (a), no development other than demolition to existing ground level shall take place until a programme of archaeological mitigation site work in accordance with a Written Scheme of Investigation, which has first been submitted to and approved in writing by the local planning authority, has been implemented.

c) The site investigation and post-investigation assessment pursuant to Part (b) shall be submitted to and approved in writing by the local planning authority prior to occupation of the development.

**Reason:** To comply with Policies 15 High quality design for Lewisham and 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (July 2016).

4. No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-

(a) Dust mitigation measures.

(b) The location and operation of plant and wheel washing facilities

- (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
  - (i) Rationalise travel and traffic routes to and from the site.
  - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
  - (iii) Measures to deal with safe pedestrian movement.
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements.

**Reason:** In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

- 5. (a) No development (with the exception of demolition of above ground structures) shall commence until each of the following have been complied with:-
  - (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority, in consultation with the Environment Agency.
  - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.
  - (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified ("the new contamination") the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council, in consultation with the Environment Agency.

**Reason:** To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

- 6. No development shall commence on site until a detailed schedule and specification/samples of all external materials and finishes to be used on the buildings and hard surfaced areas have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the local planning authority may be satisfied as to the external appearance of the building and landscaping and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

7. (a) A minimum of **26** secure and dry cycle parking spaces shall be provided within the development.
- (b) No development shall commence (with the exception of demolition) on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.
- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

**Reason:** In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011).

8. (a) No development shall commence above ground level on site until drawings showing new or amended hard landscaping of any part of the site not occupied by buildings (including details of the permeability of hard surfaces) have been submitted and approved in writing by the local planning authority.
- (b) All hard landscaping works which form part of the approved scheme under part (a) shall be completed prior to occupation of the development.

**Reason:** In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies 5.12 Flood risk management and 5.13 Sustainable Drainage in the London Plan (2015), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character.

9. No development shall commence on site until a Tree Protection Plan (TPP) has been submitted to and approved by the Council. The TPP should follow the recommendations set out in BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations). The TPP should clearly indicate on a dimensioned plan superimposed on the building layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded.

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

10. (a) A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of

five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

**Reason:** In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

11. (a) Details of the proposed new or replacement boundary treatments including any gates, walls or fences (including around the park depot and pleasure ground) shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) The approved boundary treatments shall be implemented prior to occupation of the buildings and retained in perpetuity.

**Reason:** To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

12. Details of the location and specification of the 21no. bat boxes to be provided as part of the development hereby approved shall be submitted to and approved in writing by the local planning authority prior to commencement of above ground works and shall be installed before occupation of the refurbished Stable Block building and maintained in perpetuity.

**Reason:** To comply with Policy 7.19 Biodiversity and access to nature conservation in the London Plan (2016), Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014).

13. (a) Detailed plans and a specification of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate noise, vibration, fumes and odours (and incorporating active carbon filters, silencer(s) and anti-vibration mountings where necessary) shall be submitted to and approved in writing by the local planning authority.
- (b) The ventilation system shall be installed in accordance with the approved plans and specification before use of the development hereby permitted first commences and shall thereafter be permanently maintained in accordance with the approved specification.

**Reason:** To safeguard the amenities of the park and the area generally and to comply with Policy 17 Restaurants and cafes (A3 uses) and drinking establishments (A4 uses) of the Development Management Local Plan (November 2014).

14. (a) Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.
- (b) Any such external lighting as approved under part (a) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.
- (c) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise

pollution from glare and spillage.

**Reason:** In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

15. (a) The development shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority.
- (b) The plan should include details of measures to rationalise the number and time of delivery and servicing trips to the site with the aim of reducing the impact of delivery and servicing activity.
- (c) The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to in perpetuity.

**Reason:** In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

16. (a) No part of the development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives. Additionally, it shall include a programme to monitor the impact of increased (non-event day) visitor numbers on parking stress and congestion in the area around the Park and provide for the introduction of additional measures to mitigate impacts on parking and traffic caused.
- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

**Reason:** In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

17. The whole of the new car park and bollards restricting access to the Mansion shown on drawing no. (90) LD 107 hereby approved shall be provided and retained permanently for the accommodation of vehicles of the occupiers of and visitors to the development. The new car park shall not be first used unless and until the existing car park to the west of the Mansion has been ceased to operate.

**Reason:** To ensure that parking is managed and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), DM Policy 29 Car parking of the Development Management Local Plan (November 2014), and Table 6.2 of the London Plan (July).

18. (a) No development shall commence until details of the following works to the highway (including drawings and specifications) have been submitted to and approved in

writing by the local planning authority:

i) parking controls/waiting restrictions on the section of Beckenham Hill Road adjacent to the park to minimise the impact associated with an intensification of use at the park which will cause parking stress and congestion if unmanaged.

ii) entry treatment works (tighten kerb radius - southern), the creation of a raised table and the installation of tactile paving at the vehicular entrance on Beckenham Hill Road (Gate 2), to improve pedestrian accessibility and create safer walking routes into the park.

