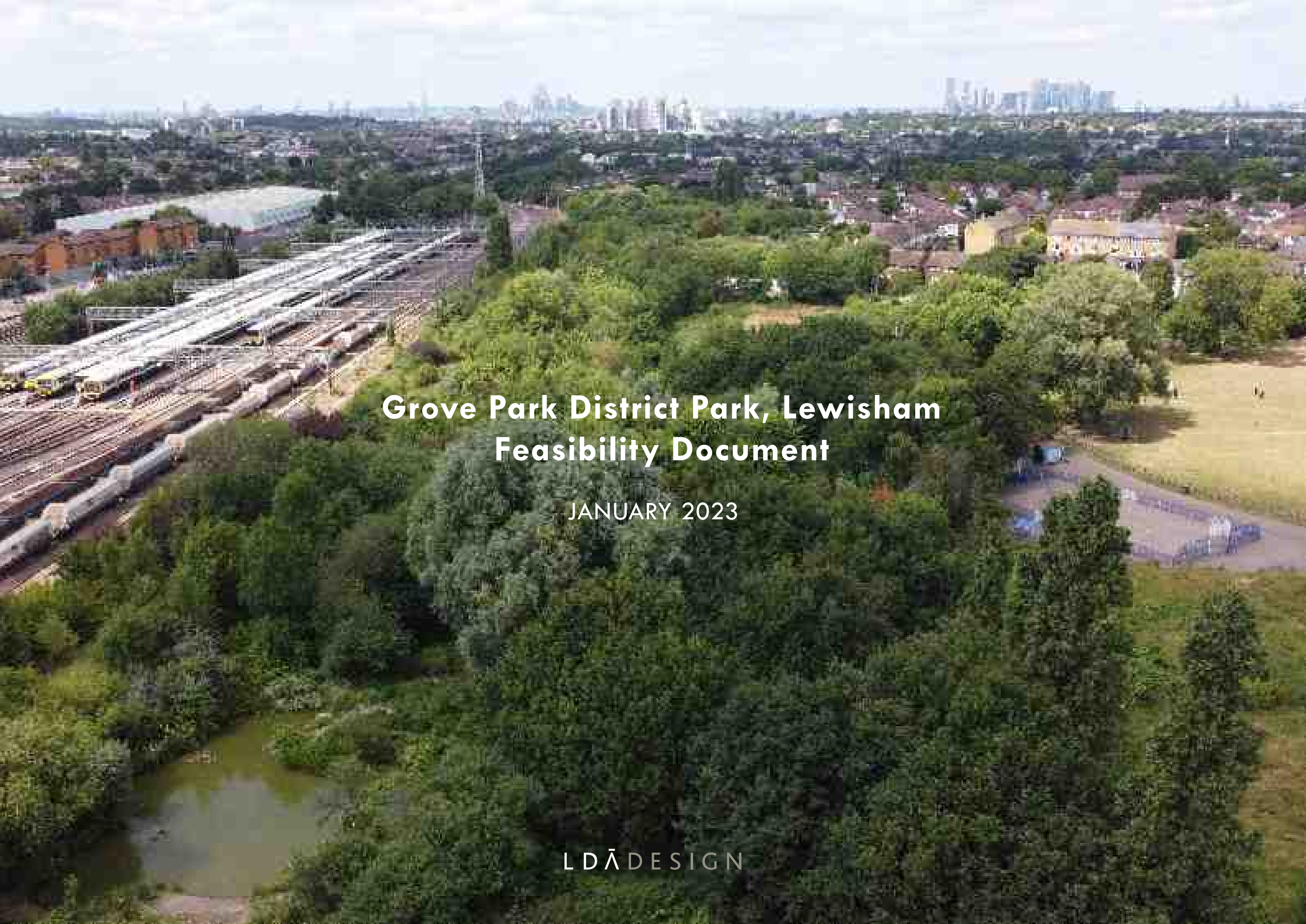




Grove Park District Park, Lewisham Feasibility Document

JANUARY 2023

LD&A DESIGN

Introduction

About The Team

LDA Design is regarded nationally and internationally as leading experts in the design of parks to meet the needs of current society, protect important ecology and enhance biodiversity. We have completed over 50 park projects and we’ve designed the three newest parks in London (QEOP, Burgess Park and Gunpowder Park).

We have worked for the major UK park organisations including Lee Valley Regional Park Authority, The City of London and The Royal Parks (projects in Hyde Park, St James’s Park, Bushy Park and Greenwich Park). Ecology and biodiversity are at the heart of each of these projects and this experience will be critical to the success of Grove Park District Park.

Daisy Froud is a freelance strategist and facilitator with over 20 years experience of designing and delivering community engagement and participatory design. Daisy devises tools and processes that enable diverse voices to meaningfully contribute to design decision-making, and to shaping the future of places and spaces in intelligent, imaginative and equitable ways.

Peter Shepherd (BSG Ecology) as ecologist with over 25 years professional and research experience in ecology and nature conservation. His specialist areas are urban ecology and vegetation, and bat ecology and conservation. Peter is an expert botanist and bat ecologist with extensive experience of dealing with protected species.

Kevin Waters (Appleyard and Trew) is an LLP Partner based in the London office and predominantly works in the Public Realm sector, with many years of experience of large and smaller park and open space projects. Kevin has procured open space projects on a traditional basis using Bills of Quantities, on a partnering basis using a framework arrangement and on a Schedule of Works basis.

Project Overview

LDA Design was appointed by the Baring Trust in June 2022 to review and update the strategic studies carried out by URBAN, in order to create a District Park Masterplan for the Grove Park Nature Reserve and surrounding habitat, with the wider ambition of connecting to Chinbrook Meadows and Elmstead Ancient Woodland. In addition, LDA Design has been commissioned to develop two early win sites in more detail (RIBA stage 3) to allow these projects to be delivered when future funding becomes available.

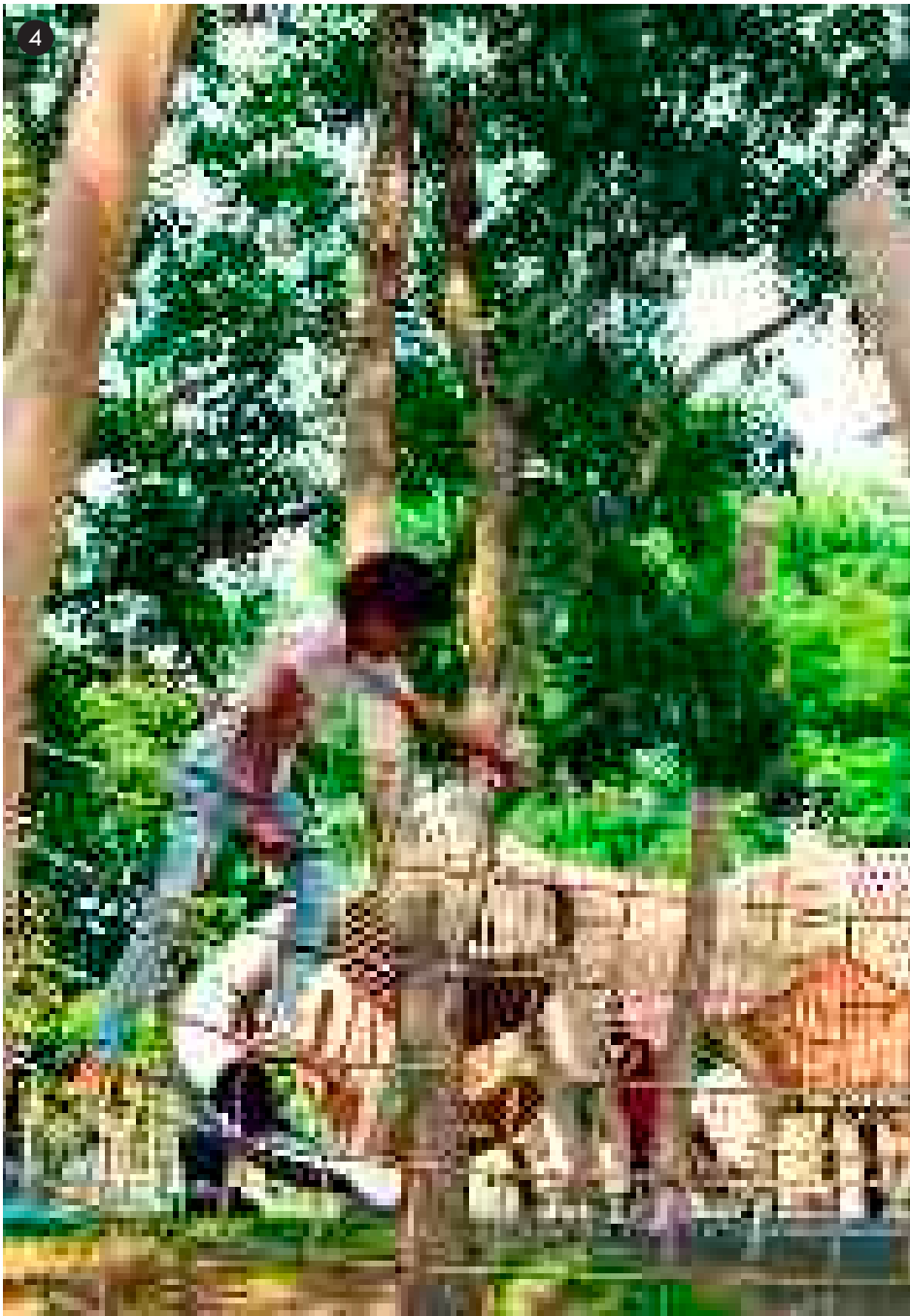
The overall aims of this project aligns with the purposes of the Green & Resilient Spaces Fund which highlights the need for innovative enhancements to green and blue spaces and the wider public realm to strengthen climate resilience, increase biodiversity, improve accessibility, build green skills and help reduce health inequalities.

The key purpose of this commission is to help The Baring Trust, and the GPDP Steering Group, achieve this goal. Delivering a district park resource in this area will address the deficiency for district parks in the area. The parkland design should take a ‘healthy parks, healthy people’ approach, ensuring it meets local needs, is accessible, and creates many equitable well-being opportunities for all.

Finally, the purpose of this document is to establish the baseline of the project that will inform the masterplan and to explore the feasibility of a number of key aspects of the project, including land ownership, gateways and connectivity, all-inclusive accessibility and topography. Following this report, the design team will build on information established in this report to develop the masterplan and early win sites.

Project Timeline and Next Steps

2011	Localism Act passed and the beginning of the Grove Park Neighbourhood Plan started
2012	Prince’s Foundation facilitates Community design Workshop
	HTA Architects lead mini design charrette organised by Create Streets
2017	Grove Park Neighbourhood Plan completed
2018	URBAN/Alexandra Steed produces Urban National Park Landscape Vision
2019	Dallas-Pierce-Quintero commissioned to create Growing Grove Park toolkit
2021	Grove Park Neighbourhood Plan adopted by Lewisham
2022	LDA begins work on masterplan feasibility study and early win sites
JULY	Engagement session at Grove Park Community Group 50th Anniversary Party
AUGUST	Engagement session at Phoenix Fun Day Engagement with Youth Club
SEPTEMBER	Engagement session at Chinbrook Meadows Carnival Engagement at Northbrook Park
DECEMBER	Final masterplan feasibility + design for early win sites submitted



¹ Colourful meadow area within North Park © Clare Borley Photography
² London 2012 Gardens lazing lawns

³ View of wildflower planting and landform Burgess Park
⁴ Natural Play area Burgess Park

⁵ Tree groves on the woodland walk Battersea park
⁶ 2 Wetlands Queen Elizabeth Olympic Park

1 District Park Vision

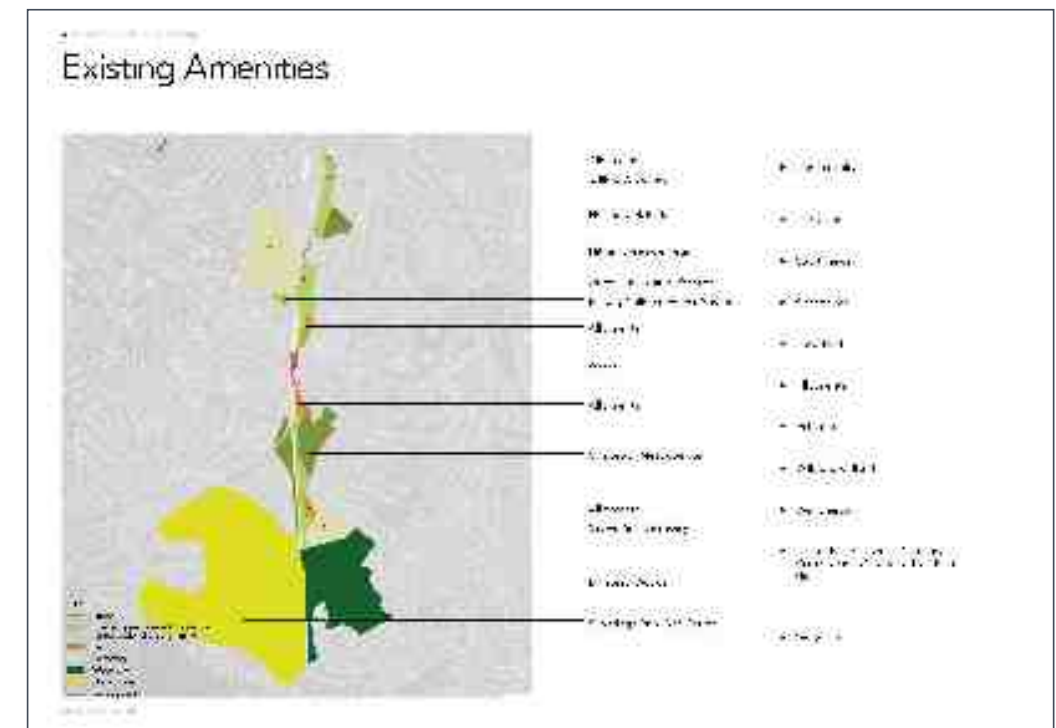
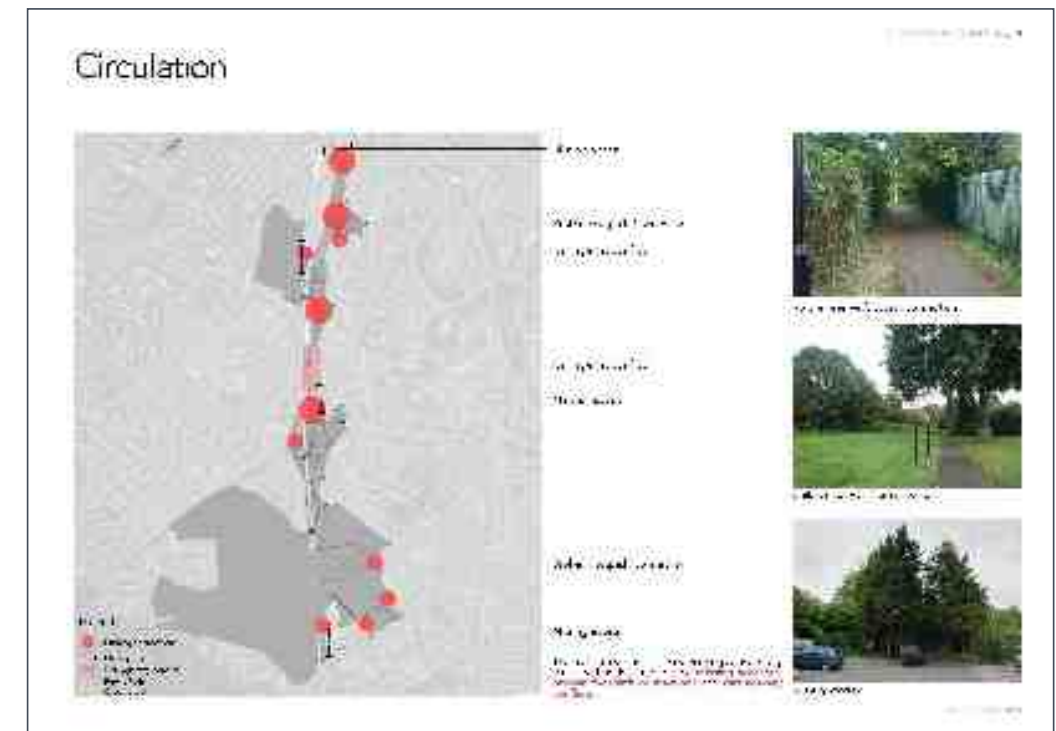
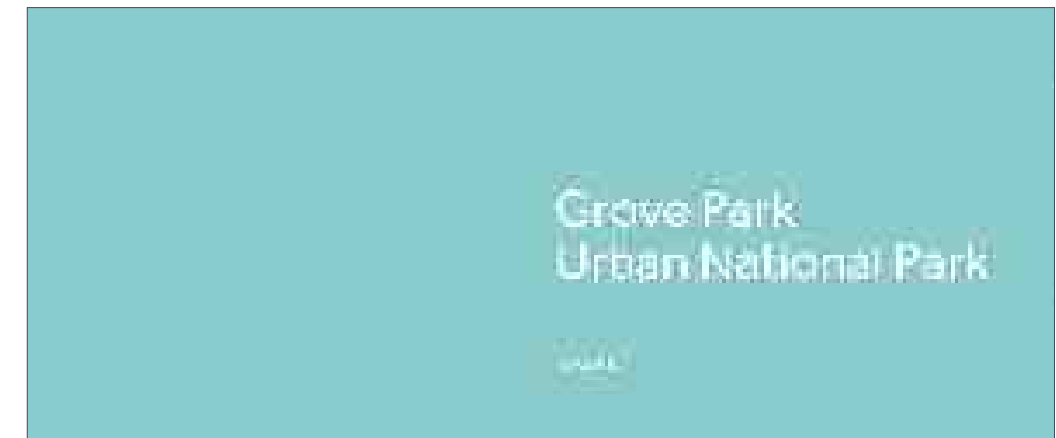
Vision

The Railway Children Urban National Park, a New District Park for Lewisham, will connect to the area's wider green space and woodlands to create a continuous green route between the South Circular Road, Elmstead Wood and into the Kent countryside.

In 1949, the National Parks and Access to the Countryside Act acknowledged the need for a constructive approach to issues of access and conservation of areas of beautiful wilderness in the English countryside. It is time to recognise that relic pieces of the countryside, *rus en urbe*, can breathe life into urban areas. These spaces equally need to be recognised, protected and promoted for the benefit of wildlife, people's well-being, and to help local areas prosper.

The Grove Park landscape once inspired Edith Nesbit to write about the adventures of three children and the railway in her beloved book *The Railway Children*. Similarly, romantic poets such as Byron, Coleridge and Wordsworth wrote about the inspirational beauty of the ‘untamed’ countryside. Wordsworth famously claims these green spaces are “a sort of national property, in which every man [and woman] has a right and interest who has an eye to perceive and a heart to enjoy”.

Our vision proposes transforming this stretch of Metropolitan Open Land from the South Circular Road towards Grove Park Town Centre into an accessible natural parkland for all to enjoy, offering recreation, leisure, learning and play opportunities. Our ambition is to enhance the habitats, and celebrate the heritage connections. With imaginative signage and wayfinding at Baring Road and Grove Park Station, the transformed parkland will connect to the broader green corridor along a 4.5 km nature and geology trail towards Chinbrook Meadows, the Ancient Woodland of Elmstead, Marvels Woods, and beyond. This new connected ecological corridor will complement the Green Chain routes in the area. This is illustrated beautifully by Lynda Durrant at Full Circle Design in the illustration on the following page.



High level studies by URBAN as part of the Railway Children Urban National Park document

More information about the Grove Park District Park vision: <https://grovepark.org.uk>
Map Illustrated by Lynda Durrant - Full Circle Design

Design Principles + Requirements

Key Design Principles

The key goal of the vision is to create a coherent natural parkland over the whole of the project site that delivers an accessible, multi-functional district park provision that enhances the ecology and habitat, encourages biodiversity and provides multiple social and well-being functions. It will do this on existing Metropolitan Open Land, which, in parts, has since been made inaccessible or is underperforming, thereby bringing it back into beneficial parkland use.

While the project site is designated a borough level SINC, degradation has occurred to some habitat areas of the corridor over time. Enhancing the ecological function and value of the habitats that the corridor does and can support is a vital part of the parkland’s design. Delivering a district park resource in this area will address the current deficiency.



How the Project Fits with the Wider Local Strategic Objectives

Open Space Strategy
District park facilities will meet the key strategic objectives of Lewisham council’s Open Space Strategy 2020, which aims to protect and enhance the quality, accessibility and amenity value of green spaces to encourage healthier lifestyles. The strategy highlights this project: “Metropolitan Open Land from the South Circular to Grove Park offers a unique linear expanse of natural parkland... and has the potential to drive green-infrastructure-led regeneration in Grove Park... where nature-based solutions are embedded into future proposals to ensure issues of climate change and resource management are addressed. The Council is supportive of the emerging proposals... to promote these linked greenspaces as the ‘Grove Park Railway Children Urban National Park’”.

Sustainable Travel
Increasing opportunities for sustainable walking and cycling, bearing in mind its position near the South Circular and Baring Road. Encourage more trips by walking and cycling, which aligns with the de-carbonising transport objectives of the borough and the Mayor of London’s Transport Strategy.

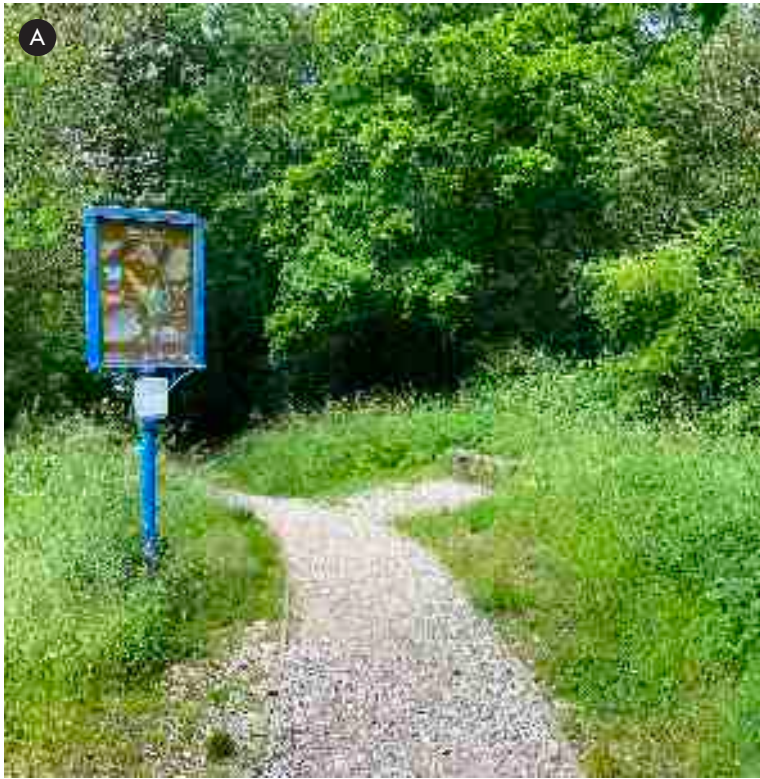
Climate Emergency
Ecological and biodiversity improvements and integrated flood storage measures will increase climate change resilience, achieving the borough’s strategic aims to become a greener, adaptive borough, as set out in the Climate Emergency Strategic Action Plan 2020-2030.

Surface Water Flooding
Natural flood management measures within Verdant Lane Critical Drainage Area will also help to meet the objectives of the Local Flood Risk Management Strategy to reduce surface water flooding. A community of anglers has illegally diverted the current watercourse near Northbrook Park. This natural watercourse will play a critical role in the habitat-creating initiatives as part of the masterplan. It will also help to mitigate the risk of flooding by restoring a moving watercourse.

Biodiversity Action + Ecological Crisis
Network Rail Southern, through its Regional Sustainable Land Use Programme, has identified sites within its estate with the potential to support shared objectives, including the delivery of the District Park in Grove Park. The project aligns with Network Rail’s Environmental Sustainability Strategy 2020–2050; Biodiversity Action Plan; and the company’s commitment to environmental sustainability set out in the Environmental Sustainability Strategy 2020 – 2050. Lewisham Council recently updated its Biodiversity Action Plan, highlighting the importance of biodiversity along the railway. This project also goes some way towards establishing a nature recovery network.

Partnership Working + Social Performance
This project also aligns with Network Rail’s commitment to supporting the communities they serve, as set out in their Social Performance Policy and its Regional Sustainability Plan. Sustainable Land Use is a key work-stream with core objectives ‘to identify and deliver opportunities to improve biodiversity and social value on our estate’ and ‘to work in partnership with stakeholders to improve the local area’s biodiversity and maximise the value and connectivity of corridors for wildlife’.

Equality + Inclusion
The importance of having access to good quality green spaces has been intensified by COVID-19. Research looking at people’s use of green spaces during the pandemic has revealed how ‘access’ is a complicated issue and not always related to simply lack of proximity. Achieving the aims of health and well-being strategies requires that new park design addresses the multiple facets of barriers to access. Universal design principles will be key, and will need to pay particular attention to the cultural identities of the community this parkland will serve. Creating 1:21 graded routes that are physically accessible to all is also critical.



¹ Entrance to Grove Park Nature Reserve

² Informal meadow along Railway Children Walk

³ Woodland path in Grove Park Nature Reserve

⁴ Playground on Reigate Road

⁵ Entrance to Railway Children Walk from Reigate Road

⁶ View of railway bridge from mound left from terminated road construction

⁷ Desmond Tutu Peace Pole in Grove Park Nature Reserve



2 History & Heritage: Landscape, Literature, Culture

History

“It was probably in the closing years of the nineteenth century that Grove Park was at its most elegant and select disposition”.

John King (2011)

Brief History

Before 1879, Grove Park, as it is referred to today, did not exist. Following the station’s opening in 1871, the area progressed from an agricultural area to a residential suburb, with most villa-type residences built along Baring Road. The fact that Grove Park was historically woodland adds weight to the vision of protecting and expanding the area of tree planting and accessible green space throughout the site.

With the growth of the area and the opening of the first parish church, the middle-class community in Grove Park had ‘reached its peak’. By 1878 a link between Bromley and Grove Park had been constructed, which provided links to the City of London and the market town in Bromley and the first Anglican Church, St Augustine’s, was completed in 1891. By 1904 the main line to Grove Park and onwards had been quadrupled. The area of land between St Mildred’s Road and Grove Park station was left as a wide corridor of land. The land was given over to allotments until the 1980s. In the 1920’s Chinbrook Meadows was established as a recreation ground. In 1926 the railway was electrified, which improved travel times to London and attracted further residents to commute from Grove Park.

The railway line creates a significant severance to the area, but it has also provided an opportunity for a more natural landscape to become established along the railway cutting. Much of these areas have been used as allotment gardens, but most of these areas have now been allowed to revert back to scrubland.

Site History

The woodland canopy of the Grove Park Nature Reserve has tree cover evident in early 18th century maps. The site was later cleared for allotments, as seen in the image opposite. It has since re-established to form a mix of habitat types on different soils, including chalklands.

The Ringway 2 motorway project, led by the GLC, threatened to dramatically transform the Grove Park area, particularly Grove Park Nature Reserve. The logic for clearcutting swathes of leafy middle-class semi-detached houses from Eltham to Wandsworth was to enable orbital travel within the urban area, providing smooth journeys between suburbs ill-served by a public transport network focussed on trips to and from the centre. The line passed through prosperous and peaceful suburbs whose residents had no desire to see their surroundings torn apart by an eight-lane motorway.

A double-bend would bring Ringway 2 to the suburb of Grove Park, with junctions provided on both sides of the railway line. At the A2212 Baring Road, west-facing sliproads would lead to a link from Jevington Way and the A20; five lanes in each direction would then cross the railway to east-facing sliproads at the junction of Verdant Lane and Whitefoot Lane.

In 1972, after successfully stopping the Ringway 2 motorway project from happening, the Grove Park Community Group was set up, which formed the Ringway Centre at 268 Baring Road. The Ringway Centre is currently a vibrant community hub.

Grove Park Nature Reserve was established in 1984, and since then, the Ringway centre community has been protecting nature, ecology, biodiversity and invaluable open space from development. It is our aim to develop a compelling and achievable vision for the Grove Park District Park to support the efforts of the Baring Trust community.



¹ 1830s map of the Grove Park area
² 1950s map of the Grove Park area



³ Aerial photo of Reigate Road, Grove Park Nature Reserve, and Three Gables House
⁴ Map of proposed roadway going through Grove Park Nature Reserve
⁵ <https://www.roads.org.uk/ringways/ringway2/southern-section>

Culture + Literature

Literary History

Possibly the most important heritage landscape in English literature.

The efforts invested in the architectural fashion of the area by Lord Northbrook and John Pound attracted many notable liberals and free thinkers. One of these most celebrated today is Edith Bland, also known as Edith Nesbit, and her husband Hubert, both founding members of the Fabian Society and moved from 2 Birch Grove to the Three Gables (now 260 Baring Road) in 1894. Edith and Hubert held a regular debating circle, the Lewisham Literary Society.

Their house, Three Gables, stood amongst fields that spanned the slope leading down to the railway. They often invited notable guests such as playwright George Bernard Shaw, artist Hugh Bellingham Smith, Dr Wallis Budge, and many more. The grounds were big enough to play badminton, a sport the family took up enthusiastically. Edith's main aim was to have sufficient space to provide enough freedom for her children and to roam the neighbourhood.

There is strong evidence that Grove Park and the railway behind Three Gables was the inspiration for Edith Nesbit's book *The Railway Children*. The house in the book is called Three Chimneys and Nesbit lived on this stretch of line for the 10 years before she wrote the book; five of them at Three Gables, which is the only house she lived in that looks down over a railway line.

Nesbit dedicated her first children's novel *The Story of The Treasure Seekers* to Oswald Barron, a scholar and journalist and one of the many literary figures that surrounded her. Barron also lived in Grove Park, had a deep affection for Nesbit and co-wrote with her the story *The Butler in Bohemia* and Barron is widely credited with providing the plot for *The Railway Children*. The book was adapted for the screen in a much-loved film in 1970, and a sequel was released in July 2022.

Peace Comes to Grove Park

From 1972 to 1975, Archbishop Emeritus, anti-apartheid activist, and Nobel Peace Prize laureate Desmond Tutu lived in Grove Park on Chinbrook Road. During his time in the neighbourhood, he served as Honorary Curate at St Augustine's Church and worked in Bromley for the Theological Education Fund of the World Council of Churches. He was made a Freeman of the Borough in 1990 to mark his links with Lewisham. Tutu's daughter, the Reverend Naomi Tutu, is still involved in the church.

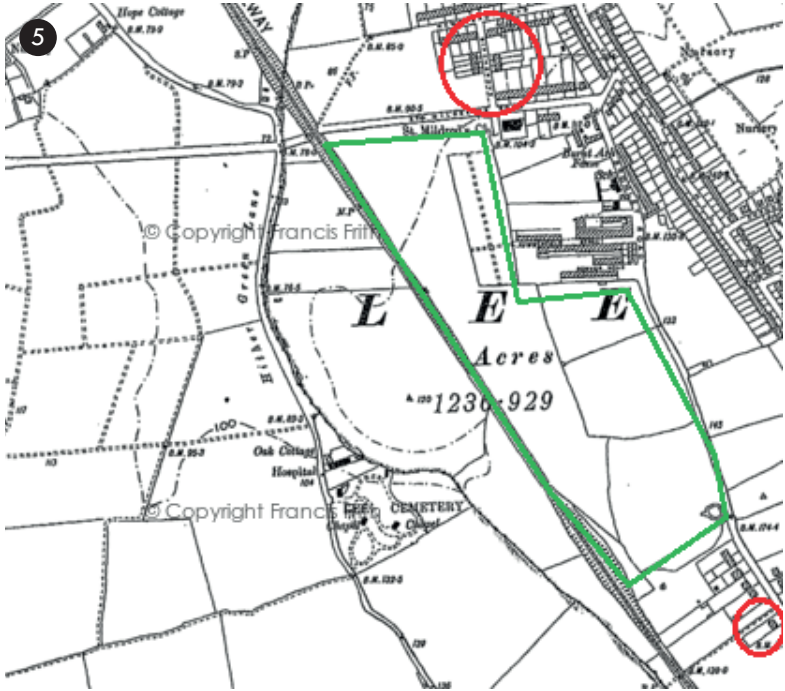
In 2009, the Tutu Peace Garden opened in Chinbrook Meadows to honour the life and work of the Archbishop, and the Peace Pole, designed by local artist Heather Burrell, was installed in the meadow in Grove Park Nature Reserve. The pole's flowers are carved with the word "peace" in languages spoken by children from the nearby Baring Primary School.



¹ Three Gables House - where Edith Nesbit lived between 1894 to 1899. Source John King
² Portrait of Edith Nesbit, author of The Railway Children



³ View of Grove Park Railway believed to be inspiration for the Railway Children book.
Photo from Adventure Learning week at Camp Nesbit (C.2014)
⁴ First Edition cover of The Railway Children



⁵ Map showing where Edith Nesbit lived
⁶ Grove Park Youth Club
⁷ Ringway Centre (house cut in half by the start of the 1960's highway project)



3 Existing Site - Constraints and Opportunities

Site Character

After the expansion of the main train line into Grove Park in 1904, between St Mildred's Road (A205) and Grove Park station, the site was largely given over to allotments until the 1980s, particularly during the Dig For Victory campaign in WWII.

The heart of Grove Park Nature Reserve, directly east of the current pedestrian bridge, was once a tennis area before being converted to a garden of a large private house. This explains the more mature trees within this part of the site.

The western edge of the reserve lies on the shallow bank of a cutting which has remained more or less undisturbed since the railway was built.

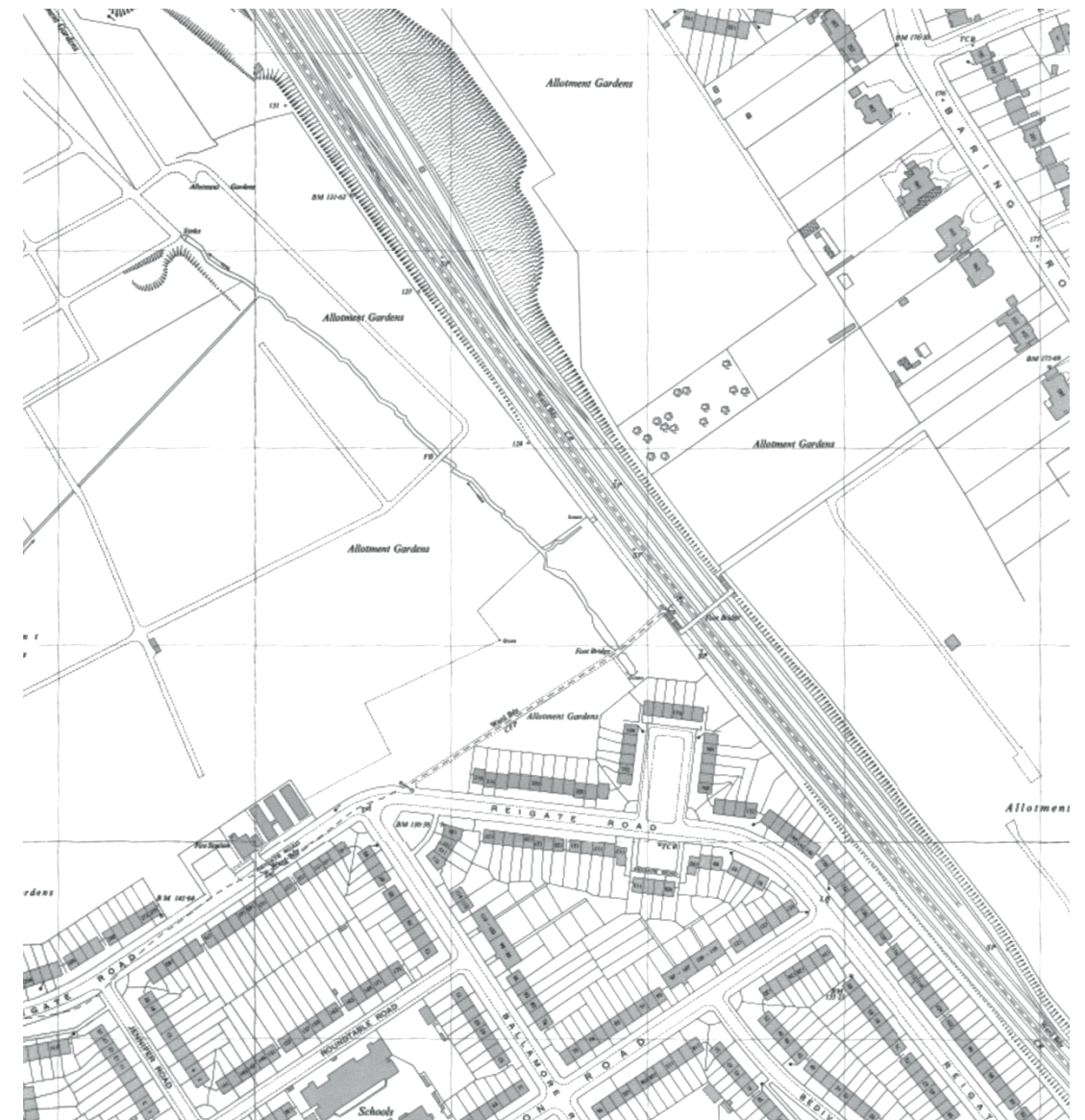
The wilderness of the railway sidings today provides a variety of habitats, including chalk grassland, willow woodland, a mixed woodland, pond habitat, wildflower meadows and wet meadows. This unique linear expanse has the potential to be a key feature in Grove Park, with a nature trail running through to connect the different ecosystems. Residents see this as their 'Urban National Park', linking their nature reserves with the woodlands at Elmstead Woods and beyond into Kent ('the Garden of England').

Since being appointed in June 2022, the LDA Design team has visited the site on numerous occasions. One of these visits consisted of walking the southern portion of the future District Park along the land owned by Network Rail with members of the Network Rail team, which has confirmed a route here is possible on the existing topography.

The following pages illustrate the existing condition of the site, including land ownership, gateways, footpaths, topography, drainage and tree cover.

"...One of the richest wildlife areas within Lewisham. ...A large strip of relic countryside containing horse paddocks, allotments and wild unmanaged land"

London Wildlife Trust, 1985



1944-1970 OS map at 1:1250 scale

A

C

F

B

D

E

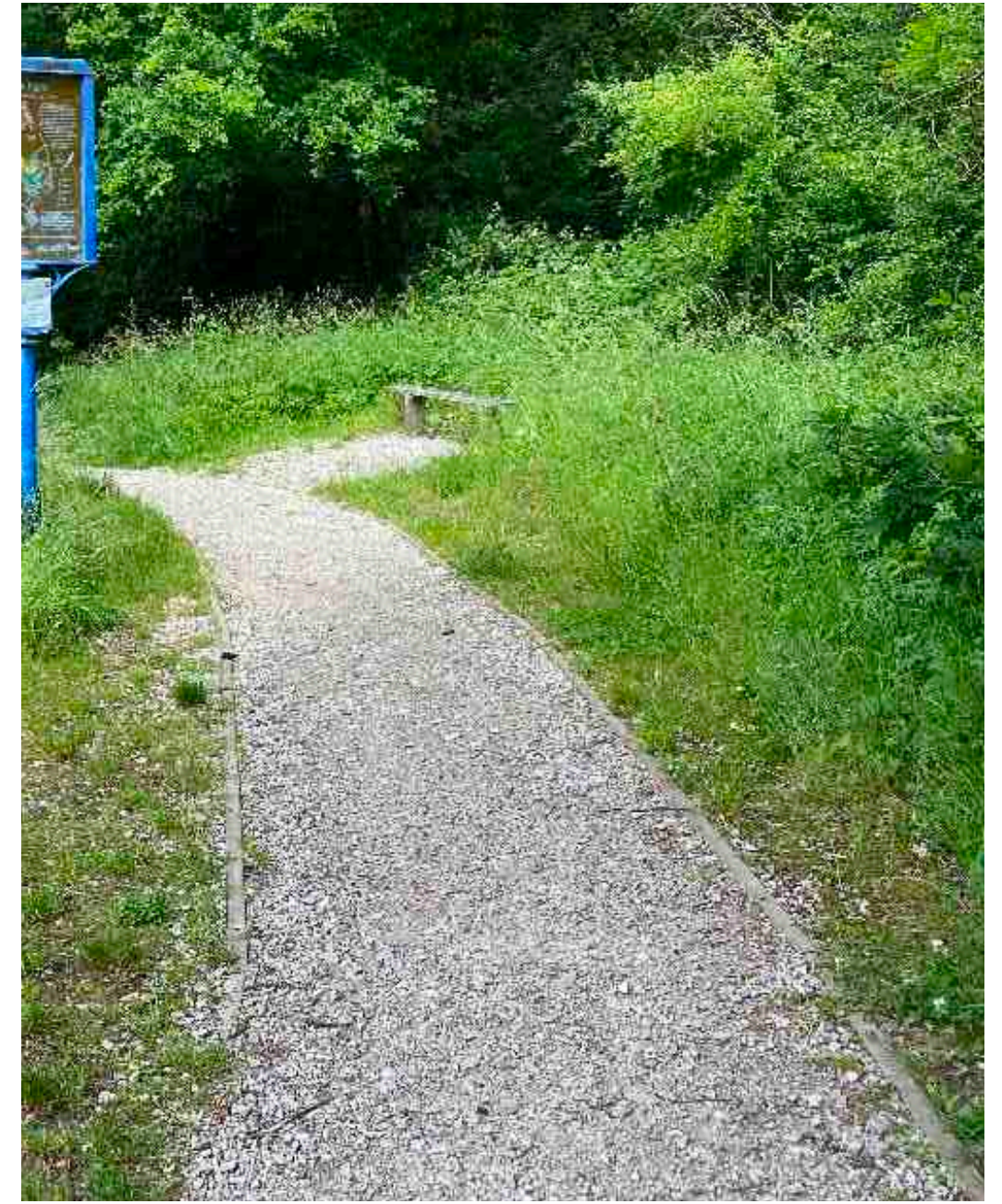
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^A Puddle between Northbrook Park and Network Rail land where angling pond is
^B Along Network Rail fence line

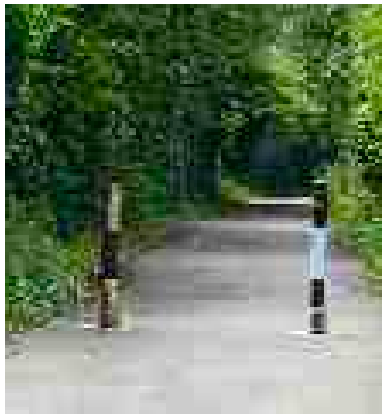
^C Forest School area in Northbrook Park
^D Reptile habitats in the grassland in Grove Park Nature Reserve
^E Thorny meadow on Network Rail land

^F Meadow near the angling pond on Network Rail land
^G Woodland on Network Rail land near Grove Park Station

Key Existing Materials



Site Elements



Drone Photography

With the support and expertise of Network Rail, a drone flight was conducted on 31 August 2022 with a licensed drone pilot employed by Network Rail. This provided images of hard to reach areas and illustrated the potential for the Grove Park District Park to create a park that reached from the A205 (south circular) to Elmstead Woods and connects to the Grove Park Nature Reserve, Grove Park Station and Chinbrook Meadows.