(b) The refurbished Stable Block shall not be first occupied until the highways works referred to in paragraph (a) of this condition have been implemented in accordance with the details approved under the said paragraph (a).

**Reason:** In order to ensure that satisfactory means of access is provided, to ensure that the development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011). This is a pre-commencement condition because the local planning authority needs to be satisfied that the proposed and required highways works necessary to facilitate the development can be satisfactorily designed before development starts.

19. Prior to the first occupation of the refurbished Stable Block, a Wayfinding Strategy within the Park and to/from local train stations and bus stops shall be submitted to and approved by the Local Planning Authority.

**Reason:** In order that the local planning authority may be satisfied as to the measures to promote accessibility to the Park by sustainable means and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

20. (a) A minimum of 21 car parking spaces within the new car park shall be provided with electric vehicle charging points.
- (b) Details of the electric vehicle charging points to be provided and a programme for their installation and maintenance shall be submitted to and approved in writing by the local planning authority prior to construction of the proposed car park.
- (b) The electric vehicle charging points as approved shall be installed prior to first use of the new car park and shall thereafter be retained and maintained in accordance with the details approved under (a).

**Reason:** To reduce pollution emissions in an Area Quality Management Area in accordance with Policy 7.14 Improving air quality in the London Plan (2016), and DM Policy 29 Car parking of the Development Management Local Plan (November 2014).

21. No drainage systems for the infiltration of surface water drainage into the ground shall be installed other than with the express written consent of the local planning authority in consultation with the Environment Agency, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

**Reason:** To ensure that any infiltration drainage does not take place in areas of made ground that could present a contamination risk to groundwater and to comply with Policy 5.13 Sustainable drainage of the London Plan (July 2016).

22. (a) No impact piling or any other foundation designs using penetrative methods shall

take place, other than with the prior written approval of the local planning authority in consultation with Thames Water.

- (b) Details of any such operations must be submitted to and approved in writing by the local planning authority prior to commencement of development on site and shall be accompanied by details of the relevant penetrative methods.
- (c) Any such work shall be carried out only in accordance with the details approved under part (b).

**Reason:** To prevent pollution of controlled waters and to comply with Core Strategy (2011) Policy 11 River and waterways network and Development Management Local Plan (November 2014) DM Policy 28 Contaminated land.

23. Within 6 months of the commencement of excavation of the proposed lake/wetland, a Landscape and Ecological Management Plan for the development, conforming to the British Standard Chapter 11 [BS 42020:2013 - "Biodiversity code of practice for planning and development"] and including long term design objectives, ecological objectives, a planting scheme, management responsibilities, monitoring and maintenance schedules for all landscape areas for a 10 year period shall be submitted to and approved in writing by the local planning authority. The Landscape and Ecological Management Plan shall be carried out as approved.

**Reason:** To conserve the natural features, ecology and character of the area and to ensure their long-term sustainability through appropriate site management to comply with Core Strategy Policy 12 Open space and environmental assets in the adopted Core Strategy (2011).

24. No development shall commence on site until a Tree Protection Plan (TPP) has been submitted to and approved by the Council. The TPP should follow the recommendations set out in BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations). The TPP should clearly indicate on a dimensioned plan superimposed on the development layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded.

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

25. Prior to the first occupation of the refurbished Stable Block, a Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The plan shall outline the measures that will be employed to discourage informal car parking within the site, particularly along the vehicular access road, and on those roads immediately surrounding the site.

**Reason:** To ensure that parking is managed and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), DM Policy 29 Car parking of the Development Management Local Plan (November 2014), and Table 6.2 of the London Plan (2016).

26. (a) No development shall commence (with the exception of demolition) on site until details of proposals for the storage of refuse and recycling facilities have been submitted to and approved in writing by the local planning authority.

- (b) The facilities as approved under part (a) shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.

**Reason:** In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

27. The bollards restricting access to the Mansion shown on drawing no. (90) LD 107 hereby approved shall be provided and retained permanently to ensure that vehicular access to the Mansion is limited to operational vehicles only. No parking is permitted within the Mansion access, entrance and drop off area indicated on drawing no. LD PLN 407 Rev A.

**Reason:** To ensure that vehicular access is managed and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), DM Policy 29 Car parking of the Development Management Local Plan (November 2014), and Table 6.2 of the London Plan (2016).

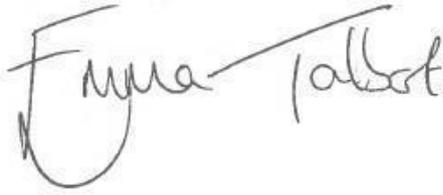
28. Prior to the first occupation of the refurbished Stable Block, a Cycle Management Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall include measures to manage the safe use of the proposed new routes within the Park by all users.

**Reason:** To comply with Policy 14 Sustainable movement and transport and Policy 15 High quality design of the Core Strategy (June 2011).