The following pages illustrates some of the key findings from the drone flight.



View looking north over Northbrook Park with a makeshift pond that has been formed on Network Rail land. This view shows the mix of woodland cover and the extent of the northern half of the Grove Park District Park if the land could be linked together and brought out of private ownership.

>>IMAGE OPPOSITE: The image opposite is looking south from the A205 over the existing allotment. Northbrook Park is on the left hand side of this image and Grove Park, Chinbrook Meadows and Elmstead Wood are visible in the distance, as well as the Kent countryside on the horizon. This image indicates how valuable this landscape would be as an interconnected habitat for humans and non-humans alike. .





View looking south over the land in the ownership of the Austringer Estate with Northbrook Park visible in the middle ground. The swathe of land immediately to the left of the fenceline is critical to introducing a new route to connect the A205 northern gateway to Grove Park station.



View looking east over the existing accessible pedestrian bridge that connects the Grove Park Nature Reserve and the Reigate Road green area via the Railway Children Walk. We've identified the potential to create a step-free all-inclusive route on either side of the bridge.



View looking north over the existing Grove Park Nature Reserve and the distinct chalk grasslands that people visit to wave to the passing trains. This is both a cultural and ecologically rich character area that should be celebrated and protected with any designs that come forward as a result of future funding.



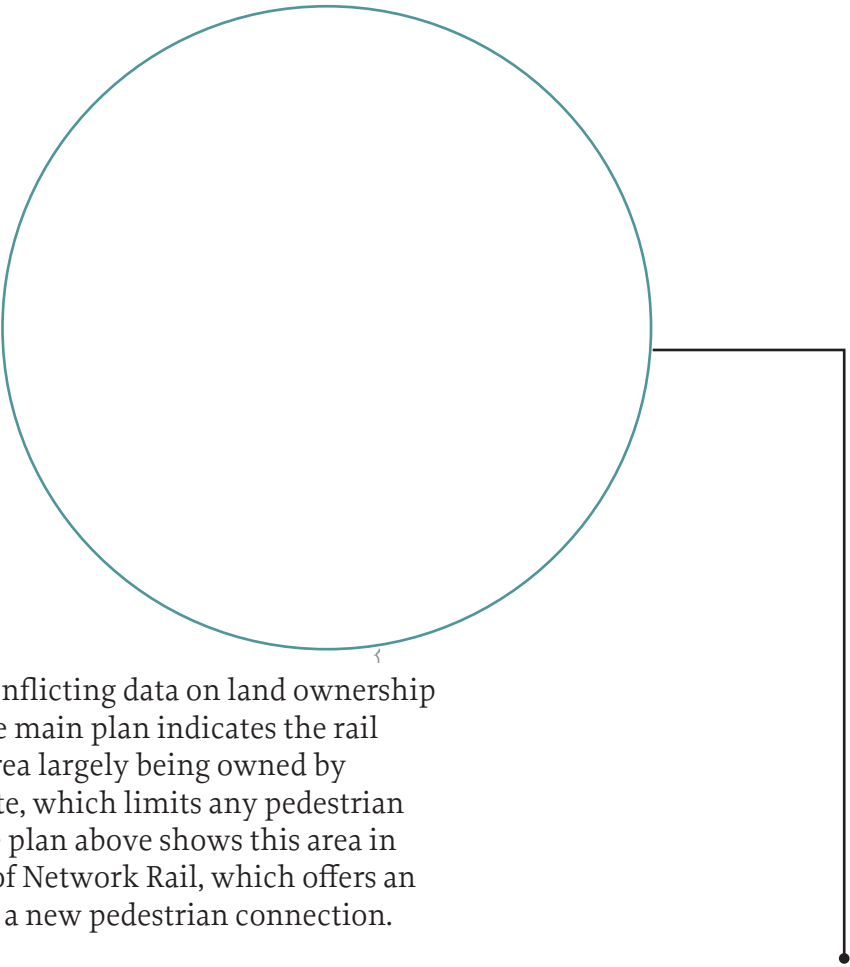
View looking north from the south side of Grove Park station. The space directly north of the bus station (red bus in middle ground) shows the empty car park that could form a new temporary space and a gateway to leads to the District Park on the east side of the rail depot. Additionally, this image shows opportunities to link to Chinbrook Meadows via Amblecote Road with place-specific wayfinding elements to make the critical connection between existing green spaces.

Land Ownership Map

Land ownership is one of the greatest challenges to the feasibility of creating a cohesive green space between the A205 and Grove Park Station.

Network Rail owns the land to the east of the railway along the entire length of the site. An open and collaborative dialogue has been formed with Network Rail, who supports the vision to create a unified green space. This will make it possible to introduce a linear footpath from the A205 to Grove Park without the cooperation of the Austringer Estate, who owns the former paddock site northwest of Northbrook Park.

The private ownership of the Austringer Estates, Matthew John Hill and Taylor Wimpey (consisting of 3242 investments) create disparate land ownership areas, which are only visible on paper since the flora and fauna of the site move freely across ownership boundaries.



Note: there is conflicting data on land ownership in this area. The main plan indicates the rail embankment area largely being owned by Austringer Estate, which limits any pedestrian access here. The plan above shows this area in the ownership of Network Rail, which offers an opportunity for a new pedestrian connection.

- Phoenix Housing
- Austringer Estates
- Borough of Lewisham
- Network Rail
- Matthew John Hill
- Taylor Wimpey
- Fence Lines
- Publicly accessible areas

NORTHBROOK
PARK

RINGWAY
CENTRE

GROVE PARK
STATION

Existing Gateways

+ Footpaths

The Grove Park Nature Reserve is currently accessible from Baring Road and Reigate Road via the pedestrian footbridge owned by Network Rail over the railway. The area is also part of the Green Chain Walk which further connects to Downham woodland walk.

There is a delightful loop through the Grove Park Nature Reserve woodland, however, the existing desire line footpath through the chalkland via the Peace Pole dead ends at a pinch point due to the housing development to the north of the Grove Park Nature Reserve. This dead end limits people using the parkland, and visitors' experience would be significantly improved if there was a connection to the open space to the north of the housing development that has created the dead end.

There is currently informal and illegal access into both the Network Rail and Austringer Estates land west of Northbrook Park. The existing water course on Network Rail's land has been redirected and damned by a group of Anglers who access the site via Northbrook Park. This is causing standing water to form at the Forest school to the southwest of the dog area at Northbrook Park.

There are private fence lines owned by Network Rail, but there is evidence of informal access into the parts of the site that are not accessible. An opportunity exists to create gateways in these locations.

With strong and visible wayfinding and signage, there are opportunities to connect to Chinbrook Meadows to the South and emphasise the Downham Woodland Walk connection to the west.



¹ Entrance to Northbrook Park
² Entrance to Grove Park Nature Reserve from Baring Road
³ Entrance from Reigate Road to Railway Children's Walk





Wider Walk Routes

Existing routes and trails in the region celebrate the rich heritage and range of green spaces surrounding the site.

Literary Heritage Walk

The Literary Heritage Trail Map, developed by the Grove Park Community Group, highlights the neighbourhood’s history through different landmarks.

Green Chain Walk

The Green Chain Walk is 82km long, consisting of 11 sections between Thamesmead and Nunhead Cemetery. It spans the fields, parks and woodlands, giving visitors insight into landmarks, attractions and historic ruins.

Section 9 of GCW is split into two routes; 9A and 9B. Section 9B runs south of Grove Park Railway Station, providing a route between Chislehurst to Elmstead Wood. The trail is 2.7km long through woodlands and quiet residential areas.

Downham Woodland Walk

The Downham Woodland Walk is part of section 8 of the Green Chain Walk and is 1.6km long. It has magnificent mature Oak trees and Ash trees, as well as field maple and wild service trees. There are carpets of bluebells and wood anemone in spring.

Section 8 of The Green Chain Walk comprises two sections: 8a and 8b. Section 8b is 7.4km long and connects Mottingham to Beckenham Place Park via the Downham Woodland Walk.



Grove Park Railway Station

1



¹ Aerial map showing full route of Downham Woodland Walk

2

4

7



5



3



6

8

² Historic map of Downham Woodland Walk 1894-96
³ Mature Oak trees and walk within Downham Woodland Walk

⁴ Section 9 of the Green chain walk and location of Grove Park Railway station
⁵ Green Chain Walk extent and wider connections in London
⁶ Will Lee carving in Elmstead wood - part of the Green chain walk route

⁷ Open street maps showing full route of Literary Heritage Trail
⁸ Entrance to Railway Children Walk from Reigate Road

Habitat Zones

Existing Habitat Character Zones

A This area comprises former horse pasture and associated buildings of the former riding school. Dry grassland and scrub dominate the area, with more open areas dominated by grassland and other areas dominated by dense scrub.

B This zone reflects existing wetland and areas of the site in flood plain areas. An existing pond is fished, and along the ditch are tree willows and shrub willows. The area’s northern end is a thicket of osier and other shrub willows. Water logging is apparent on the edge of the adjacent park and in parts of the existing woodland to the north where it meets the former paddock area shown in yellow.

C This area comprises a thin strip of rail side habitat between the active railway land and the drainage ditch that flows parallel to the railway. The plot to the north of the access road comprises a tarmac parking area and a smaller area surfaced with crushed and compacted aggregate. The plot to the south supports tall grassland and scrub. North of the car park is a third land parcel dominated by tall ruderal herbaceous vegetation and tall grasses edged by scrub and semi-mature trees.

The thin strip of land parallel to the railway supports a mosaic of dense scrub, bramble scrub, tall herb and semi-mature trees. At the northern end, this area supports large stands of the invasive plant Japanese knotweed.

D Part of Grove Park Nature Reserve supports calcareous and neutral grassland adding significant habitat and species diversity to the whole site.

E This zone comprises secondary oak-dominated woodland managed as a nature reserve. The northern and southern sections are in private ownership and are not currently under management but support young secondary oak/mixed woodland and dense scrub.

F A well-managed and well-used area of mown grassland, mature trees and secondary woodland with well-maintained paths.

G The site’s main section immediately south of the community garden supports dense scrub with open areas. A path running through the area is more open and supports grassland with old ant hills and a glade with bee hives. The slither of land along the boundary with the allotment gardens comprises dense scrub and semi-mature trees.

H This area currently supports a mosaic of scrub, tall herb and grassland communities. Aerial photographs indicate the lower slope below the access track has a herringbone pattern of drains associated with a more open grassy habitat. The area’s southern end supports mature trees and is effectively a small woodland. Further north, the wooded area gives way to scattered scrub and patches of dense scrub interspersed with grassland and tall herb communities

I This area comprises a mound constructed as part of an abandoned road scheme, two small areas of wildflower meadow and a remnant hedge that is likely a remnant of a former woodland boundary. The mound supports secondary woodland on the north-facing banks, which grades into woody scrub/young secondary on the ridge of the mound and then into dense stands of thick bramble scrub on the southern embankment. The two areas of meadow have been sown with a wildflower mix and support a reasonable variety of neutral grassland wildflowers. There is one semi-mature oak of note close to the site’s entrance. The old hedge line/ woodland boundary supports an old hazel tree.

J This area consists for short mown grass, paved MUGA / playground areas and a few shade trees.

K The area is comprised of allotments. These gardens are owned by Lewisham, but managed by allotment groups.

L Former allotments with remaining fruit trees.





^C Angling pond and Northbrook Park
^E Grove Park Nature Reserve and Chalk Grassland
^H The topography has already been shaped and a new footpath could be created to link Grove Park Station to the Grove Park Nature Reserve. This is subject to discussions with Network Rail regarding land ownership.



Topography + Drainage

There is approximately a 25m level change from the high point of +50m AOD near the Ringway Centre and the low point at the underpass of the A205.

There is an approximate 10m level change between the Ringway Centre and the base of the bridge where the steps begin. The landform at the western entrance is approximately 5m higher (+45m AOD) than Reigate Road (+40m AOD). The change in topography around the bridge can be overcome with 1:21 graded routes on either side of the bridge to make the site more inclusive to a range of users.

There are several areas of water across the site and drainage runs. The list below gives more detailed information on key areas of the site.

^A Zoom in of the existing wet area within Network Rail's land ownership to the south of Northbrook Park.

^B Ditch fed by pond, outflow unknown, 2.4m wide, 400mm deep, 0mm water depth, 400mm silt depth

^C 250mm deep, 200mm water depth, 50mm silt depth

^D 200mm deep

^E 250mm deep, 200mm water depth, 50mm silt depth

^F 270m² area, 1m deep, 800mm water depth, 200mm silt depth

^G Inflow ditch from car park, Outflow to pond, 1.2m wide, 250mm deep

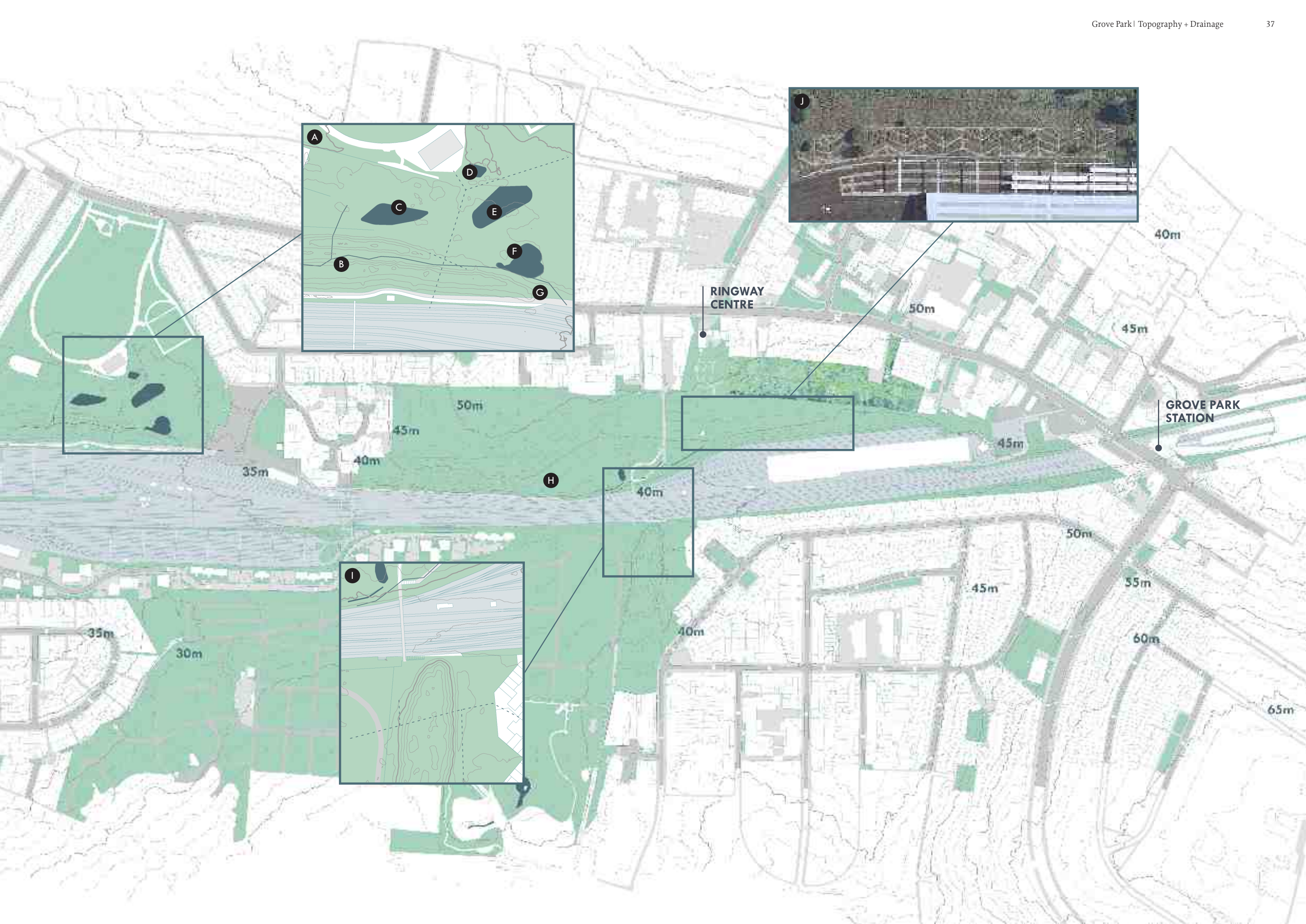
^H Slope between Grove Park Nature Reserve And the railway

^I Zoom in of the culverted water course at the Reigate Road entrance and the existing pond in the Grove Park Nature Reserve.

^J Aerial image showing the land drainage Implemented by Network Rail in 2001



^G Pond created by anglers south of Northbrook Park
^H Slope between Grove Park Nature Reserve and the railway

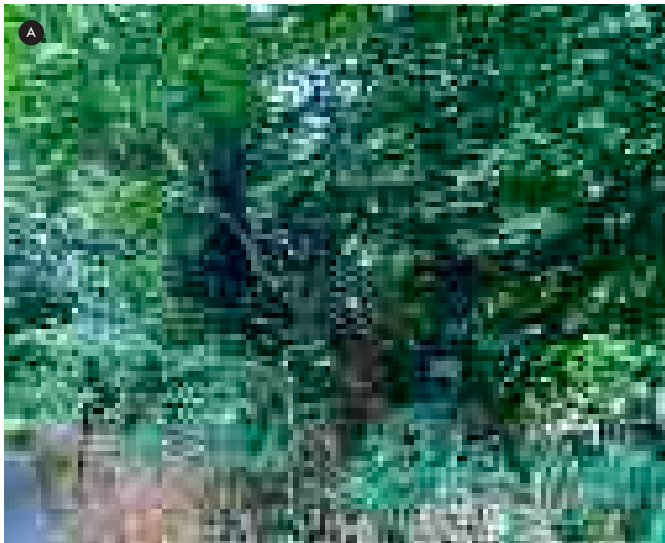


Tree Cover

Although the site was cleared mainly to make way for allotments as part of the Dig For Victory campaign during WWII, the site benefits from areas of semi-mature woodland and older specimen trees, which will be protected and celebrated as part of the masterplan.

The heart of Grove Park Nature Reserve was historically the garden of a large residential estate, which explains why there are larger, more mature trees in this area. The area to the west of Northbrook Park has several large willows and a more dominant willow presence towards the north of the site. This forms a distinct habitat for the park that should be protected as part of the masterplan. Additionally, a line of suckering elms is present along the edge of the stables and Northbrook Park.

In the Reigate Road meadow area, a mature hazel tree is purported to be from the Napoleonic age and should be celebrated and protected. Early 19th-century map show this was an edge to a wooded area. Other broadleaf canopy trees are scattered on the topography's higher ground. Aspens form an edge between Reigate and the cemetery. We will look to retain these trees as part of the masterplan.



^ Historic hazel tree along Railway Children Walk
^ Fallen tree behind Railway Children Walk along the Cemetery fence line
^ Large oak tree at the gateway into Railway Children Walk from Reigate Road





An aerial photograph of a city street grid, rendered in a dark teal color. The map shows a complex network of streets, with a prominent diagonal road running from the top right towards the bottom right. A large, irregularly shaped area, possibly a park or a large lot, is visible in the lower left quadrant. The overall layout is a mix of rectangular blocks and more organic, winding paths.

4 Engaging with the Community

Engagement Session #1

2 July Ringway Community Engagement

The purpose of the event was to introduce the design team to the community as a whole and allow them to meet – and to hear directly from - people who had participated in earlier stages of the project, deepening our understanding of issues, ambitions, and priorities set out in the briefing documents.

Given the potential reach of the Ringway Celebration event, which marked the 50th anniversary of the Ringway Centre’s efforts to protect Grove Park Nature Reserve, it was important to meet and hear from people who had not contributed to the project so far, raising awareness of the project, and bringing new voices and views in at an early stage of the masterplan process.

The goal was to collect Baseline data to support early-stage Masterplan proposals, e.g. more info on:

- a. How the District Park site is used now, and what people like about the site or think is special;
- b. What people would like to see changed or improved;
- c. What community priorities might be in terms of allowing resources to be effectively directed

We shared early thoughts on approaches to Sites 3+4 a/b and 7a-c, refreshed the community participants on project history and aims, given the time elapsed since engagement last took place and also collected names and contact details to grow the project communication database.

This was run as quite a loosely structured ‘consultation’ event, in line with the fun-day ethos of the Ringway Celebration. Feedback was collected through conversation, supported by some focusing on ‘sticky dot’ exercises rather than formal feedback forms. The findings below are, therefore, anecdotal and discursive, as per the aim to allow the design team to deepen their understanding of the existing project background and aims.

Three members of the LDA Design team took part. We were in the Main Hall, right at the entrance to the event, and engaged people as they came through the door, encouraging visitors to chat with us before they passed through the main event or to come back and talk to us later.

The main interactive exercise was a large aerial photo of the whole site spread on a table. Participants were asked to tell us how they used the site and to indicate using coloured sticky dots (i) spaces they regularly use now, (ii) spaces they would like to use/access in future, and (iii) any ‘no-go-zones’ using coloured sticky dots. We also asked them to show us approximately where they live.

While the sticky dot info is helpful, the real benefit of this exercise and the event was the conversations it provoked, deepening our understanding of the site and its possibilities. Key points of these conversations were captured on Post-it notes and attached to a Comments Wall, grouped into categories (a kind of giant mind map). Participants were free to add further comments to this wall, which some chose to do.

Participants were encouraged to complete two further sticky dot exercises:

- a. A set of simple multiple-choice questions on an easel, looking primarily at current use of and perceptions of the site.
- b. A ‘priorities exercise’ setting out the project’s current declared aims (drawn from the Project Brief) and asking participants to select up to 4 that they felt would make the most difference to them “and the people they care about”.

Information – an aerial photo and some ‘precedent images’ of what these might become - was also provided on the two Early Win Sites. People were informally asked how they use the sites now and what they thought of these ideas.

We spoke at some length with approximately 50 people at the event and briefly with a few dozen more (given our location at the entrance).

Anecdotally, however, there seemed to be a good spread of ages participating – we spoke to several older people, several middle-aged people, and many families with young children (who enjoyed adding the sticky dots). Noticeable gaps included teenagers and younger adults.

Map showing where people live, where they go now, where they don't go now, and where they would like to go



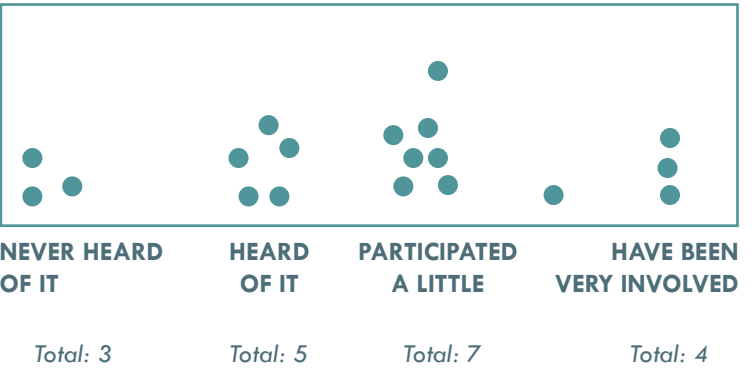
Photos from the Engagement session at Grove Park Community Group 50th Anniversary Party on 2 July, 2022

Engagement Session #1

How Much Did People Know About the District Park Project?

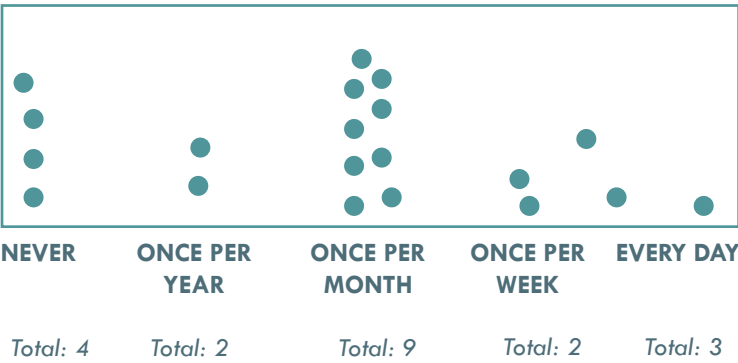
Participants included a good range of (i) people who already knew the project well, (ii) people who already knew of the project but not in much detail, and (iii) people who were new to the project.

Sticky dots show that most people came from the East/ Ringway side of the site; we seemed to have very few from the Reigate area on the west side of the tracks. We will aim to resolve this through the Reigate Road activity this Summer. Participants also came from further afield in South London, either accompanying friends or actively travelling to join the event.



How Much Do People Visit Grove Park Nature Reserve Already?

Sticky dots show that many of those we spoke to regularly use the Ringway Centre, Grove Park Nature Reserve, and the route over the Railway Bridge to/ through Reigate Walk.



Which Spaces Do People Regularly Visit Already?



We learned that quite a popular dog-walking route is to go down Railway Children Walk – maybe taking a detour loop into Grove Park Nature Reserve – then over the bridge, through Site 4, and then looping back around Reigate Road down to the station and back over the tracks.



Things People Told Us They Like About The Area Now

There is something great about the wild spaces and places.

The pond – quite a special place.

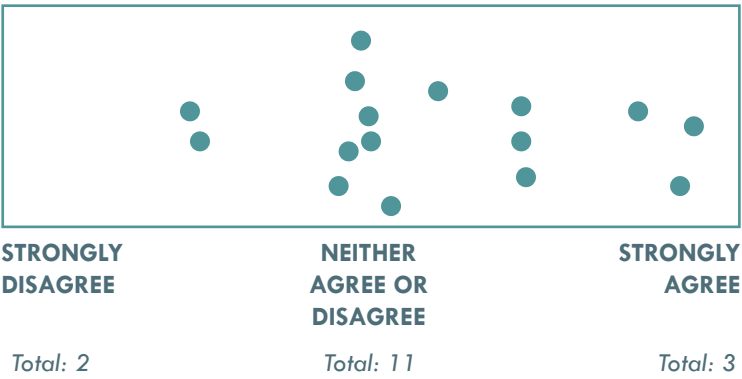
The bridge – great to wave at trains. But see its limitations in further sections below.

The sunset and the light on Grove Park Nature Reserve grass embankment.

Red-tailed kites starting to be seen in the area – travelling south and spreading down from Oxfordshire.

The connections between each town centre in south London – “that’s the great thing about living there”.

Do People Feel Safe When Visiting Grove Park Nature Reserve?



Some Issues People Shared With Us About Current Spaces

The bridge is problematic for many. Impossible to use with buggies and wheelchairs and doesn’t feel safe. One person called it “the bridge of misery”. Another said they would not cross it on their own.

Routes to and from the bridge can feel unsafe and uninviting, especially on the Reigate Rd side.

Grove Park is felt to be lacking in identity – despite 120 years of history – and as a destination. There is very little to do there, and nowhere good to get something to eat or drink.

As for the site: there is “a glut of space” but “very little beauty and a lot of fences”.

Grove Park Nature Reserve would feel safer if it had access at both ends.

All the spaces can feel unsafe at night.

There was a lot of discussion about Northbrook Park. It is a decent size but felt to be a bit of wasted resource that more could be made of, and that could be better looked after. The track is good for jogging and cycling with children. One parent told us that she liked that she could go and run there while her child played, but another person described the current path layout as “a concrete ‘speedway’ with railings”. It has been on a bit of a journey: it used to be a dull neighbourhood park. Then there was a lot of investment, with things like zip wires and table tennis added, and it became better, but too much of a destination and less of a neighbourhood park. Now it is run down again.



Reigate Road play area. This is quite dull and needs to be better looked after. Not everyone knows it exists. It would be great to have wooden climbing structures, zip lines etc.

Site 4: feels unsafe, overgrown, and full of litter and is used as a dumping ground by fly-tippers. It needs to be better looked after with good landscape management.

There was lots of interest in the closed riding school. Everyone we spoke to who knew about it reminisced about the ponies and felt it was a shame it had closed. The current site attracts anti-social behaviour. Several people felt the arena and its roof could be repurposed to host other activities.

There was some discussion about train driver needs and access. How do the train drivers get back to their cars/ homes? Train drivers switching shifts walk along Baring Rd, not along tracks.

Engagement Session #1

What People Told Us They Would Like To See Happen

Routes, paths, and connections were probably the most discussed aspiration.

People liked the idea of walkers and cyclists being able to easily move along and across the site. One noted that “the city” generally lacks east/west routes.

It would be great to link up and offer a ‘trail’ through the neighbourhood and to make connections between green spaces – several people seemed taken by the idea of the principle of linking up and then allowing a continuous wander through the site area.

The desire for a route out of the north end of Grove Park Nature Reserve was expressed by many: e.g. a boardwalk at the pinch point between the nature park and wetlands.

We met many people who like to walk, but they would either go and do that elsewhere (apart from functional dog-walking or a stroll around Grove Park Nature Reserve) or, if setting off from Grove Park, head south to Chinbrook Meadows or east to Eltham.

A suggestion was made for curated/guided nature walks with guides leading you.

Cycle routes, both functional – “being able to cycle down from Catford would make a big difference” - and recreational, are desired. One person stressed that this should be properly separated from walking routes to avoid collisions.

Enabling cycle infrastructure: the gentleman who runs the bike repair service out the front of the Ringway Centre shared his expansion hopes and plans with us: he would like to be open 5 or 6 days a week and not only offer bike repairs but also bike hire and even guided rides.



Photos from the Engagement session at Grove Park
Community Group 50th Anniversary Party on 2 July, 2022

Safety was a common theme.
‘Greenway’ paths need to be well lit to be usable.

A better thoroughfare through Grove Park Nature Reserve would reduce anti-social behaviour.

Where possible, create passive surveillance over spaces from other users or (adult) users.

Clear some of the vegetation.

Access “for people of all ages and abilities” was another common theme.
A DDA-compliant bridge is needed, usable by both walkers and cyclists. Suggestions were made that the bridge could also be made more of a feature, with lights and colour, and maybe planters and seating, and a more open feel “like the Millennium Bridge”. It also needs to be better maintained – one suggestion was that if it were made of wood, it might be harder to graffiti.

More and better signage.

A bridge to the pub/hotel was also requested.

There was an emphasis on the need to maintain/ preserve, connect and increase green space and greenery on the site. “It’s amazing when you look at this how much green there is!” There is also some fear that existing space may be built on. People would like to see more meadows and flower spaces, and more street trees.

The mapping exercise showed great interest and enthusiasm in opening up, ‘rescuing’ and accessing Areas 7 and 11, and improving access to – and safety around - the pond and this unique wetland area.

Cleaner streets: better monitoring of fly-tipping; CCTV installation or higher fines.

People were keen to see, and had lots of ideas for, activity across the site.
More nature and growing-based activity across the site, e.g. “a mix of community gardens, food, forest schools”; “using nature for education and play”.

Intergenerational activity/atmosphere - “the old need the young and the young need the old.”

Encouragement of ‘respectful foraging’: there are so many edible plants, berries, nuts, and fungi to be gathered in the area, and one person we met already does this (dandelions, wild garlic, nettles, mustard garlic, plums in Grove Park Nature Reserve). It would be great for others to have that knowledge and opportunity. But people would need to understand good practice, e.g. how much to take and what to leave.

Outdoor bathing – like at Beckenham Place Park. “Becoming more and more popular.”

Performance space – the slopes on the site create natural amphitheatres.

Yoga in the stables area – under the arena roof

A site-specific piece of music. We met a composer to whom members of the community had been talking about this.

Better play would be very much welcomed, including sound-based play equipment, like in the play area at the Horniman Museum. The idea of ‘natural play’ was popular, with Greenwich Park and Sayes Court, Deptford suggested as precedents.

Northbrook Park needs (i) more beauty and (ii) more seating.

Which Of The Following Would People Like To See More Of?



Priorities

Which of the project aims below YOU feel would make the most difference to you and the people you care about?

Celebrate and share the history and heritage of Grove Park's open spaces, nature, and landscapes.

Total: 6

Provide areas for children to play in nature safely and imaginatively.

Total: 11

Make it easier for people who wouldn't normally spend much time in nature to do so.

Total: 12

Offer a variety of different types of parkland landscape to enjoy

Total: 8

Improve Grove Park's capacity to resist climate change e.g. by reducing flooding, or the negative effects of heatwaves.

Total: 4

Offer peaceful safe and accessible walking and cycling routes, making it easier to get around the area.

Total: 14

Make it easier for people to exercise and enjoy their leisure time in nature.

Total: 6

Create better habitats and environments for nature to thrive.

Total: 11

Offer all Grove Park residents opportunities to help shape the green and open spaces around them

Total: 3

Reduce pollution and improve air quality in Grove Park through increased tree planting and greenery.

Total: 15

Other Aims Suggested

Have a hedgehog reserve – encourage hedgehogs
“I cannot choose 4 – I agree with all aims – BRILLIANT!”.

Next Steps for Engagement:

This was the first of several engagement sessions that will take place during the masterplan's design development. There is a community event planned at the Reigate Road/Phoenix Housing Play Area that the design team will attend. We are also planning three focus groups arranged over the summer and autumn. We will also participate in the Chinbrook Meadows event in September.

Engagement Session #2

11 August Reigate Playground Engagement - Pheonix Fun day

The purpose of the event was to gather initial response and input from the residents living around the Reigate Road site. This is to ensure the design team gathers feedback on the stage 2 design from a wider range of the local residents. The team introduced the design team to the community and allowed them to hear directly from - people who had participated in earlier stages of the project, deepening our understanding of issues, ambitions, and priorities set out in the briefing documents.

The goal was to introduce and collect Baseline data to support early-stage Masterplan proposals, this included:

- Raise awareness of the project visions
- Meet and hear from people who have not contributed to the project so far
- Share the design team's thoughts on proposed initial ideas in the Reigate site, exploring accessible routes, foraging edge, scramble play and types of nature play
- Share QR hand outs with residents to fill out online questionnaire
- Handed out a flyer with the QR code leading to the digital community consultation questionnaire
- Collect names and contact data

We carried out a priorities and a sticky note exercise to capture comments, thoughts and local knowledge. We also focused on finding out;

- a) Ideas and preferences around play provision and improvements
- b) Ideas around accessible routes through Reigate site and footbridge
- c) Foraging edge
- d) The idea of introducing an angling pond



Priorities

Which of the project aims below YOU feel would make the most difference to you and the people you care about?

Celebrate and share the history and heritage of Grove Park's open spaces, nature, and landscapes.

●

Total: 1

Provide areas for children to play in nature safely and imaginatively.

● ● ● ● ● ● ●

Total: 8

Make it easier for people who wouldn't normally spend much time in nature to do so.

● ●

Total: 2

Offer a variety of different types of parkland landscape to enjoy

●

Total: 1

Improve Grove Park's capacity to resist climate change e.g. by reducing flooding, or the negative effects of heatwaves.

●

Total: 1

Offer peaceful safe and accessible walking and cycling routes, making it easier to get around the area.

● ● ● ● ●

Total: 6

Make it easier for people to exercise and enjoy their leisure time in nature.

● ● ●

Total: 3

Create better habitats and environments for nature to thrive.

●

Total: 1

Offer all Grove Park residents opportunities to help shape the green and open spaces around them

Total: 0

Reduce pollution and improve air quality in Grove Park through increased tree planting and greenery.

●

Total: 1

From the priorities exercise with the sticky dots, the following has been set as priorities in chronological order (from highest to lowest score)

- 1. Provides areas for children to safely and imaginatively play in nature
- 2. Offer peaceful, safe and accessible walking and cycling routes, to make it easier get around the area
- 3. Make it easier for people to exercise and enjoy their leisure time in nature
- 4. Celebrate and share the history and culture

Other Aims Suggested

- Provide seating spaces in shade
- “Provide play for a wider age range of children!”.

Next Steps for Engagement:

This was the second of several engagement sessions that will take place during the masterplan’s design development. There is a community event planned at the Chinbrook Meadows event in September.

Throughout the sticky note exercise, the design team took notes and suggestions for the local residents on the initial design ideas, responses and thoughts from residents were collected in the form of written sticky notes. These were later categorised under headings and included on this page

Response and comments from residents

Food and beverage:

- Cafes and events for young mums
- Ice cream shop
- Guided walks and
- Old train cabin to be a café
- Bbq in the park
- Food stall (could be every Thursday) or farmer’s market

Play:

- Swings
- Zip wire
- Monkey bars
- Climbing
- Nature play for learning
- Independent play and nature play
- Interactive play with sound
- Wider range of play equipment
- Play provision for a wider age range

Accessibility:

- Bridge needs to be wider
- Gateways – where to enter the site?
- Reigate site is a route to get to school on the other side of the railway
- Include ‘you are here’ on route maps to raise awareness of walk routes and parks

Other green spaces:

- Croatia – planks over water (no rails)
- Swanley park (mentioned twice)
- Foster park (mentioned three times)
- Water features in Beckenham cemetery (walk with water)
- Chinbrook (walk, relax, play, mentioned three times, some residents have been visiting since childhood)
- Dinosaur trail
- Northbrook park is used for sports day
- Surrey keys – similar wetland
- Ladywell parks

Comments:

- Need to mark gateways, arches, using natural materials
- Never been to Chinbrook
- Teenagers only come to Reigate site for Basketball (mentioned twice)
- Even if you don’t fish, it is nice to sit next to water (comment in response to angling idea)

Water:

- Wildlife pond
- Lake to dip toes into (mentioned several times)
- Paddling pool (lido)
- Water play
- Water jets (engaging spaces maintained)
- Need places to sit along water in Reigate site
- Changing and hotter weather means we need sprinklers or water in play areas to keep children cool (mentioned several times)
- Wildlife pond

Amenities:

- Sports in general
- Animal centre like the reptiles (petting zoo)
- Phoenix in bloom (celebrate people’s gradens
- Musical activities
- Fishing positive (mentioned several times)

Things you don’t like:

- Playground age appeal – too young and limited
- Kids get bored of slides
- Hard to improve something that has been so neglected
- Nothing in Reigate to use
- Reigate site overgrown with trees
- Biggers kid dominate in small kids park

Safety and management:

- Not safe (drugs)
- Need Cameras/ CCTV
- A resident was chased by a man through the site and would not go back there (some of the dense vegetation needs to be cleared)
- Safety of children comes first
- Gym needs to be better maintained
- Improve planting
- Likes the cage around the bridge for safety
- maintenance needed to the Nature reserve
- Community people to watch for safety
- Make it safer for women (can use QR checkpoints)
- Park rangers to come back
- Feels unsafe to walk through Reigate site

Things you wish for:

- Quiet areas to relax
- Grass areas and being close to nature
- Edible/ foraging edge
- Pathway through meadow is great and needs to be maintained
- Shade areas (mentioned several times)
- Somewhere nice to walk with wildlife and butterflies
- Wild planting and prettier flowers



Engagement Session #3

4 September Chinbrook meadows Community Engagement

Location: Chinbrook meadows, Lewisham

Date: 04 September 2022

Aims of the event taking place in September:

- Engage with community during the annual Grove Park Carnival and Chinbrook dog show event, to meet and hear from residents surrounding Chinbrook meadows, who may have not contributed to the project so far
- Share proposal ideas and get feedback on key moves, such as the north-south access route along railway, connecting the station to the A205 and how people felt about possibly introducing Angling pond within the Northbrook Sites 7a-7c
- Collect names and contact data

Approx number of participants: 100

Attendees: Kay and Stephen (The Baring Trust), Cannon, Ruby and Syreen (LDA Design)





What we did:

- Set up a Cyanotype prints station, a form of photographic printing process. The distinctive feature of the print is its shade of cyan blue, which results from exposure to ultraviolet light.
 - a) Natural materials were collected from the different habitats across the site (grass, leaves, flowers...) which was then used by participants to create the Cyanotype print
 - b) The quick developing of the prints within the activity allows children, parents and participants to interact with natural materials collected, as well as the sun to see their prints come to life
 - c) The activity allowed for parents with children to take part in discussion, while the children were making prints
- Collected feedback on the stage 2 baseline report and masterplan from the residents
- Project background, location and proposals were introduced to residents, with responses and thoughts categorised under headings and included in this document
- Exercises included writing notes, responses, and thoughts on sticky notes



What people told us they would like to see happen:

- Routes, paths and maintenance was most discussed aspiration – people really liked the idea of having a north to south access and have said ‘the longer the route, the better’ and that they would enjoy ‘cycling with the kids off roads’. People also felt that the accessibility is impacting the areas most used, with the Ringway centre and Northbrook being most used to ease and clarity of access
- Play area in Reigate site needs improvement, in terms of challenge and interest to children. People felt that more slides, natural play and climbing frames would help in improving range of play provision
- Several people mentioned the rangers community group and how community groups can take part in clean up events and patrolling the area to make residents feel more safe
- Café or pop up coffee van would be ideal to have near play area
- ‘keep the wildness’ and general improvements to biodiversity in the area would be welcomed, this includes more bird and bat boxes.
- The idea of angling and introducing an angling pond was well received, with one saying that ‘once you get involved with fish, you get involved with nature’

Some issues people shared with us about current spaces:

- Safety and wayfinding improvements, people felt that providing wider and strategic footpaths will help make them feel more safe when walking around the area. They also felt that posts and signs would help mark the various green spaces and access points
- Overgrown planting is obstructing access and how safe people feel in the green spaces, including the Reigate site
- General knowledge of public spaces available to residents is low, more awareness needed. Residents did not know about the Northbrook sites 7s-7c. They felt that the gateways would help identify where these are to residents
- Step free access or lift is needed urgently to enable parents with pushchairs, wheelchair and bikes to cross over bridge on Reigate site and get through the other side to get to schools and Grove park railway station
- Lack of connections in the area is resulting in lack of exploration. People felt that it would be nice to introduce explorative aspects such as less traditional play in Reigate playground and path system



An aerial photograph of a city street grid is shown in a dark teal color. Overlaid on this is a lighter teal, semi-transparent map layer that highlights specific blocks and features, such as a grid of blocks on the left and a large, irregularly shaped area in the center. The text '5 Site-Wide Strategies' is centered in white.

5 Site-Wide Strategies

Proposed Gateways + Footpaths

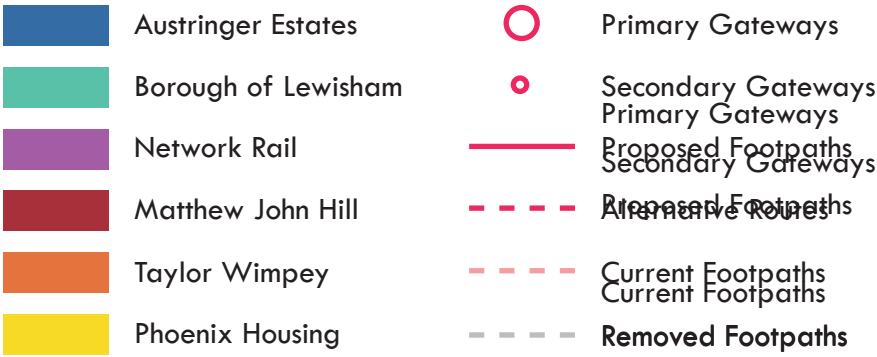
Fundamental to the success of the masterplan for Grove Park District Park will be creating a more connected, accessible green space with inviting gateways at key entry points. We are exploring the creation of three new primary gateways, bolstering existing entry points and introducing new secondary gateways.