## I N F O R M A T I V E S

29. **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.
- A. Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- B. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- C. The applicant is encouraged to approach the London Borough of Bromley to request that resident parking restrictions are introduced on Westgate Road.

Yours sincerely

A handwritten signature in black ink that reads "Emma Talbot". The signature is written in a cursive style with a large initial 'E' and a long horizontal stroke extending to the right.

Emma Talbot  
Head of Planning

**Statement of Applicant's Rights arising from Grant of Planning Permission subject to conditions:-**

**Appeals to the Secretary of State**

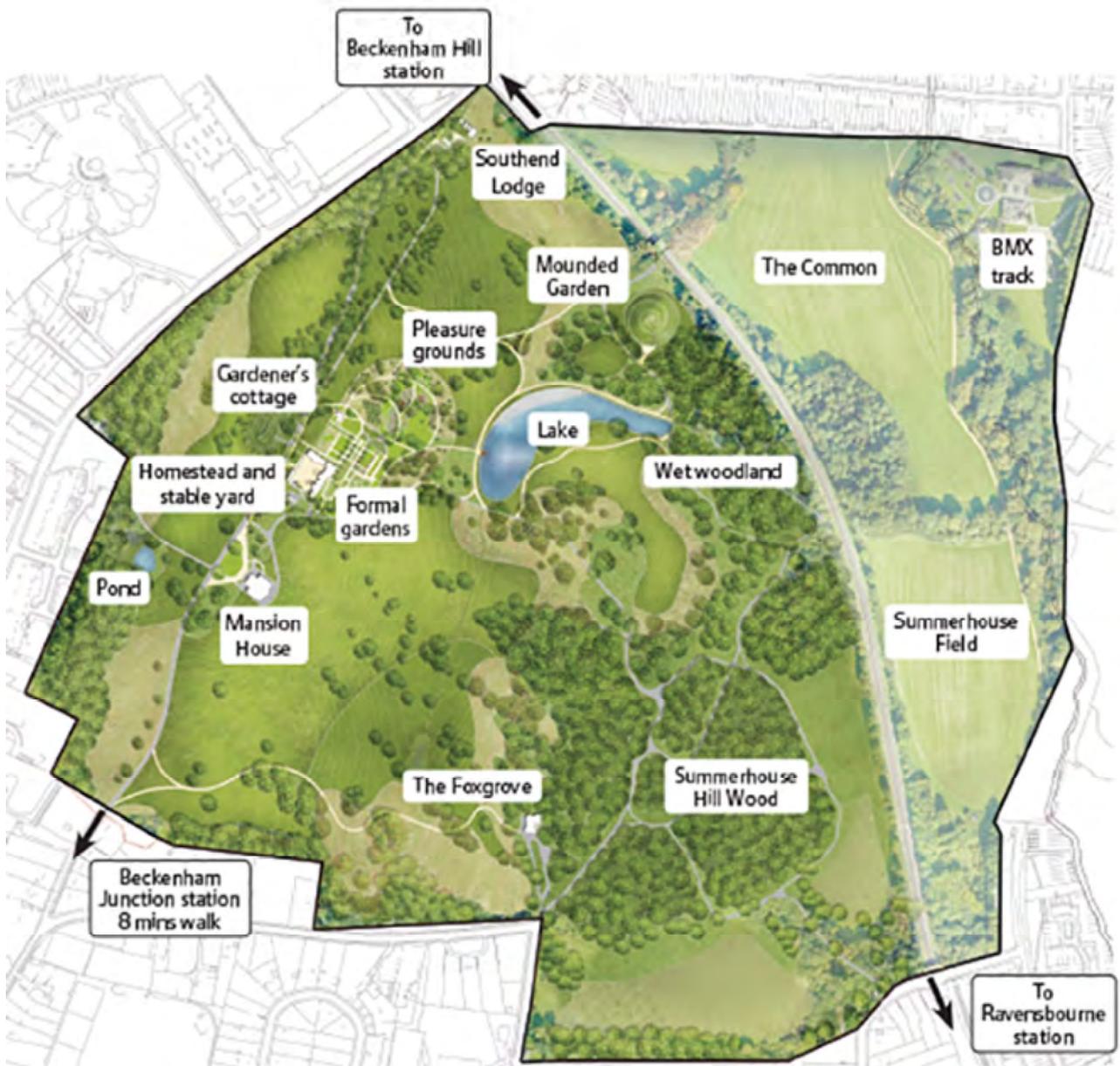
- If you are aggrieved by the decision of the London Borough of Lewisham to refuse planning permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals must be made using a form which you can get from the Planning Inspectorate, Room 3/13, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, Tel No. 0303 444 5000, Email: [enquiries@pins.gsi.gov.uk](mailto:enquiries@pins.gsi.gov.uk) or fill in a form online via <https://www.gov.uk/appeal-planning-decision>
- The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Planning Inspectorate that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by the Planning Inspectorate.