The gateway strategy is as follows:

1. Bolster the existing gateways at Baring Road and Reigate Road;
2. Introduce new gateways at the following locations:
 - At the southern end of the site near the bus station;
 - At the northern end of the site at the A205 adjacent to the vehicle bridge;
 - Adjacent to the dog area at Northbrook Park to create new access to Grove Park Nature Reserve wetland area;
 - At the Gable Close entrance to Network Rail land that potentially could become an asset for the District Park;
3. Add secondary gateways at St Augustine’s Church and explore the potential for secondary gateways at the eastern edge of the Austringer Estate, should this land become part of the District Park in the future.

To create a more connected green space, we are proposing to create a north/south route on Network Rail land to connect the new gateways at the Bus Station Gateway to the A205 Gateway. This will create an approximate 1.75km route through the District Park. The biggest challenge to creating a connected north/south route remains the pinch point at the Network Rail depot accessed from Gable Close. We are exploring options to create a route that runs parallel to the railway that weaves through Gable Close and re-connects with Grove Park Nature Reserve near Northbrook Park.

In addition, we propose to create more informal and intimate paths off this main north/south route to allow users to experience Grove Park Nature Reserve. At the Reigate Road entrance, we propose improving the circulation routes to make them safer and more inclusive, which will be described in this document’s Early Win Sites section.





Improved Accessibility

The existing pedestrian bridge over the railway is critical infrastructure to connect the Reigate Road Community to Grove Park Nature Reserve. The current condition requires people to use steps on both sides of the bridge, which restricts accessibility and prevents certain user groups from accessing Grove Park Nature Reserve or the Reigate Road Community Park.

Our strategy is to utilise the existing topography and create all-inclusive 1:21 graded routes on either side of the bridge that will connect to the existing level of the bridge. This will create a step-free connection between Grove Park Nature Reserve and the Reigate Road Community Park.

This will be explained in more detail in the Early Win Sites section of the document.

Austringer Estates

Borough of Lewisham

Network Rail

Matthew John Hill

Taylor Wimpey

Phoenix Housing

Primary Gateways

Secondary Gateways

Proposed Footpaths

Alternative Routes

Current Footpaths

Removed Footpaths



Baseline Feasibility Masterplan

The drawing opposite assembles all of the diagrams from the previous pages to illustrate the baseline from which the masterplan will be developed. This drawing provides an initial vision for how a connected District Park will be created with new gateways and access routes to link between the A205 and the existing bus station.

The drawing illustrates how the potential Network Rail land at Gable Close could be converted from a car park and depot into a wetland and pond, which will be explained further in the next chapter.

The drawing also illustrates proposed changes to the Network Rail car park at the southern end of the site near the bus station, which could be transformed into an extension to Grove Park Nature Reserve and act as a threshold between the town centre and the parkland. This will be explained further in the early win chapter.

We propose creating a more formalised ‘Railway Children Look-Out’ near the Peace Pole. Inspired by the quote opposite from the book, we envision large pieces of natural stone embedded into the existing landscape, a traditional fence for children to sit on, and a sculptural element that reflects the red flags used to signal the train in the Railway Children book. There is also the opportunity to have a text-based illustration that reflects the banners the children used to communicate to the passengers on the train.

“So they all sat down on a great flat grey stone that pushed itself up out of the grass; it was one of the many that lay about on the hillside, and when Mother came out to look for them at 8 o’clock, she found them deeply asleep in a contented, sun-warmed bunch.”

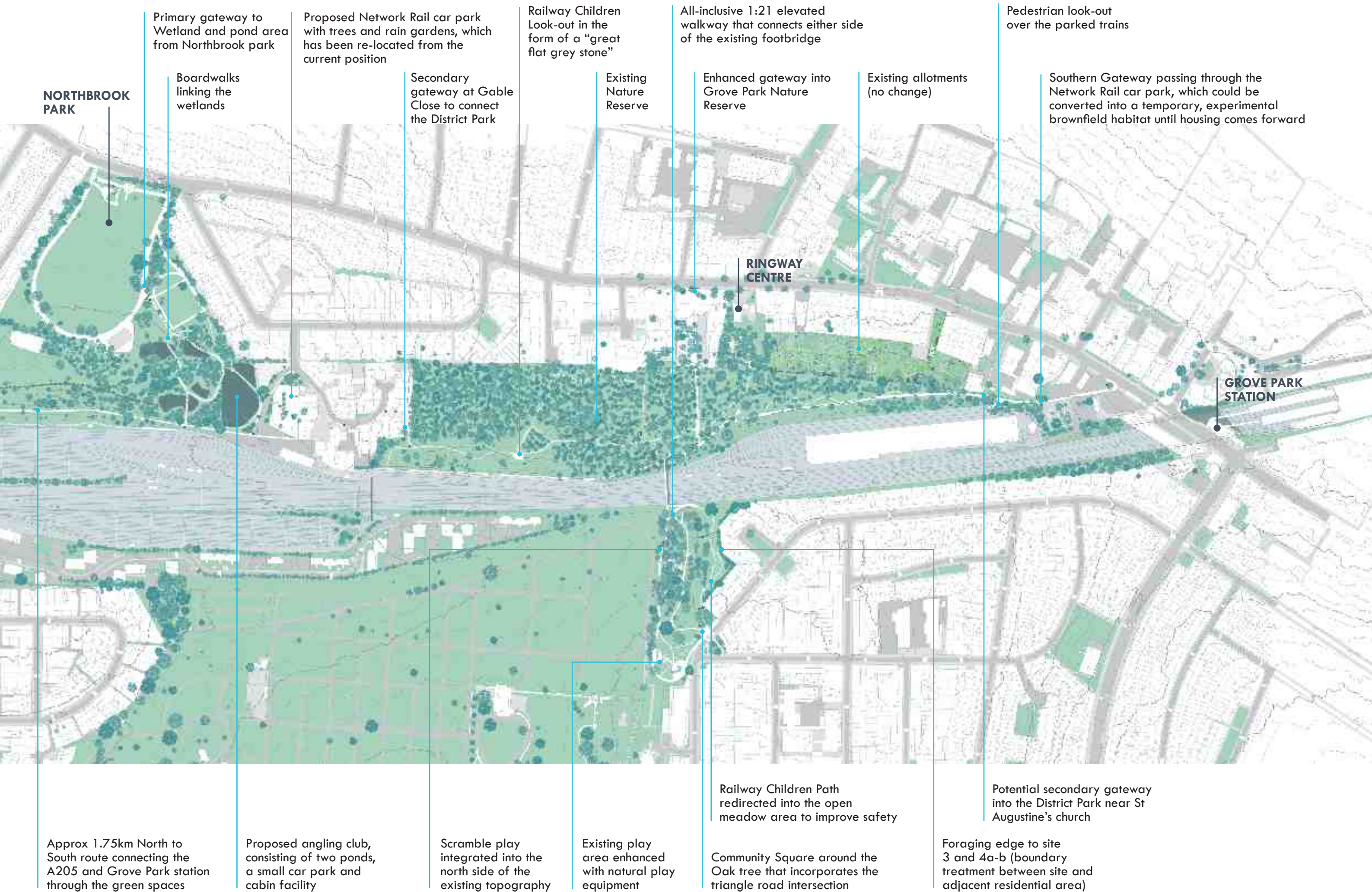
The Railway Children (pg 26)

Area of private land that could be compulsory purchased to significantly unify and enlarge the District Park



North Gateway from South Circular Road (A205)

Pocket park by Northern Gateway from South Circular (A205)



Masterplan Zoom Plans

NORTHERN GATEWAY

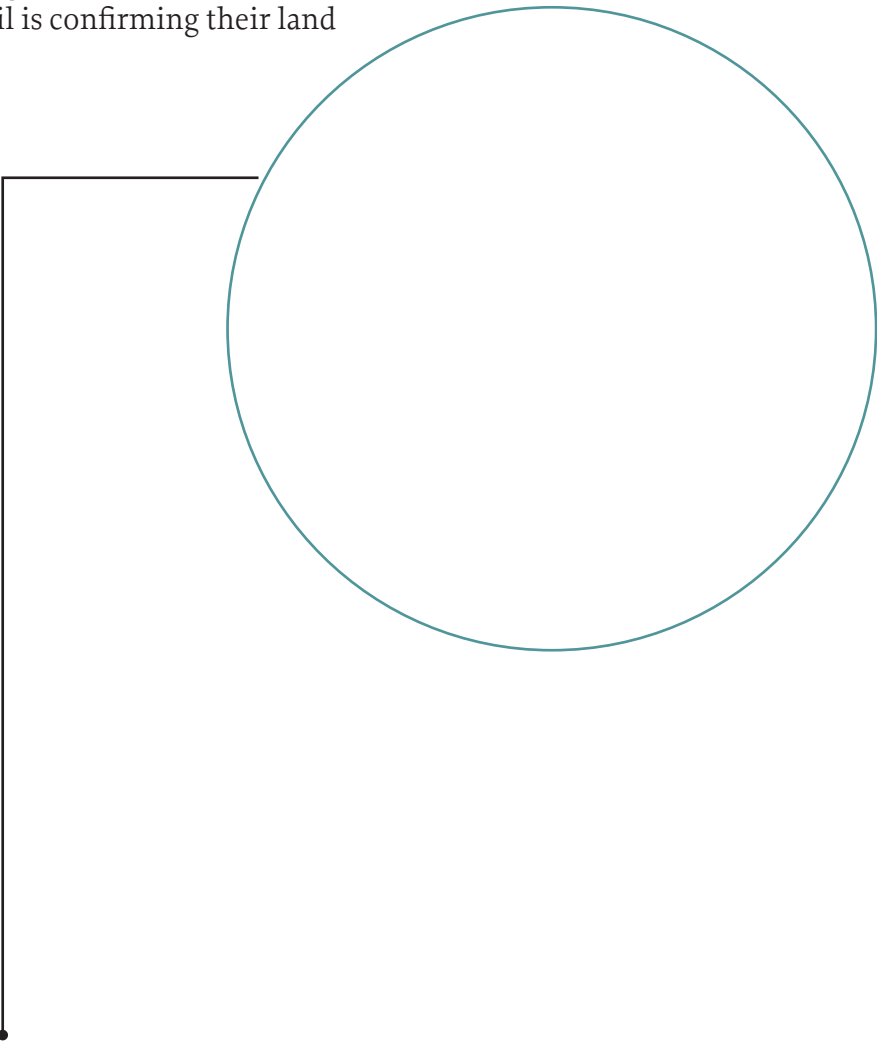
CHALLENGES:

- The land ownership provides the biggest challenge in this area. If the land is in the ownership of Network Rail, then a dialogue on the potential of a gateway and pedestrian access has already started.
- If it is not in the ownership of Network Rail, then the gateway and footpath may not be possible unless meaningful conversations with the existing landowner can be progressed.
- The topography in this area climbs steeply from the A205 to the level of the embankment adjacent to the railway. A survey will be needed and a 1:21 route will need to be created.

OPPORTUNITIES:

- A new pocket park can be created off of the A205 of create respite for pedestrians from this busy main road. This can be a resilient green space with sustainable urban drainage.
- A new signature gateway to the Grove Park District Park.
- A direct route for pedestrians and cyclists leading to Grove Park Station.

Note: there is conflicting data on land ownership in this area. The proposed route here is based on this stretch of land being in the ownership of Network Rail. Network Rail is confirming their land ownership in this area.



NORTHBROOK PARK AREAS (EARLY WIN SITE 7 A,B,C)

CHALLENGES:

- The land in this location is owned by Network Rail or long leaseholders to Network Rail so continued discussions with Network Rail is needed to unite this land with Northbrook Park and the wider District Park.
- An existing water course has been re-directed to form an angling pond, which is causing standing water at the interface with Northbrook Park. This watercourse will need to be analysed further and re-directed.
- Access and security for Network Rail will need to be provided in the re-design as well as access to the telecoms tower in this area.

OPPORTUNITIES:

- There is an opportunity to formalise an angling pond to introduce a new amenity in the park for the wider community. The ponds can have biodiverse marginal planting so it contributes to the ecology across the District Park.
- A new signature gateway to the Grove Park District Park from Northbrook Park.
- The watercourse and surface water drainage could feed a number of wetlands to create a new habitat at the interface with Northbrook Park and as a diverse habitat for the District Park. These features could also mitigate flooding by attenuating storm events.

**GROVE PARK NATURE RESERVE TO REIGATE ROAD
COMMUNITY PARK (EARLY WIN SITE 3, 4A-B)**

CHALLENGES:

- The Grove Park Nature Reserve is publicly accessible and leads to the Peace Pole and Railway Children Embankment. Further access is blocked by the housing development and the Network Rail Depot.
- Land to the south is in private ownership and also owned by Network Rail so access to Grove Park is restricted.
- Part of the Horse Meadow area is in private ownership, but this is a critical link for the Ringway Centre to access the Grove Park Nature Reserve.
- The bridge over the railway is accessed by stairs only and the bridge is unattractive and uninviting.

OPPORTUNITIES:

- A link to the north could connect the Grove Park Nature Reserve and Railway Children Embankment to Northbrook Park and the northern part of the District Park.
- A link to the south could be created to lead to Grove Park Station, subject to further discussions with Network Rail.
- A 1:21 graded route can be created on either side of the existing bridge to create an all-inclusive and more inviting route to link the Reigate Road Community Park to the Grove Park Nature Reserve and the wider District Park.

NORTHERN GATEWAY

CHALLENGES:

- The car park site at the southern end of the District Park is owned by Network Rail or long leaseholders. This site is also allocated for housing in the local plan.
- Pedestrian connections across Baring Road is not legible or pedestrian focused. This limits access to Chinbrook Meadows.

OPPORTUNITIES:

- A new signature gateway to the Grove Park District Park could be created at the existing but unused car park site. This can link directly to a new pedestrian and cycle connection leading to the Grove Park Nature Reserve, Northbrook Park and the wider district Park to the North.
- If a housing development comes forward on this site, a right-of-way easement should be written into the planning conditions to ensure the gateway and access can be retained.

Habitat analysis and proposals

Grove Park benefits from various habitat types that support a range of birds, animals and invertebrates. There is a potential to enhance the existing habitat alongside the creation of footpaths, seating and other areas for visitors to the District Park as part of the masterplan. These enhancements are primarily in the overgrown areas that have been inaccessible to people but are still young habitats that can still be influenced to establish more diversity and species rich areas to complement the older and established woodlands, scrublands and grasslands.

A The allotments are a valuable resource for the community and a rich nectar and food source for pollinating insects. We don't intend to make any changes here.

B-D The private land owned by the Austringer Estate could be further enhanced by bolstering the existing wetlands, wet woodlands and diversifying the grassland. If the land is compulsory purchased, this swathe of land would be ideal as the 'wild area' of Northbrook Park to support the mown amenity and recreational grass area of the park;

E Sites 7a-c offer a huge opportunity to transform an inert car park and compound into an interconnected area of wetlands and wet woodlands. If an angling pond is introduced here, the marginal planting around the swims can still offer significant habitat and ecologically rich planting. The brownfield meadow that connects the existing pond/wetland and the car park is largely opportunistic weed species that could be re-created in another location.

F The forest school will stay in the same location. The southern end is much more boggy in nature and will organically blend into the new wetland area.

G The grassland near the peace pole could be more vigorously managed to encourage more species diversity of grasses and invertebrates. There is evidence of course grasses beginning to take over, which needs to be managed to enhance the biodiversity and get the grass structure right. Yellow Rattle should be introduced to knock back the vigour of the grasses.

H The area immediately south of the Gable Close development is 15-20 years behind the nature reserve

but will establish to become a valuable woodland and scrubland habitat to extend the character of the nature reserve.

I-J The dense woodland on top of the mound and along the edge of the cemetery will stay wooded with pathways and clearings created to open up viewpoints. The rise in elevation can also be used as a natural ramp access to the crossing over the railway tracks. The meadow on the site's south side is in good condition and will be extended to the railway and through the gateway to Reigate Road to soften the entrance. The existing Railway Children's Walk will be removed and converted into meadow and grassland to blend into the new habitats.

K The Horse Meadow provides a great learning opportunity to extend the initiatives at the Ringway Centre. The ideal habitat for this area is a balanced mix of woodland, scrubland and open glades. There are no grasslands at the Ringway Centre, so the Horse Meadow could have bigger glades that sufficiently open the wild grasslands for educational studies.

The area between the allotments and the railway is at a tipping point, about to transition to scrubland. Some areas have good woodland cover, which should be protected. Some areas should allow natural selection to take different areas to woodland. Like the Peace Pole area, this is a southwest facing slope that could have more species rich grasslands and open glades that could be established by cutting back the tall herb and bramble areas to allow grasses to establish. Some areas will be kept less publicly accessible and catered to wildlife. Lastly, a wet area immediately west of the allotment should be utilised to enhance the variety of habitats in this area.

L Finally, the Network Rail car park near the bus station could be transformed into a temporary brownfield habitat using construction materials—crushed brick, sand, etc.—that provide a habitat for ground nesting invertebrates and can be oversown with a colourful and species rich meadow mix. This can be seen in the work of John Little. If housing comes forward here and this habitat is lost, it can be re-created elsewhere relatively easily.





A detailed topographic map of a mountainous region, rendered in white lines on a dark teal background. The map shows intricate contour lines, a central river valley, and various peaks and ridges. The text is overlaid on the right side of the map.

6 Early Win Sites + Key Gateways

Site 7a, 7b and 7c

Network Rail owned land accessed via Gable Close

Sites 7a-c are owned by Network Rail and consist of a car park and depot (7b), scrubland (7c), grassland and a watercourse with a fishing pond that is used by a community of local anglers (7a). There are many semi-mature trees on the site and a row of Leylandii trees on the eastern edge that conceals a garage access route and residential back gardens. A vehicular access route leads to a Network Rail building and operational area with additional car parking. Palisade fencing lines the access road and defines the perimeter of sites 7B and 7C.



A Entrance to Operational Hub area

B Watercourse, site (7a)

C Oak tree that was hit by a car and now protected

D Overview photo of site 7a and 7b

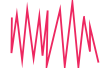
E Tall field of colourful weeds on site 7a

F Overflow supplies and storage lot, site 7b

Site Analysis 7a, 7b and 7c

The diagrams illustrate the existing condition, including trees, topography, footpaths and fencelines.



-  Network Rail Vehicular Access
-  Informal and Illegal Access Points
-  Site Access for Network Rail
-  Fence lines
-  Slopes
-  Noise



Testing the Waters

Could there be an Angler’s Club within the District Park?

Within the Network Rail ownership, on the plot of land described as site 7a, the watercourse has been diverted by an industrious and committed group of anglers who are trespassing to fish for carp. The pond continues to change shape and size as the anglers re-shape the pond. Considering that there is both the appetite for fishing and a group of resourceful anglers, we would like to explore the potential of introducing an angler’s club in the car park and depot under Network Rail’s ownership.

To do this, we propose re-locating the existing car park to site 7c, which is scrubland to the south of the car park. This would enable the existing road from Gable Close to serve Network Rail and the anglers. The sketch opposite illustrates this potential layout, which we explore further in the following pages. The two fishing ponds are sized based on the Oakley Road Fishery near Keston Common. Please refer to the next page for the layout of Oakley Road Fishery and a number of photographs illustrating how the angler’s club could look at Grove Park District Park.

The Oakley Road Fishery has a car park, cabin facilities, portable toilets, fishing swims, and a chicken run. It is open to the general public with a rod licensing fee described in the image opposite.

Further, we would like to explore how the angler’s club could generate an income to manage the club and contribute to the wider District Park.

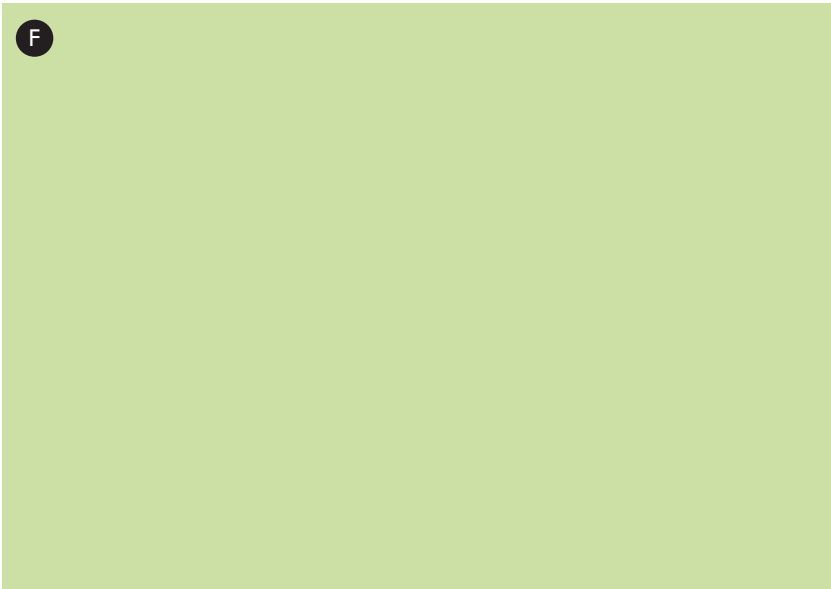
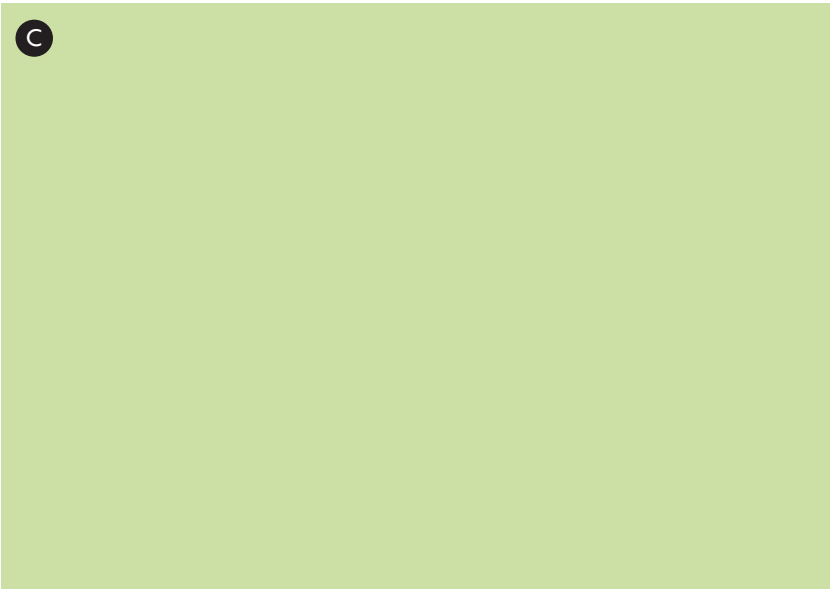
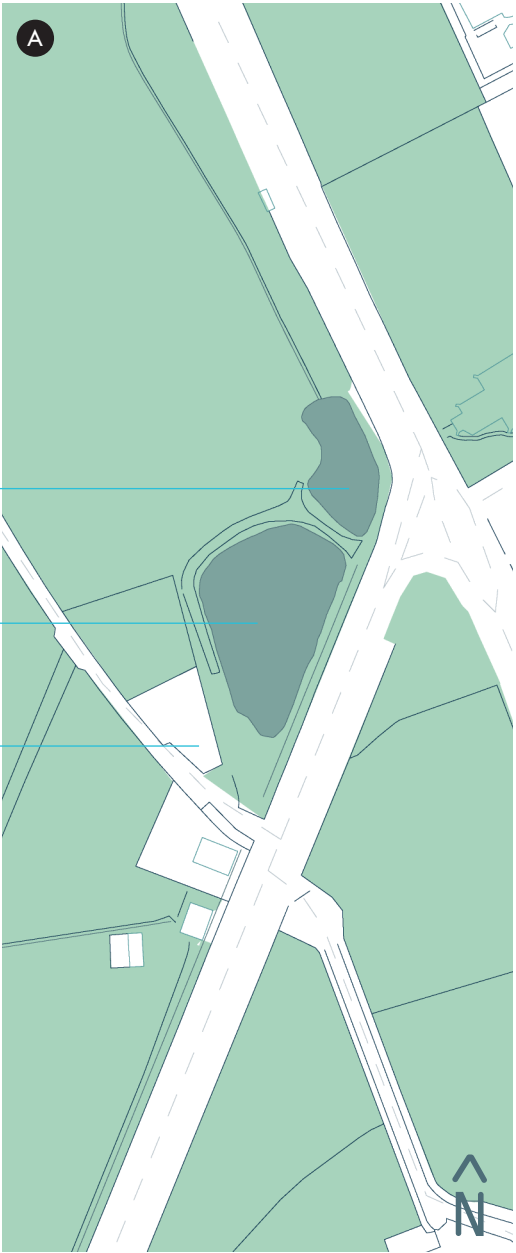
Initial sketch layout to test the scale and layout of Oakley Rd Fishery overlaid on the Network Rail site. Note that the existing car park has been moved to site 7c which can accommodate a similar number of car parking bays.

Angler’s Club Case Study:
Oakley Fishery, Keston

Smaller pond
Approx. 730 m²

Larger pond
Approx. 2,100 m²

Angling car park and
cabin facilities including
a chicken run.



^A Map of Oakley Fishing Ponds
^B Fishing Swim Set Within Reeds

^C Oakley Road Fishery, Large Pond
^D Price guide at Oakley Road Fishery
^E Oakley Road Fishery Facilities

^F Oakley Road Fishery Set Within a Woodland Area
^G Oakley Road Fishery, Small Pond for Children and Beginners
^H Oakley Road Fishery Chicken Run

Site 7a-c Options

Layout Options for Sites 7a-c

As described on the previous pages, we are exploring the potential for an angler’s club on sites 7a-c, which we would like to sit within a wider wetland and wet woodland strategy that connects sites 7a-c together as an ecological experience that will be unique to the District Park, as well as strengthening the connection and relationship with Northbrook Park near the Forest School. We envision this being a new gateway into the District Park from Northbrook Park, with a new path and board-walk system that will run adjacent to the dog run area at Northbrook Park.

The opposite diagrams show several options for how site 7a-c could be arranged. Our preferred option is Option 1 because it expands the footprint of the District Park without the access road separating the Angler’s Club from the District Park, as option 2 does. The National Rail car park is still designated for MOL and SINC, , even though it had been used for operational purposes previously. Such an approach with the proposed enhancements will be less impactful given the loss of SINC.



Option 1

Re-locate car park, add angling club where car park is, add new ponds to create wetland to extend into Northbrook Park.

- Gateway into wetland from Northbrook Park
- Boardwalks
- Angler’s Club building + Small car park
- Angling pond Same size as Oakley Rd Fishery
- New Network Rail car park with tree planting and rain gardens



Option 2

Keep the car park where it is, grassland where it is and put the anglers on the other side of the road (7c).



Option 3

Move the car park to 7c, convert the pond to a wetland and extend the grassland/park to the existing car park (no angler's club)



Design Precedents

Wetlands

Site 7a already benefits from the presence of existing water, which has been diverted illegally by trespassing anglers. However, this diversion has created an area of wet woodland around low-lying trees between Northbrook Park and site 7a.

Further investigation is needed, but our initial design thinking aims to return the current fishing pond into a more species-diverse wetland by removing the car park and introducing more species. We would also like to restore the existing watercourse that runs parallel to the railway tracks towards the A205. This could create an open stream similar to the Quaggy at Chinbrook Meadows.

In addition to the existing wetland and watercourse, we would like to extend the wetlands into the southeast corner of Northbrook Park near the Forest School. The wetlands, wet woodlands and watercourse could become invaluable educational facilities to teach children about nature, insects, birdlife and the wider web of the natural world.



¹ Batford Springs

² The Gathering Place, MVVA, Tulsa, OK, USA

³ Qunli National Urban Wetland, Turenscape, Haerbin City, China

⁴ The River Quaggy at Chinbrook Meadows allows people to engage with the water

⁵ The start of the Ravensbourne River at Keston Ponds

⁶ Bridge Crossing the River Quaggy in Chinbrook Meadows

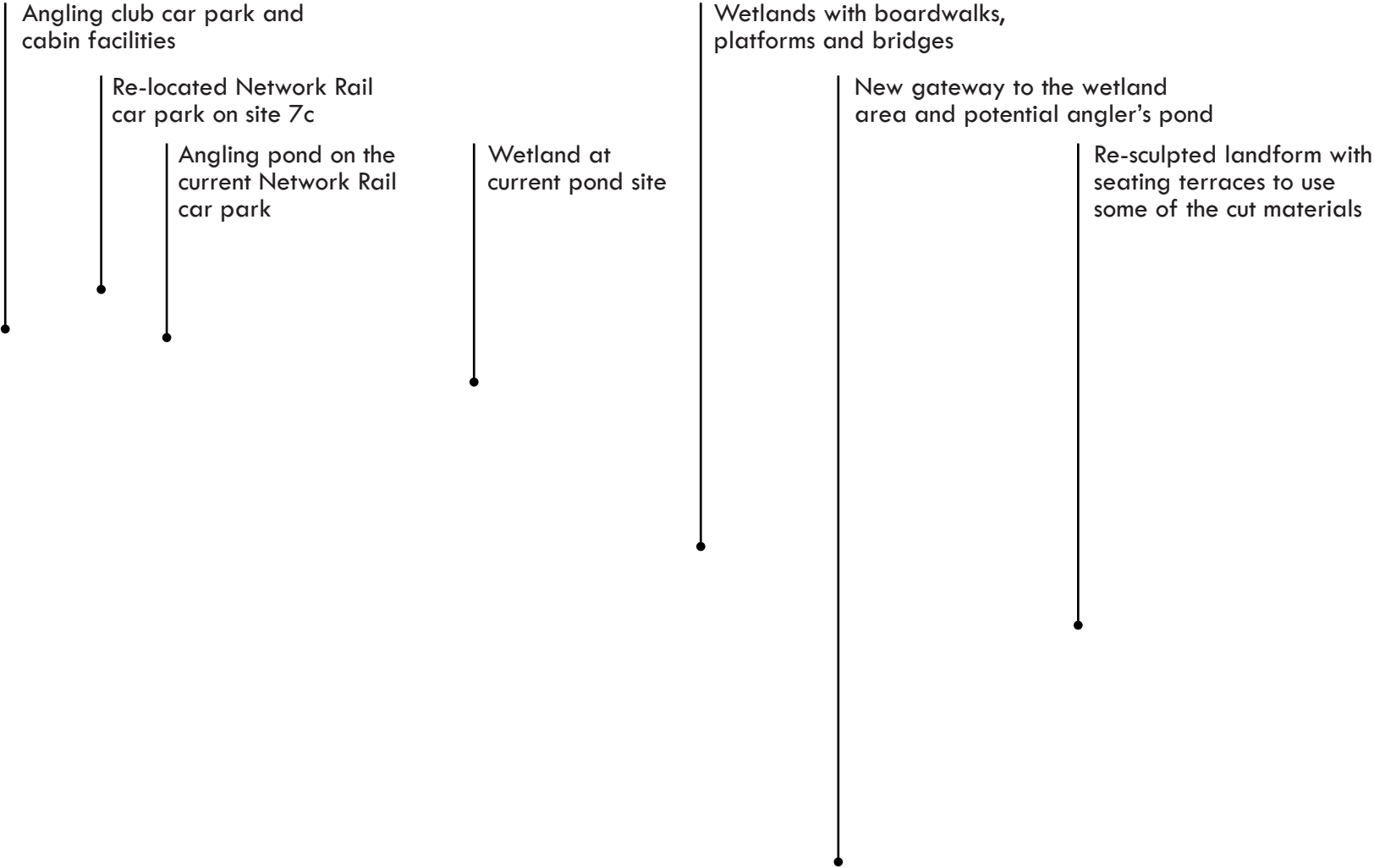


¹ Evergreen/Brick Works, Claude Cormier + Associes, Toronto, Canada

Gateways: Northbrook Park to the Wetlands

At the western end of the existing dog exercise area, there are the bones of a strong gateway that currently leads to the Forest School. The strong hedge and existing trees strengthen the sense of what could be a strong gateway into the current proposed wetland area and angler’s ponds for sites 7a-c.

The gateway here should be the same as the other gateways into the District Park so that it is recognisably a key entrance into the park. The features needed to define the gateway here are not as significant as some of the other gateways because of the existing landscape assets.





^A New gateway to the wetland area and potential angler's pond
^B Wetlands with boardwalks, platforms and bridges
^C Crushed gravel pathways around angling ponds to connect swims

^D Angling club car park and cabin facilities, scaled to a similar size to the Oakley Fishery
^E Re-located Network Rail car park on site 7c that includes the same amount of spaces as the existing car park

^F Current pond expands and becomes part of the wetland
^G Intersection between wetland and new linear pathway along railway

Site 3, 4a and 4b

Lewisham and Pheonix Housing owned land near Reigate Rd

Sites 3 is a mostly flat area with occasional grass mounds, a play area and Multi Use Games Area (MUGA) owned by Phoenix Housing. The space seems to offer very little to the local community, but has a potential for natural play.

Sites 4a and 4b are a mix of meadowland, scrubland and woodland. The Railway Children Walk leads from Reigate Road to the Network Rail pedestrian bridge that connects to Grove Park Nature Reserve and splits these two sites. The narrow path is overgrown and edged to the north (4b) by what is purported to be the beginnings of the on-ramp of the Ringway 2 motorway project, which creates a mounded topography that is overgrown and inaccessible. It is worth noting there are many burned-out cars hidden by brambles and trees. The northern side of the mound faces onto the Hither Green Cemetery, and a wide area has been disturbed by recent groundworks. There is a culverted watercourse northeast of the mound, which we would like to daylight.

Site 4a has been seeded with a meadow and provided a pleasant open area and informal route. There is a mature Hazel tree that will be celebrated as part of the masterplan. The southern edge of site 4a meets residential housing, so this should be planted with buffer planting to provide privacy to the residents, which could create a foraging habitat. An impressive Oak tree marks the entrance to the site from Reigate Road.



^A Historic Hazel tree along Railway Children Walk
^B Field of grass within play area on Reigate Road
^C Overgrowth along Railway Childrens Walk
^D Wooded area between cemetery fence line and mound
^E Meadow on site 4a
^F Existing entrance from Reigate Road onto Railway Childrens Walk

Site Analysis 3, 4a and 4b

The diagrams illustrate the existing condition, including trees, topography, footpaths and fencelines.



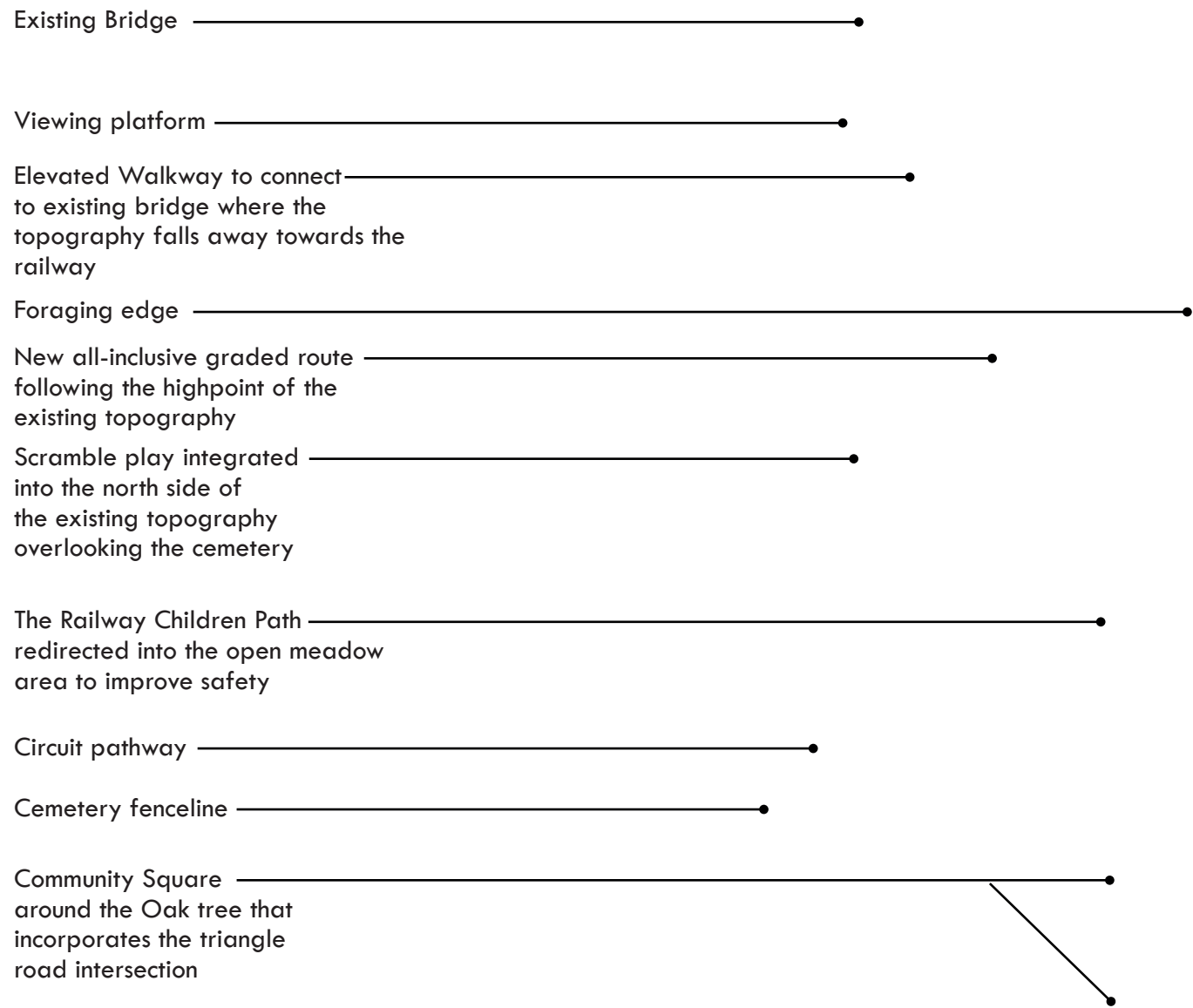
-  Access Points
-  Fence lines
-  Slopes
-  Noise
-  Mature Oak Tree

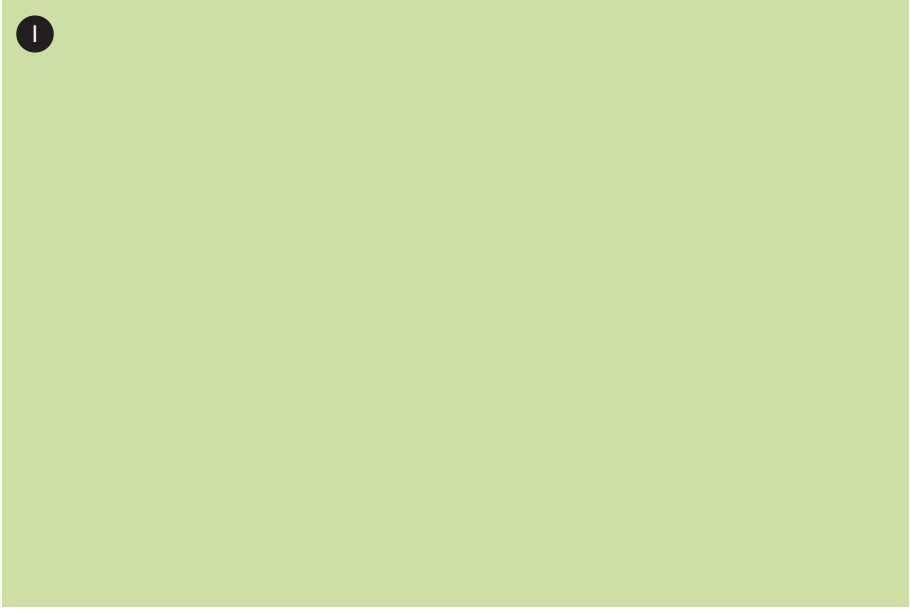
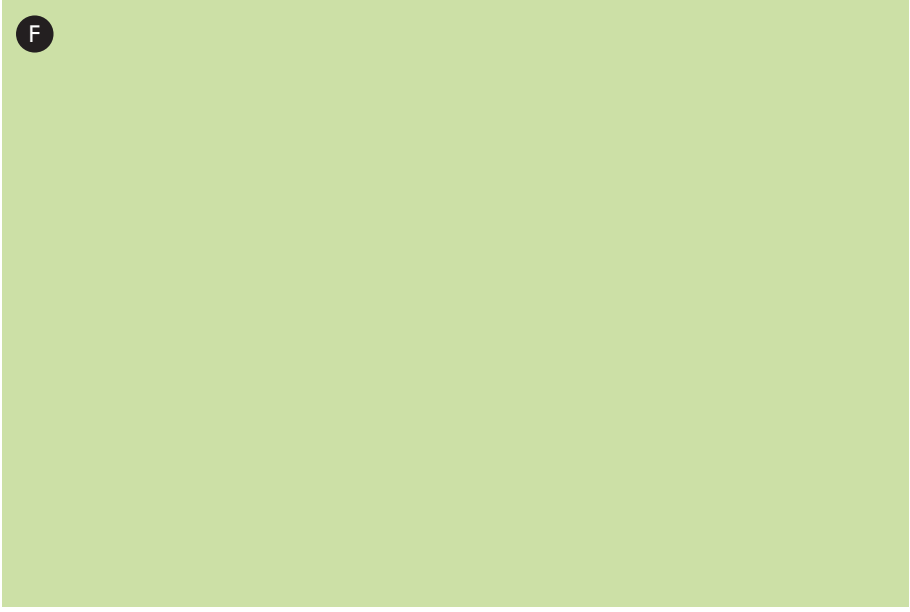
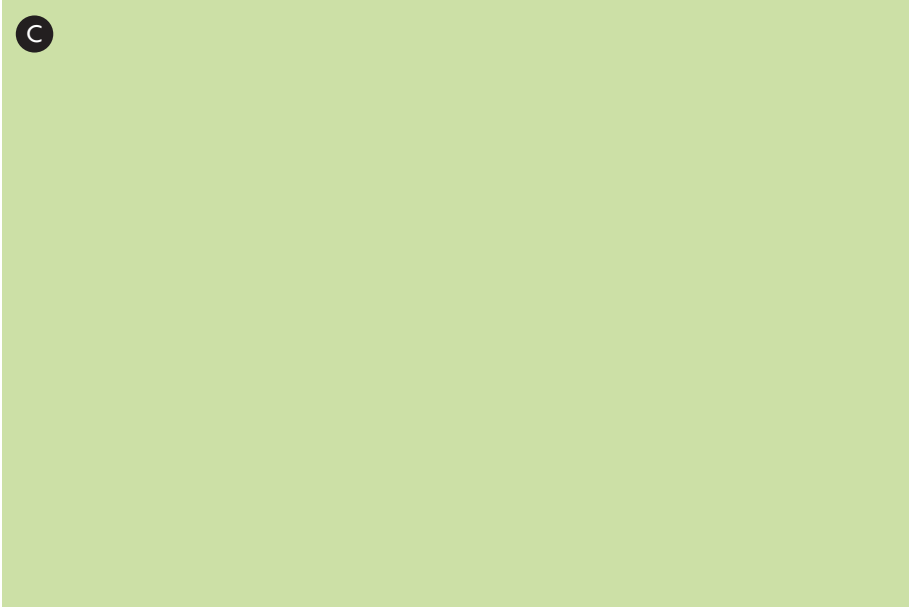


Proposal for Reigate Road Community Park

Site 3, 4a-b combined to create a space that is an ideal scale for a community park that can cater to a range of users and different activities. The plan opposite illustrates our initial proposal that does the following:

1. Utilises the topography to create an all-inclusive 1:21 graded route to connect to the bridge with look-outs at key locations;
2. Transforms the play area into a more imaginative play experience for different age groups using natural materials;
3. Extends the play experience to create a Scramble Play area on the north side of the existing topography to introduce slides, climbing ropes and other elements that take advantage of the level change;
4. Introduce a community square around the old Oak tree at Reigate Road with seating, lighting and new paving;
5. Introduce a strong gateway to the District Park that reflects the other gateways and entry points into the wider District Park;
6. Re-directs the Railway Children Walk through the meadow area to make the footpath safer and expand the habitat where the old footpath was;
7. Create a foraging edge as a buffer planting area along the border of the residential area, which could include a variety of edible trees and shrub species.
8. Introduce a loop footpath around the perimeter of the Community Park.