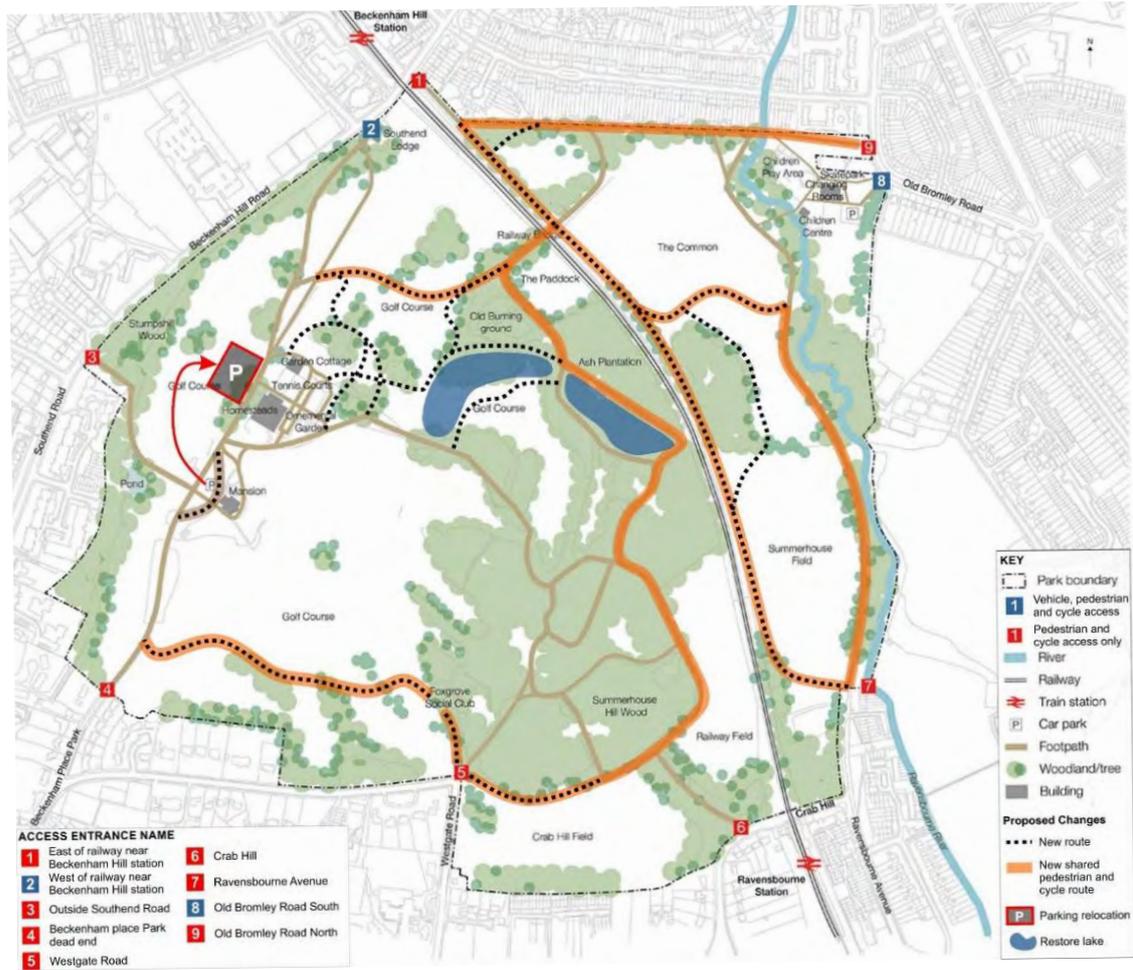
**Purchase Notices**

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the London Borough of Lewisham. This notice will require the London Borough of Lewisham to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 Part VI of the Town and Country Planning Act 1990.

# APPENDIX B – BPP MASTERPLAN

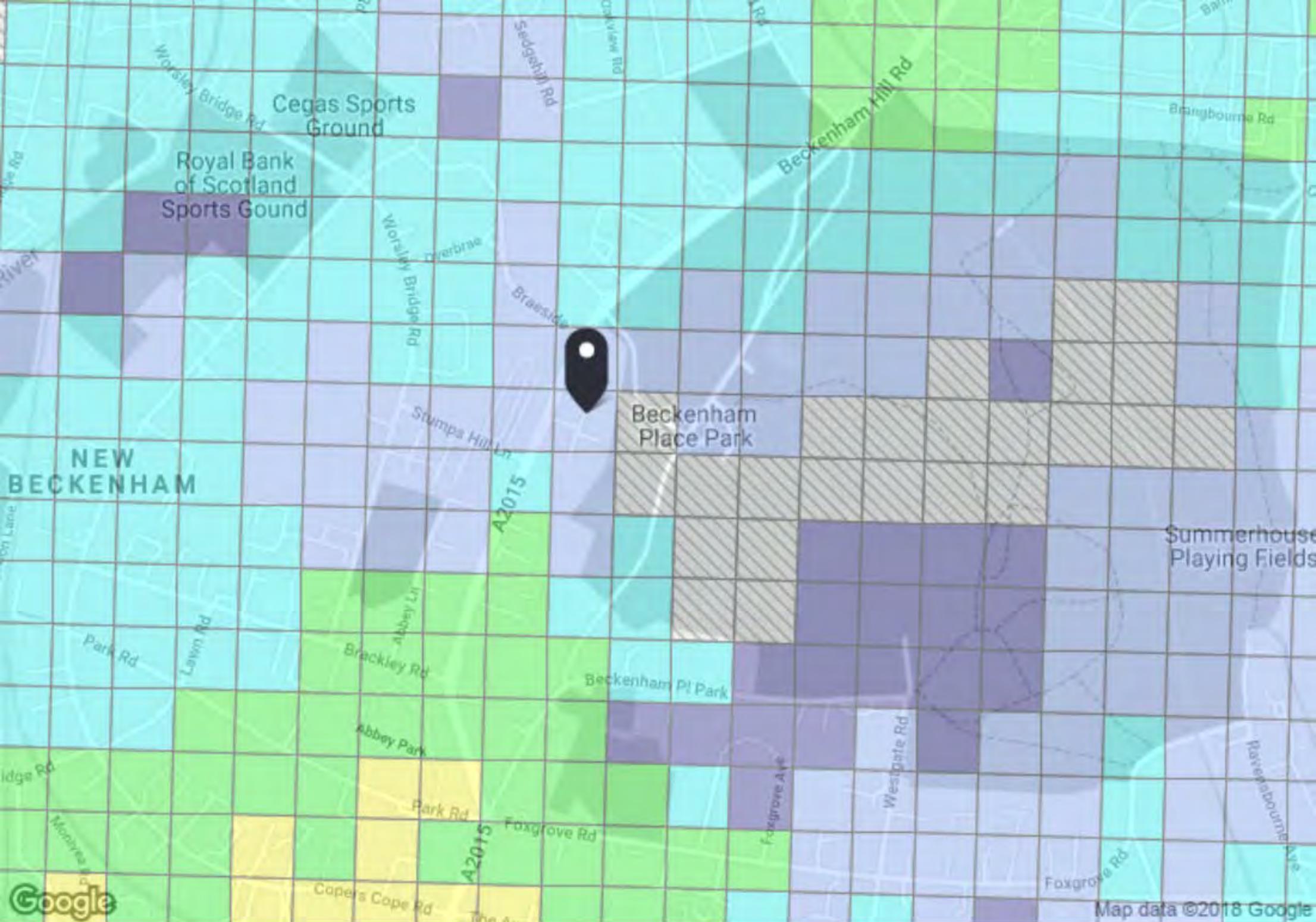
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# APPENDIX C – TFL PTAL REPORT

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**PTAL output for Base Year**

**1b**

Easting: **537651**, Northing: **170750**

**Map key - PTAL**

- |   |  |
|---|--|
|  0 (Worst) |  1a |
|  1b        |  2  |
|  3         |  4  |
|  5         |  6a |
|  6b (Best) |  |