^A Landgangen, COBE, Esbjerg, Denmark
^B Landgangen, COBE, Esbjerg, Denmark
^C Qunli National Urban Wetland, Turenscape, Haerbin City, China

^D The Gathering Place, MVVA, Tulsa, OK, USA
^E Governor's Island, West8, New York City, New York, USA
^F Brockwell Park, LUC, London, UK

^G Burgess Park Gateway, LDA Design, London, UK
^H Sadovniki Park, LDA Design, Moscow
^I New Addington Square, Assemble, London, UK

Gateways: Reigate Road Community Park

Reigate Road is the existing western gateway leading to the bridge that connects to Grove Park Nature Reserve. This entrance lacks definition and is confused by the railings around the play areas and the overgrown Railway Children Walk.

The impressive Oak tree near Reigate Road could be utilised as a key feature to create a modest community square and mark the beginning of the gateway to the site. Two footpaths allow visitors to access the Network Rail pedestrian bridge to access Grove Park Nature Reserve.

The first route proposes to re-direct the Railway Children Walk through the meadows space to make this footpath safer with better site lines and ways of escape. This would allow the existing Railway Children Walk to be filled in and absorbed into the habitat of the adjacent landform.

The second route will introduce a gentle 1:21 graded route through the existing trees and scrubland on top of the landform and a new bridge section to link the top of the landform with the existing bridge. Along this route, several lookouts are proposed to allow visitors distant borrowed views north towards London over the cemetery, west to Grove Park Nature Reserve and south to the ancient woodland. This new path and lookouts would be visible from the gateway and would act as a destination to pull people into this community park and further into the Grove Park Nature Reserve and District Park.



Potential to enhance the existing play area with more natural play features and planting

New perimeter loop formed around the edge of the community park

1:21 graded route to create all-inclusive access to the existing bridge

Existing Network Rail footbridge

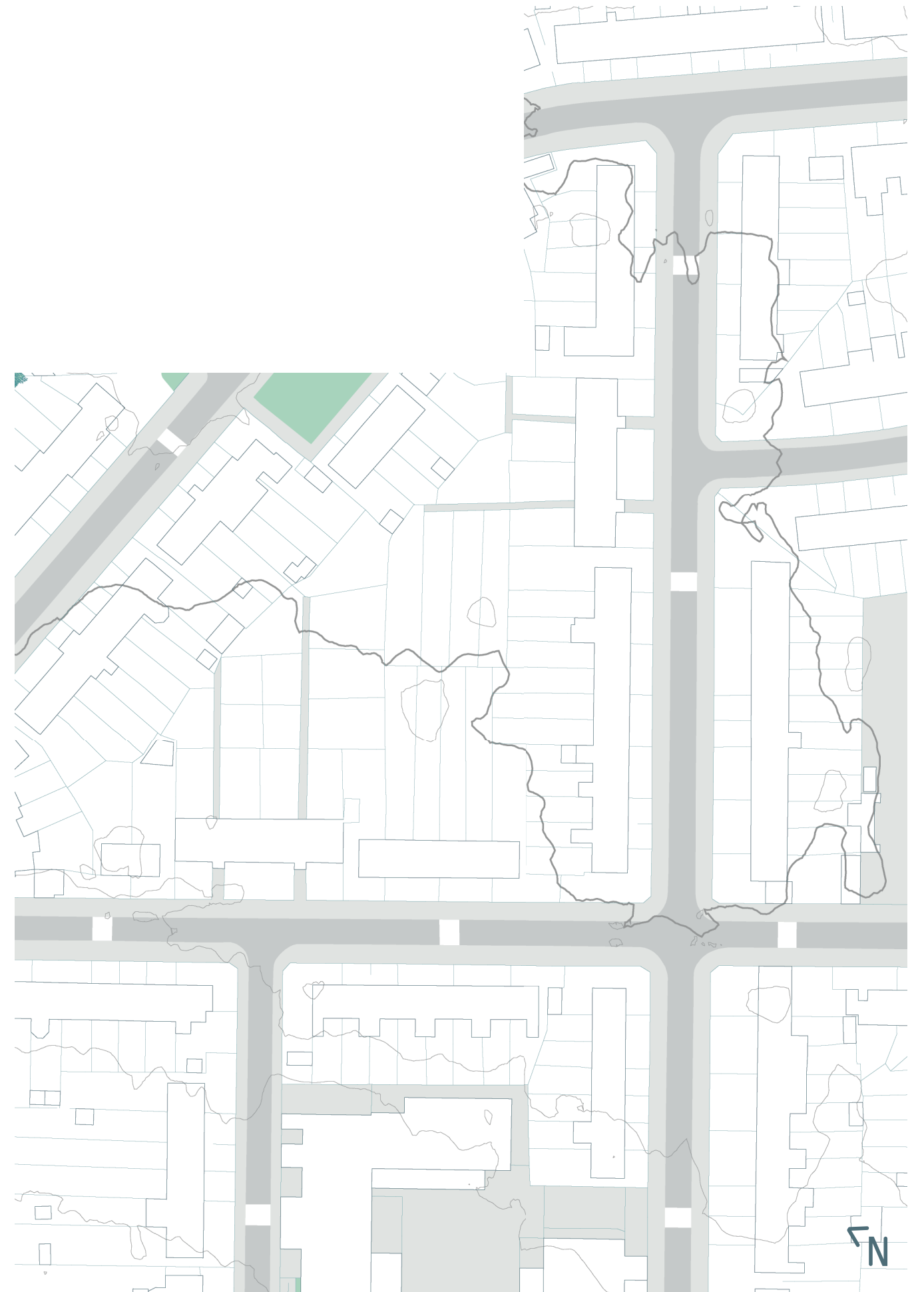
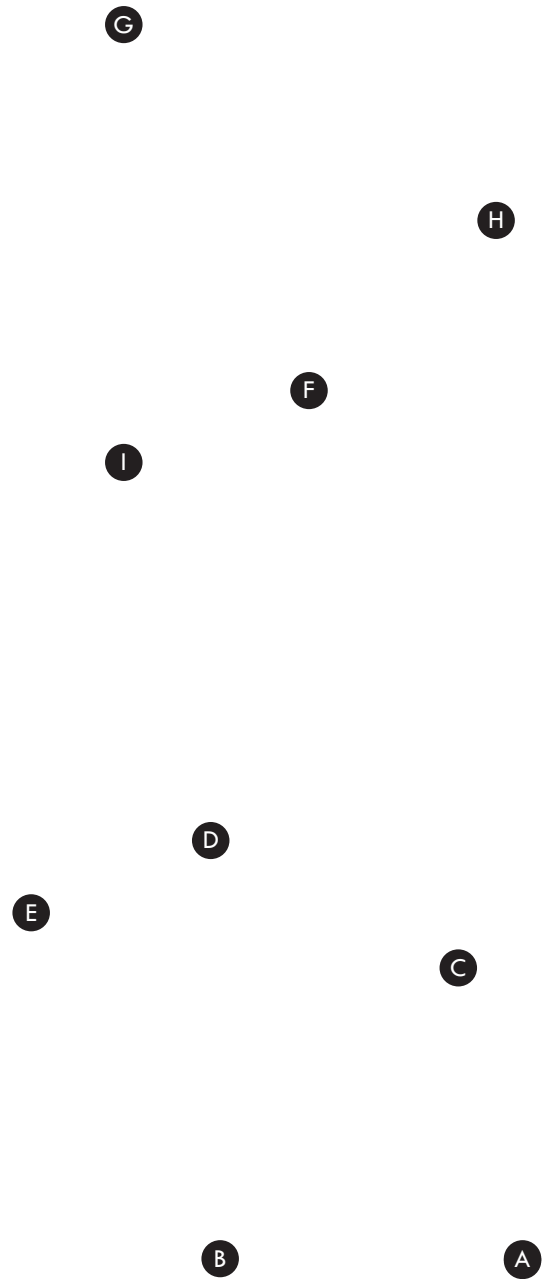
Look-out point towards the ancient woodland

Gateway entry

New community square with railings remove to improve accessibility

Re-directed Railway Children's Walk through the meadow area

Extend meadow planting across Reigate Road to improve biodiversity.



^A Extend meadow planting across Reigate Road to improve biodiversity

^B Potential to enhance the existing play area with more natural play features and planting

^C New community square with railings remove to improve accessibility

^D 1:21 graded route that sweeps through the trees to create all-inclusive access to the existing bridge

^E New perimeter loop formed around the edge of the community park

^F Look-out point towards the ancient woodland

^F Connection to existing Network Rail footbridge - the elevated walkway creates a bridge moment over the perimeter loop on the ground

^G Culverted watercourse is revealed and incorporated into the meadow around the mound

^H Play elements, such as slides and rock scrambles, added along perimeter loop to celebrate the mound and existing topography

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EXISTING

- RETAINED SPORTS COURT
- EXISTING RAILWAY OVERPASS
- RETAINED FENCE

HARDWORKS

- PAVING TYPE 01: CHELMER VALLEY BRICK PAVING BY CHELMER VALLEY OR SIMILAR APPROVED. 210mm X 100mm X 50mm. TOTAL AREA 657 sq. m
- PAVING TYPE 02: RESIN BOUND GRAVEL SURFACING TO FOOTPATHS BY SURESET OR SIMILAR APPROVED. TOTAL AREA 1314 sq. m
- PAVING TYPE 03: SURFACE DRESS TARMAC BY TARMAC OR SIMILAR APPROVED. TOTAL AREA 204 sq. m
- PAVING TYPE 04: CHELMER VALLEY BRICK. 210mm X 100mm. BY CHELMER VALLEY OR SIMILAR APPROVED. TOTAL AREA 16 sq. m
- PAVING TYPE 05: SAFETY SURFACE TO PLAY AREA. TOTAL AREA 1408 sq. m
- PAVING TYPE 06: REINFORCED RUBBER MATTING TO SLOPED PLAY AREA. TOTAL AREA 221 sq. m
- LOOKOUTS: ELEPHANT GRATING GRILLE ON STEEL SUPPORTS. TOTAL AREA 121 sq. m
- RAMP: ELEPHANT GRATING GRILLE ON STEEL SUPPORTS. TOTAL AREA 43 sq. m
- DECULVERTED WATERCOURSE. TOTAL AREA 53 sq. m
- FENCE. TOTAL LENGTH 56 m + 5.5 m GATES
- WIRE POST BALUSTRADE. TOTAL LENGTH 203 m
- CONCRETE RETAINING WALL WITH INLET/OUTLET TO CULVERTED WATERCOURSE. TOTAL LENGTH 46 m
- PAVING TYPE 07: CORDUROY TACTILE PAVING TO STAIRS AND CROSSINGS. TOTAL AREA 44 sq. m
- SLOPE TO WATERCOURSE WITH A 3:1 INCLINE

FURNITURE

- PICNIC TABLE
- PLAYGROUND EQUIPMENT
- NATURE PLAY AND OBSTACLE COURSES
- TIMBER SEATING. TOTAL LENGTH 38 m
- GATEWAY STRUCTURE TO REIGATE SITE ENTRANCE. TOTAL LENGTH 32 m

SOFTWORKS

- EXISTING TREES
- PROPOSED TREES

REV.	DESCRIPTION	APP. DATE
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LDADesign

PROJECT TITLE
Grove Park District Park Masterplan

DRAWING TITLE
REIGATE SITE 03, 4A-4B HARDWORKS
GENERAL ARRANGEMENT PLAN

ISSUED BY	London	T: 020 7467 1470
DATE	NOV 29	DRAWN AB
SCALE@A1	1:500	CHECKED SM
STATUS	Final	APPROVED CI

DWG. NO 8484-LDA-GP-XX-DR-LA-1002

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources Ordnance Survey



- SOFTWORKS**
- EXISTING GREENSPACE
TOTAL AREA 4571 sq. m
 - MEADOW AREA
TOTAL AREA 2041 sq. m
 - ORNAMENTAL HEDGE PLANTING
TOTAL AREA 44 sq. m
 - EDIBLE HEDGE PLANTING
TOTAL AREA 793 sq. m
 - WOODLAND PLANTING MIX
TOTAL AREA 2282 sq. m
 - STREET PLANTING MIX
TOTAL AREA 392 sq. m
 - PLANTED SLOPE TO WATERCOURSE
TOTAL AREA 237 sq. m
 - LAWN
TOTAL AREA 623 sq. m
 - EXISTING TREES
 - PROPOSED TREES

LD A DESIGN

PROJECT TITLE
Grove Park District Park Masterplan

DRAWING TITLE
REIGATE SITE 03, 4A-4B SOFTWORKS
GENERAL ARRANGEMENT PLAN

ISSUED BY	London	T: 020 7467 1470
DATE	NOV 22	DRAWN AB
SCALE	1:500	CHECKED SM
STATUS	Final	APPROVED CI

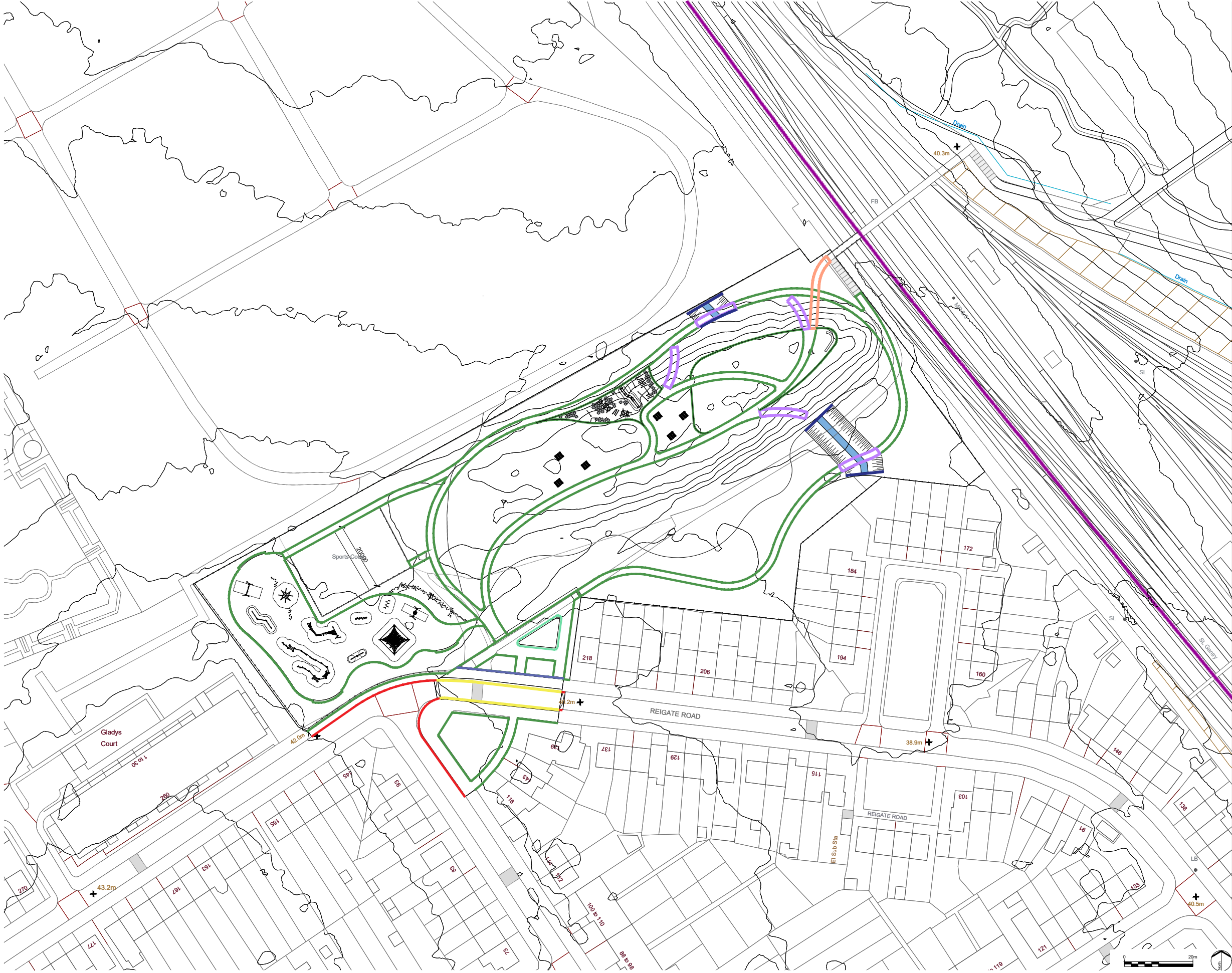
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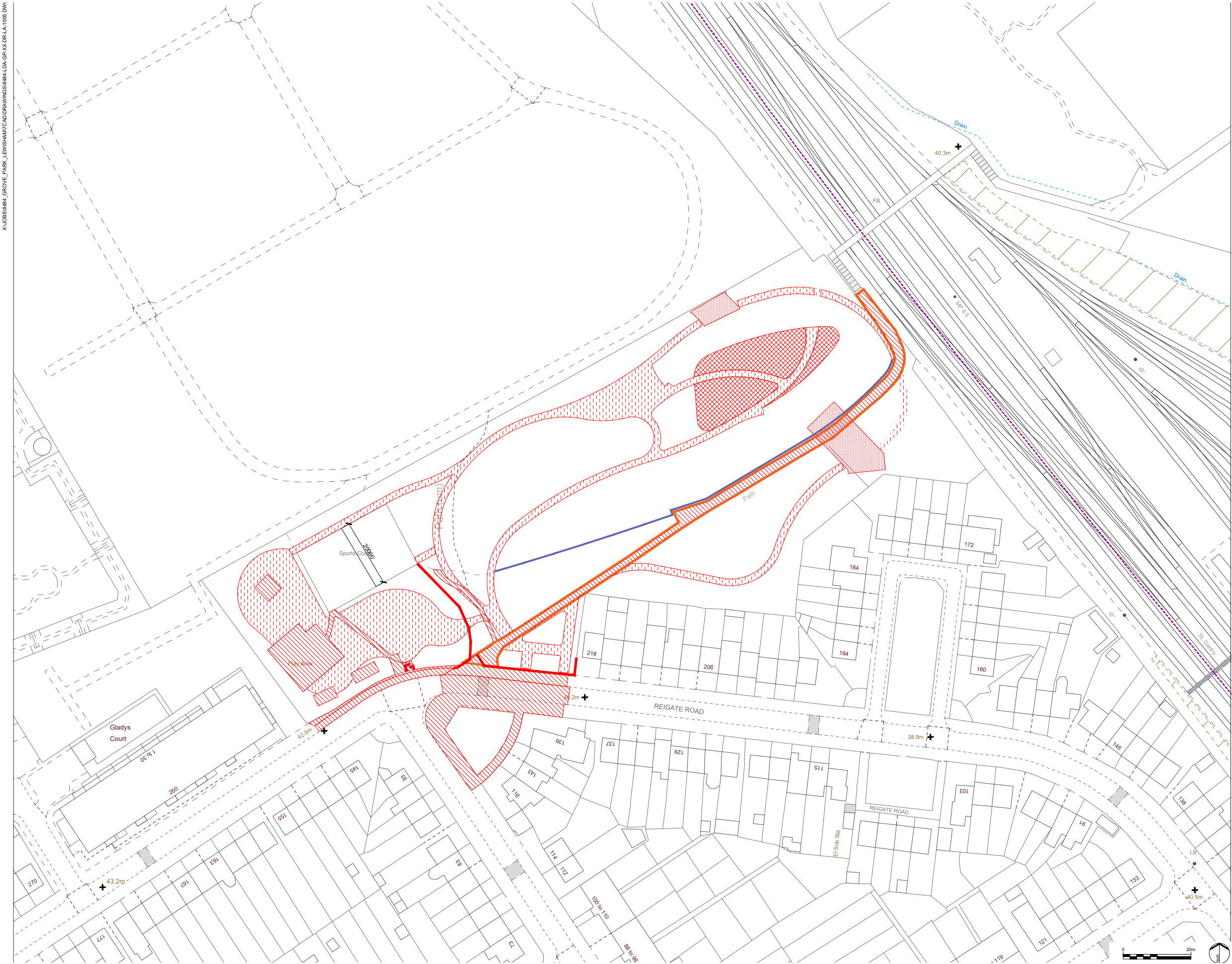
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Sources: Ordnance Survey

Softworks General Arrangement Plan

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- REMOVAL
- REMOVAL OF SURFACES LIKE ASPHALT, CONCRETE PAVERS OR RUBBER. TOTAL AREA OF 1611 sq. m
 - REMOVAL OF FENCING / BALUSTRADE. TOTAL LENGTH OF 81 lm
 - EXCAVATION OF CULVERTED WATERCOURSE. TOTAL AREA OF 314 sq. m
 - REMOVAL OF TOPSOIL AND EXCAVATION FOR HARD SURFACE INSTALLATION. TOTAL AREA OF 2637 sq. m
 - REMOVAL OF TOPSOIL AND PLANTING FOR LAWN INSTALLATION. TOTAL AREA OF 626 sq. m
 - EXTENTS OF EXISTING RAILWAY CHILDREN WALK PATHWAY WITHIN REIGATE SITE. TOTAL AREA OF 518.6 sq. m. TOTAL LENGTH OF 182.6 lm
 - APPROX EXTENTS OF EXISTING STONE WALL TO RAILWAY CHILDREN WALK PATHWAY WITHIN REIGATE SITE 136.8 lm