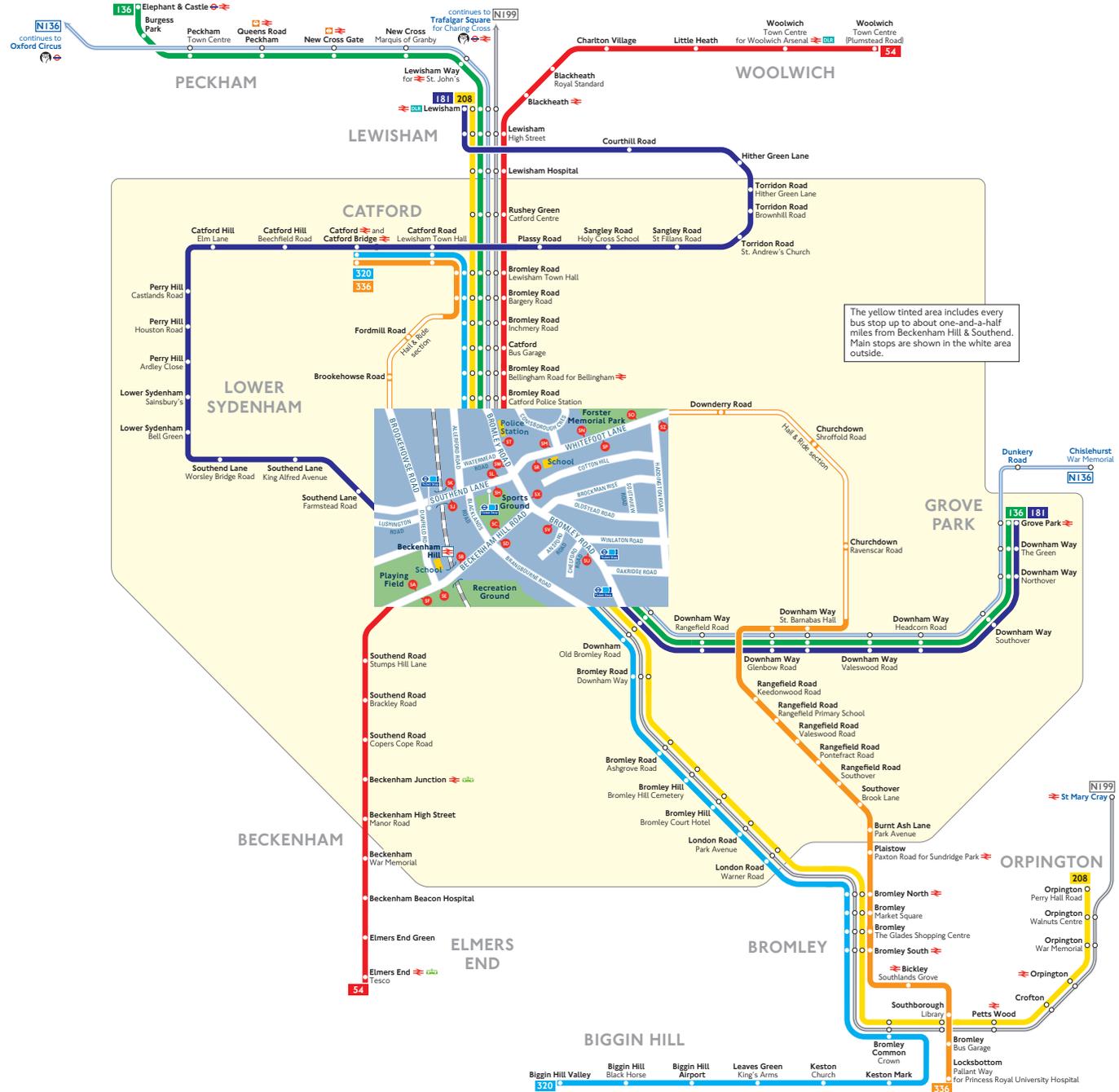
**Map layers**

-  PTAL (cell size: 100m)

# APPENDIX D – PUBLIC TRANSPORT MAPS

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# Buses from Beckenham Hill and Southend



## Route finder

Bus route	Towards	Bus stops
<b>54</b>	Elmers End	SD SE SF ST SX
	Woolwich	SA SB SC SW
<b>136</b>	Elephant & Castle	SU SV SW
	Grove Park	ST SX
<b>181</b>	Grove Park	SK SL SX
	Lewisham	SH SJ SU SV
<b>208</b>	Lewisham	SU SV SW
	Orpington	ST SX
<b>320</b>	Biggin Hill Valley	ST SX
	Catford	SU SV SW
<b>336</b>	Catford	SH SJ SP SR SZ
	Locksbottom	SK SL SM SN SO

## Night buses

Bus route	Towards	Bus stops
<b>N136</b>	Chislehurst	ST SX
	Oxford Circus	SU SV SW
<b>N199</b>	St. Mary Cray	ST SX
	Trafalgar Square	SU SV SW

# Route finder

Bus route	Towards	Bus stops
61	Chislehurst	E T
119	Purley Way	D T
126	Eltham	B N P S
	Ringham Road	C D T
	Coney Hall	D T
138	Downe	D T
146	Beckenham Junction	R T
162	Eltham	S L
	Lewisham	F P S Z
	Orpington	A I K T
208	Crystal Palace	E G P Z
227	Chartwell §	D T
246	Westerham Green	D T
261	Lewisham	B N P S
	Princess Royal Hospital	C E T
269	Bexleyheath	E L
314	Eltham	B N P S
	New Addington	C D T
320	Biggin Hill Valley	A I K T
	Catford	F P S Z
336	Catford	B N P S
	Locksbottom	C E T
352	Lower Sydenham	D T
354	Penge	E G P Z
358	Crystal Palace	G P S Z
	Orpington	E F T
367	West Croydon	D T

## Night buses

Bus route	Towards	Bus stops
N3	Oxford Circus	D T
N199	St. Mary Cray	A I K T
	Trafalgar Square	F P S Z

## Other buses

Bus route	Towards	Bus stops
402	Tunbridge Wells +	E T

## Key

- 61 Day buses in black
- N3 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Tramlink
- Connections with river boats
- Connections with DLR
- Walnuts Centre not served during early mornings on Mondays to Fridays
- + Mondays to Saturdays except evenings
- § To Chartwell on Sundays and Public Holidays when the house is open to the public
- Tube station with 24-hour service Friday and Saturday nights

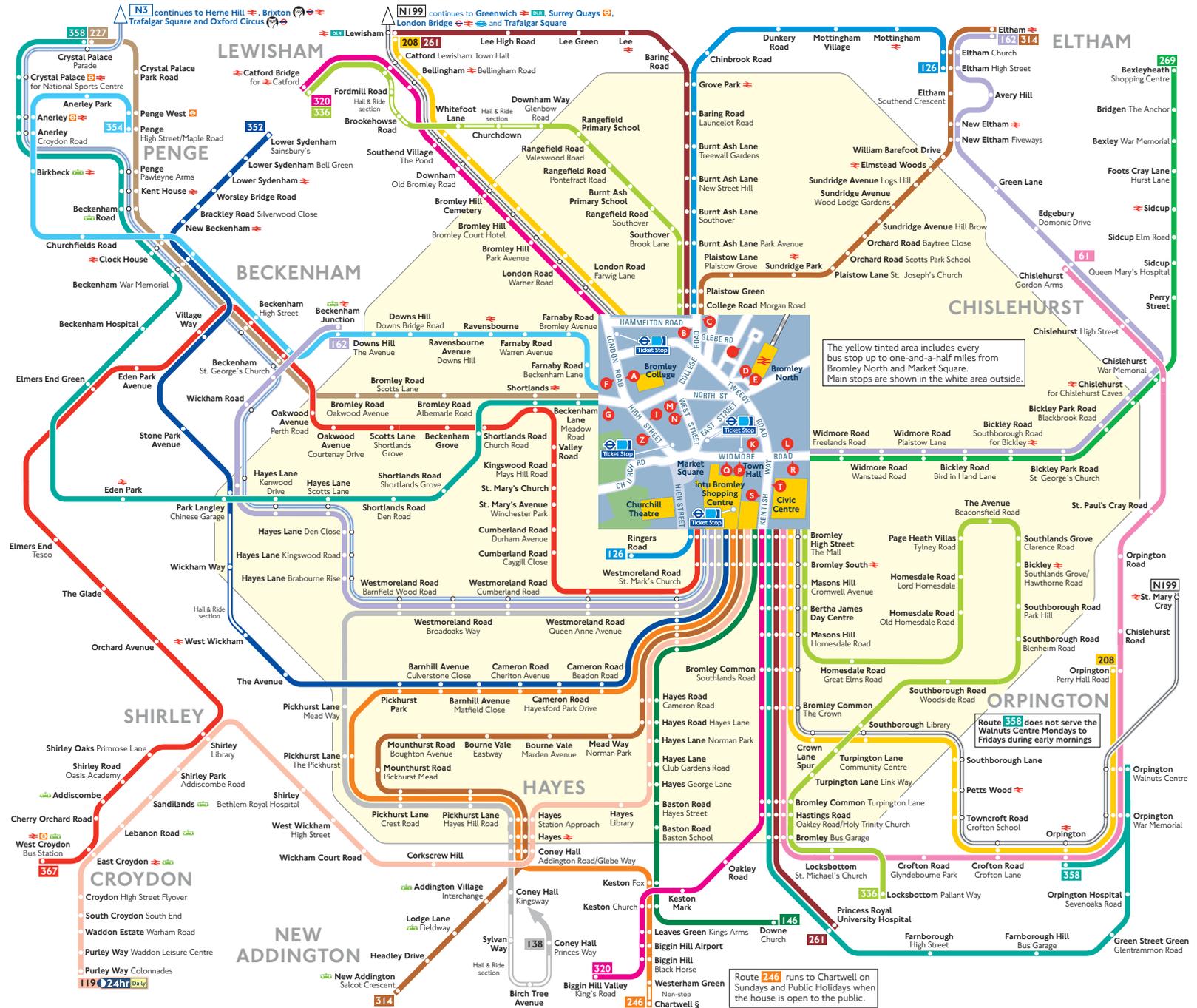
## Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Sign up for an online account to top up online and see your travel history and spending

# Buses from Bromley North and Market Square



The yellow tinted area includes every bus stop up to one-and-a-half miles from Bromley North and Market Square. Main stops are shown in the white area outside.

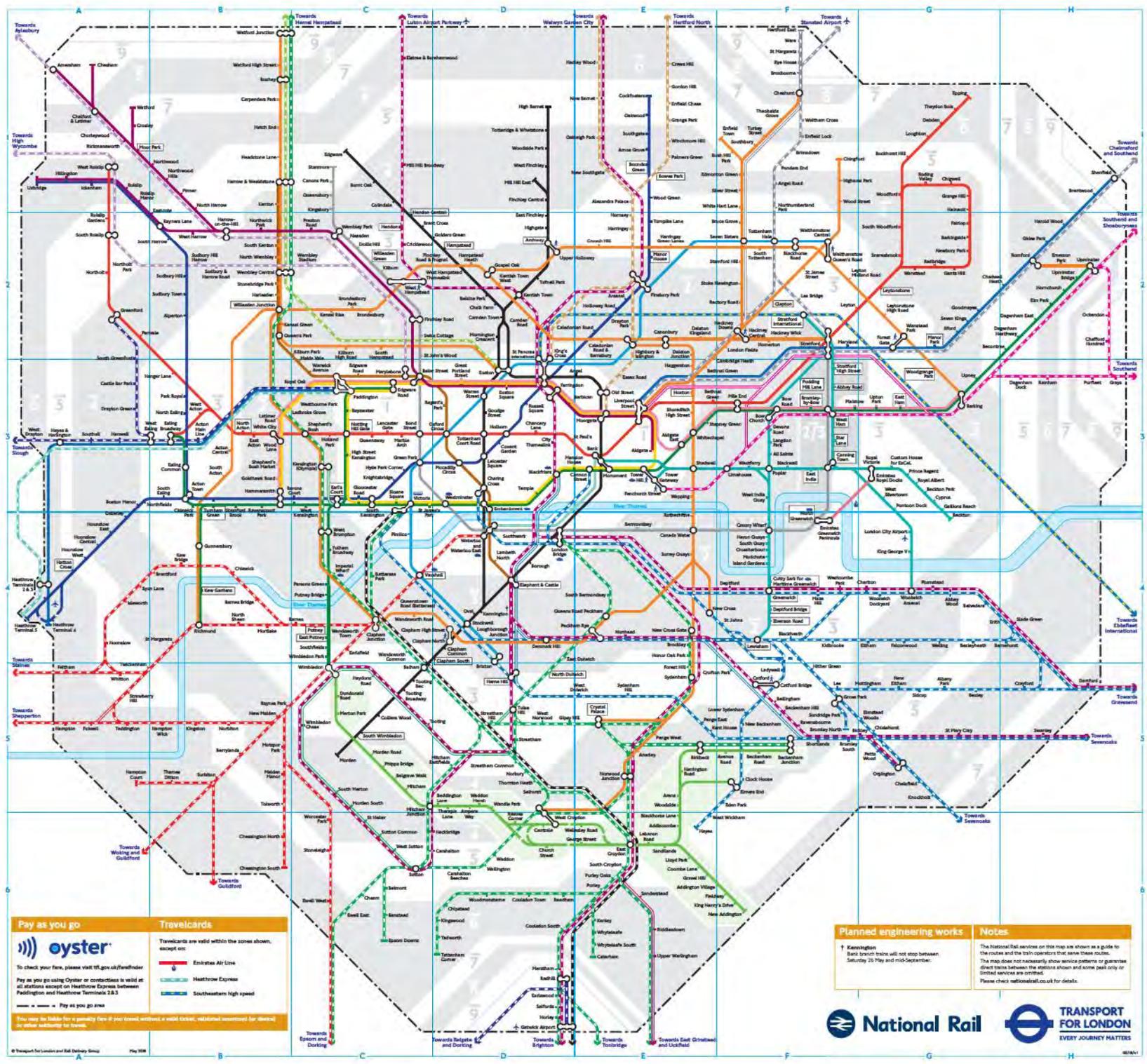
Route 358 does not serve the Walnuts Centre Mondays to Fridays during early mornings

Route 246 runs to Chartwell on Sundays and Public Holidays when the house is open to the public.

# London's Rail & Tube services

## Key to lines and symbols

- Bakerloo
  - Central
  - Circle
  - District
  - Hammersmith & City
  - Jubilee
  - Metropolitan
  - Northern
  - Piccadilly
  - Victoria
  - Waterloo & City
  - DLR
  - London Overground
  - London Trams
  - TFL Rail
  - Emirates Air Line cable car
- 
- Chiltern Railways
  - c2c
  - Gatwick Express
  - Great Northern
  - Great Western Railway
  - Greater Anglia
  - Heathrow Express
  - Southern
  - Southeastern
  - Southeastern high speed
  - South Western Railway
  - Thameslink
  - West Midlands Trains
- 
- London Trams fare zone
  - Station in both fare zones
  - Interchange stations
  - Street level transfer between stations
  - Airport
  - Riverboat services
  - Victoria Coach Station



**Pay as you go**

**oyster**

To check your fare, please visit [tfl.gov.uk/farefinder](http://tfl.gov.uk/farefinder)

Pay as you go using Oyster or contactless will be at all stations except on Heathrow Express between Paddington and Heathrow Terminals 2&3

**Pay as you go area**

This may be liable for a penalty fare if you travel without a valid Oyster, National Smartcard or contactless payment method on the London Underground.

**Travelcards**

Travelcards are valid within the zones shown, except on:

- Emirates Air Line
- Heathrow Express
- Southeastern high speed

**Planned engineering works**

† Kensington  
 East branch trains will not stop between Saturday 26 July and mid-September.

**Notes**

The National Rail services on this map are shown as a guide to the routes and the train operators that serve these routes. This map does not necessarily show service patterns or guarantee direct routes between the stations shown and some peak only or limited services are omitted. Please check [nationalrail.co.uk](http://nationalrail.co.uk) for details.

# APPENDIX E – WAYFINDING STRATEGY

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Key:

 Wayfinding Post



Examples of signage to be on Wayfinding Post

 Poster Sign



Example

Poster Signs to include:

- Detailed Cycle / Pedestrian Routes
- Key Location / Destinations
- Other Walking Routes
- Cycle Parking Locations
- Trains Stations / Bus Stops

This area is not part of the BPP development