REV.	DESCRIPTION	APP. DATE
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LDA DESIGN

PROJECT TITLE
Grove Park District Park Masterplan

DRAWING TITLE
REIGATE SITE 03, 4A-4B REMOVALS
GENERAL ARRANGEMENT PLAN

ISSUED BY	London	T: 020 7467 1470
DATE	NOV 22	DRAWN AB
SCALE	1:500	CHECKED CI
STATUS	Draft	APPROVED CI

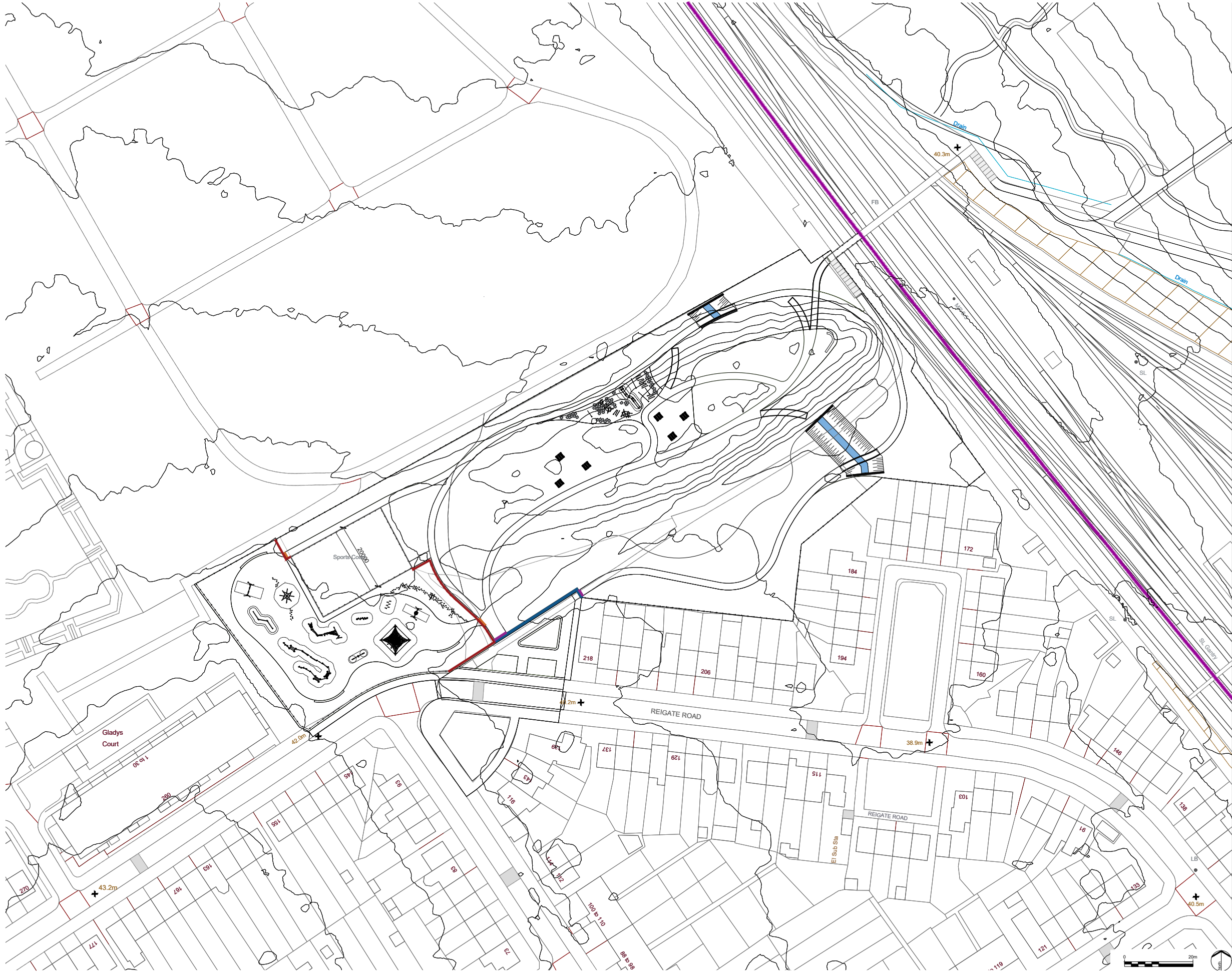
DWG. NO 8484-LDA-GP-XX-DR-LA-1005

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources: Ordnance Survey

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FENCING

- FENCE TO PLAYGROUND, 1.1 m HEIGHT, TOTAL LENGTH 56 m
- GATES TO PLAYGROUND, TOTAL 2 GATES, 2 m AND 2.5 m WIDE
- GATEWAY STRUCTURE TO REIGATE SITE ENTRANCE, 3m HEIGHT, TOTAL LENGTH 32 m
- GATES TO GATEWAY STRUCTURE, TOTAL 2 GATEWAYS, 4.5 m AND 2 m WIDE

REV.	DESCRIPTION	APP. DATE
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LDADesign

PROJECT TITLE
Grove Park District Park Masterplan

DRAWING TITLE
REIGATE SITE 03, 4A-4B FENCING
GENERAL ARRANGEMENT PLAN

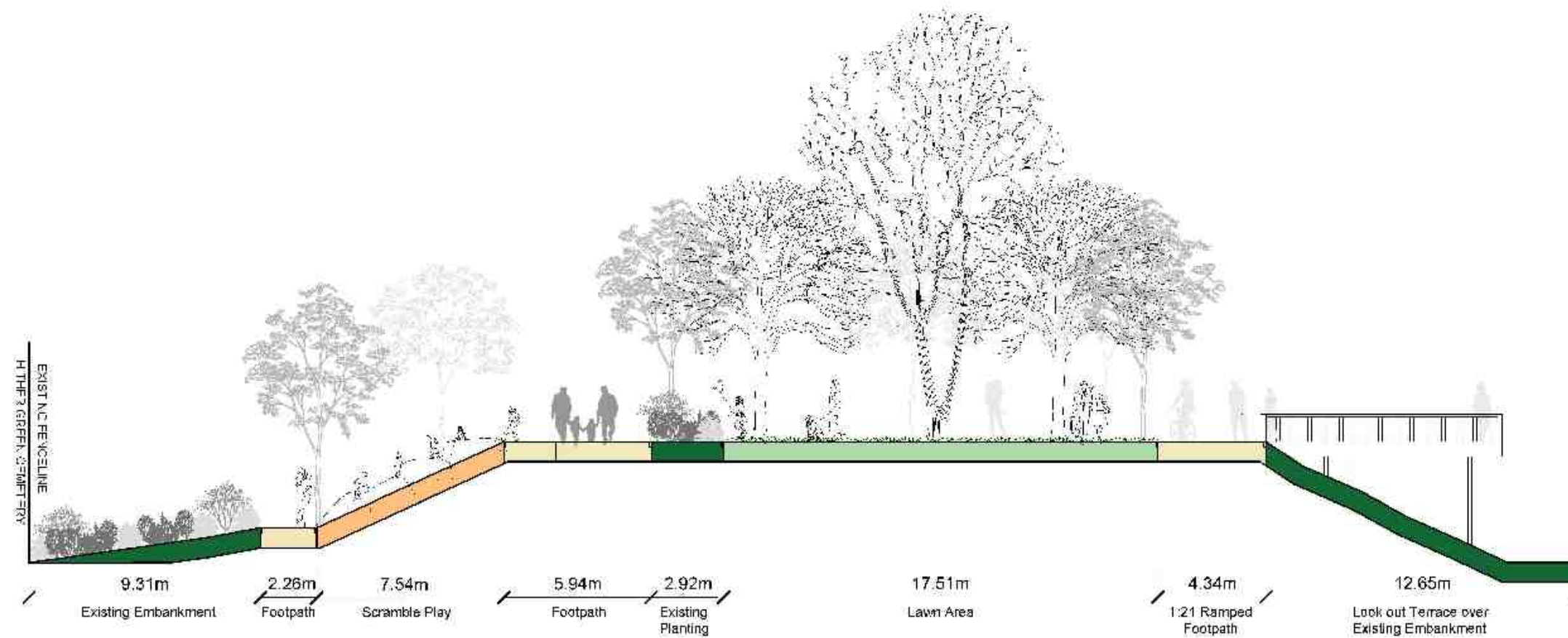
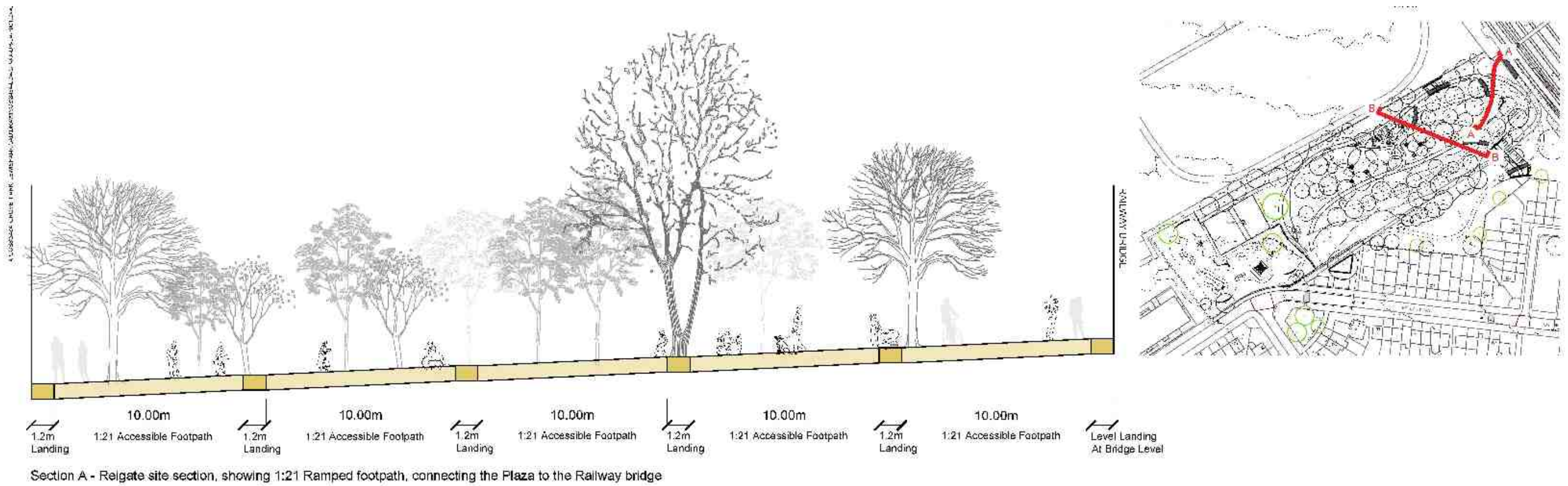
ISSUED BY	London	T: 020 7467 1470
DATE	NOV 29	DRAWN AB
SCALE@A1	1:500	CHECKED SM
STATUS	Final	APPROVED CI

DWG. NO 8484-LDA-GP-XX-DR-LA-1006

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Area measurements for indicative purposes only.

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Sources: Ordnance Survey



DATE: 10/11/2023

LD A DESIGN

Project Name:
Grove Park District Park Wayfinding

DESIGN INTENT SECTIONS FOR
REIGATE ROAD PARK, 401-403 SILENT

DATE:	10/11/2023	PROJECT NO:	2023-01-01
BY:	LD A DESIGN	DESIGNED BY:	LD A DESIGN
SCALE:	1:100	CHECKED BY:	LD A DESIGN
APP. NO.:	001	APP. NO.:	001

PROJECT NO: 2023-01-01

PROJECT NAME: Grove Park District Park Wayfinding

PROJECT LOCATION: Reigate Road Park, Reigate, Surrey

PROJECT STATUS: Design Intent

PROJECT DATE: 10/11/2023

PROJECT DRAWN BY: LD A DESIGN

Gateways: Baring Road

The existing entrance into Grove Park Nature Reserve is discreetly signposted and could make more of a statement for people walking and driving on Baring Road especially since this is the historic route to the other side of the railway. A dense green hedge to the north should be retained to support a new signature gateway.

The footpath meets the entrance to the residential car park and the bin store, which interrupts the continuity of the arrival experience into Grove Park Nature Reserve. Considering a better treatment of the bin store will also strengthen the arrival experience.

New evergreen hedge and tree planting to improve the relationship to the existing car park. The pedestrian surface should be repaved in surface dressed tarmac

New signature gateway to mark the entrance to the District Park and Nature Reserve on Baring Road. This gateway should match the other entrances to unify the park.



A

B

C

D



^A Opportunity to enhance the visibility of the gateway into the Nature Reserve with a signature feature that unites all of the entrances
^B Improve the public footpath and visitor experience at the interface with the car park

^C Improve the visitor experience along the length of the footpath
^D Intersection between new path along railway, Grove Park Nature Reserve, and the enhanced Railway Children Walk to Reigate Road

Gateways: Grove Park Bus Station

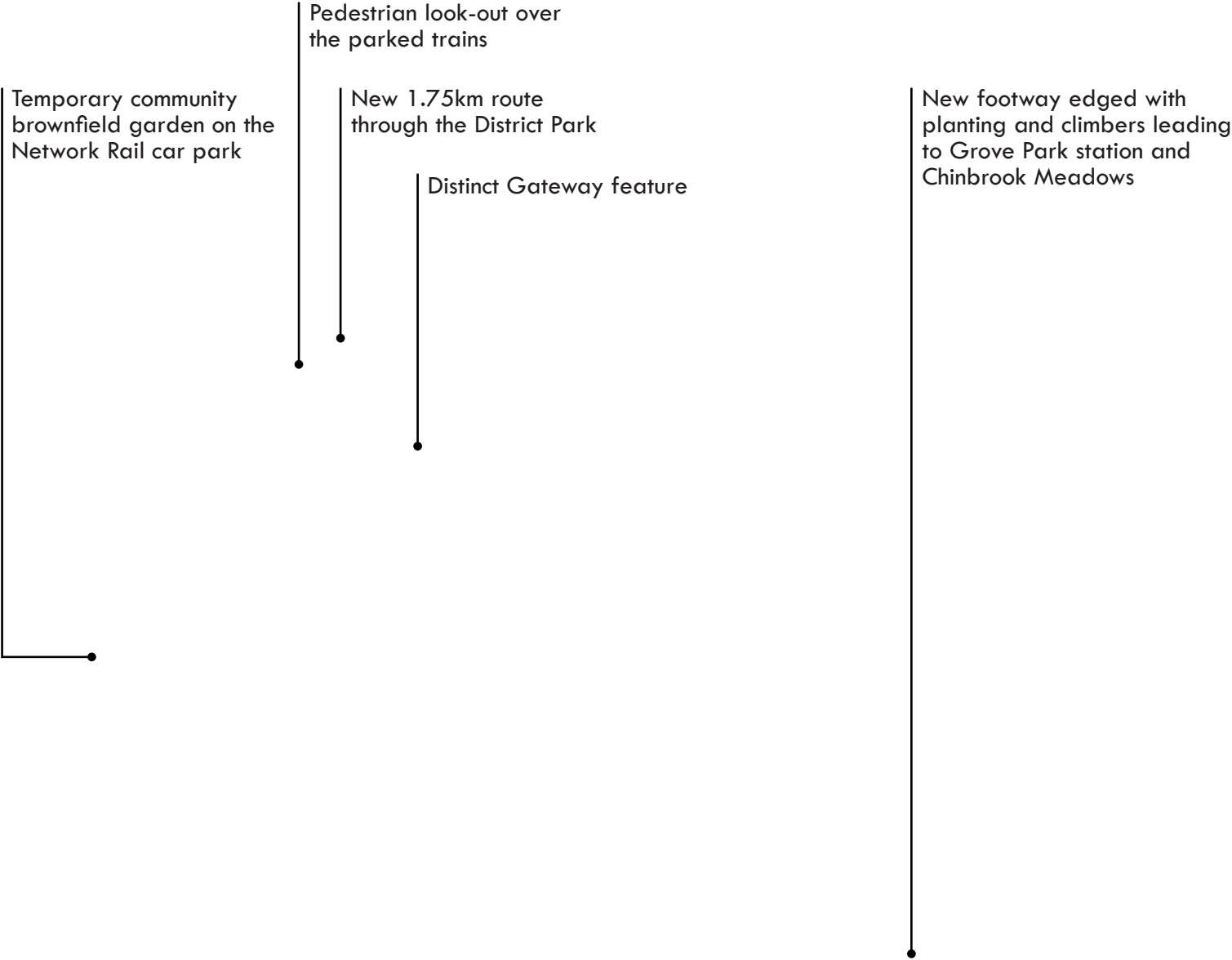
There is a significant opportunity to create a new gateway into the District Park at the southern end of the site near the existing bus station and petrol filling station. An existing footpath leads to a Network Rail car park, which could be converted into a rich and beautiful meanwhile garden before the site’s future use is determined. This could be an experimental brownfield habitat using sand, crushed brick and other building materials, as seen at John Little’s garden in the images below. The car park is an allocated site in the local housing plan, but there are no plans, and the car park is still owned by Network Rail.

Should a development proposal come forward, a public right of way (minimum 6m wide) between the development and the petrol filling station would create a strong and inviting gateway into the District Park.

New fences would need to be implemented to give Network Rail secure access to the large depot at the end of the road.

The eastern edge of the other car park should be planted with trees and understory planting to block views of cars and provide a sense of the parkland extending into this area.

Finally, strong pavement treatment should direct pedestrians across Baring Road to Chinbrook Road to allow people to access Chinbrook Meadows. Playful, bright and robust wayfinding features should strengthen the visible continuation of the route across Baring Road and Chinbrook Meadows.



Example of temporary brownfield habitat





^A Pedestrian look-out over the parked trains

^B Distinct Gateway feature welcoming people to the new linear path along the railway

^C Temporary community brownfield garden on the Network Rail car park

^D Existing car park for Network Rail stays fenced with a green edge added to soften the border along the new entrance to the public pathway

^E Enhanced crossings for pedestrians to safely cross the busy Baring Road.

^F New wayfinding introduced to create a clear link to Chinbrook Meadows, Elmstead Woods, and beyond

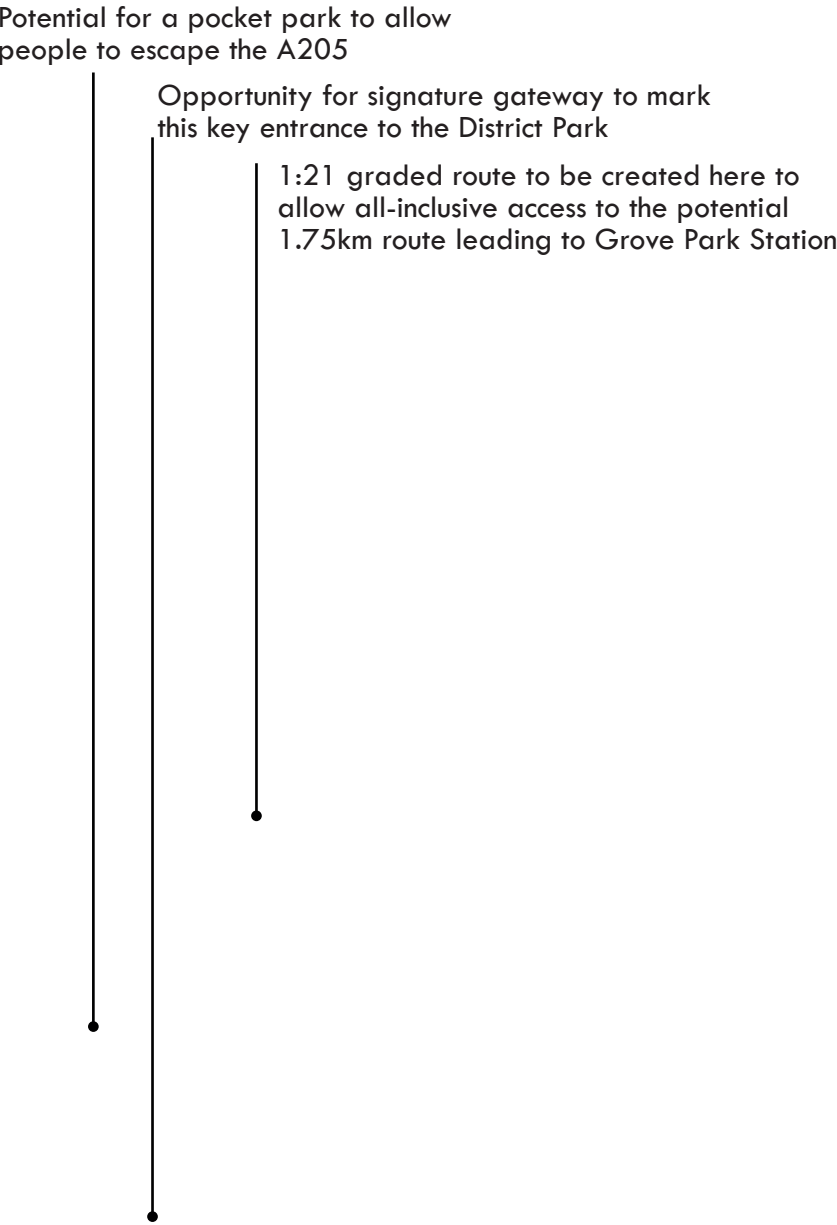
Gateways: A205

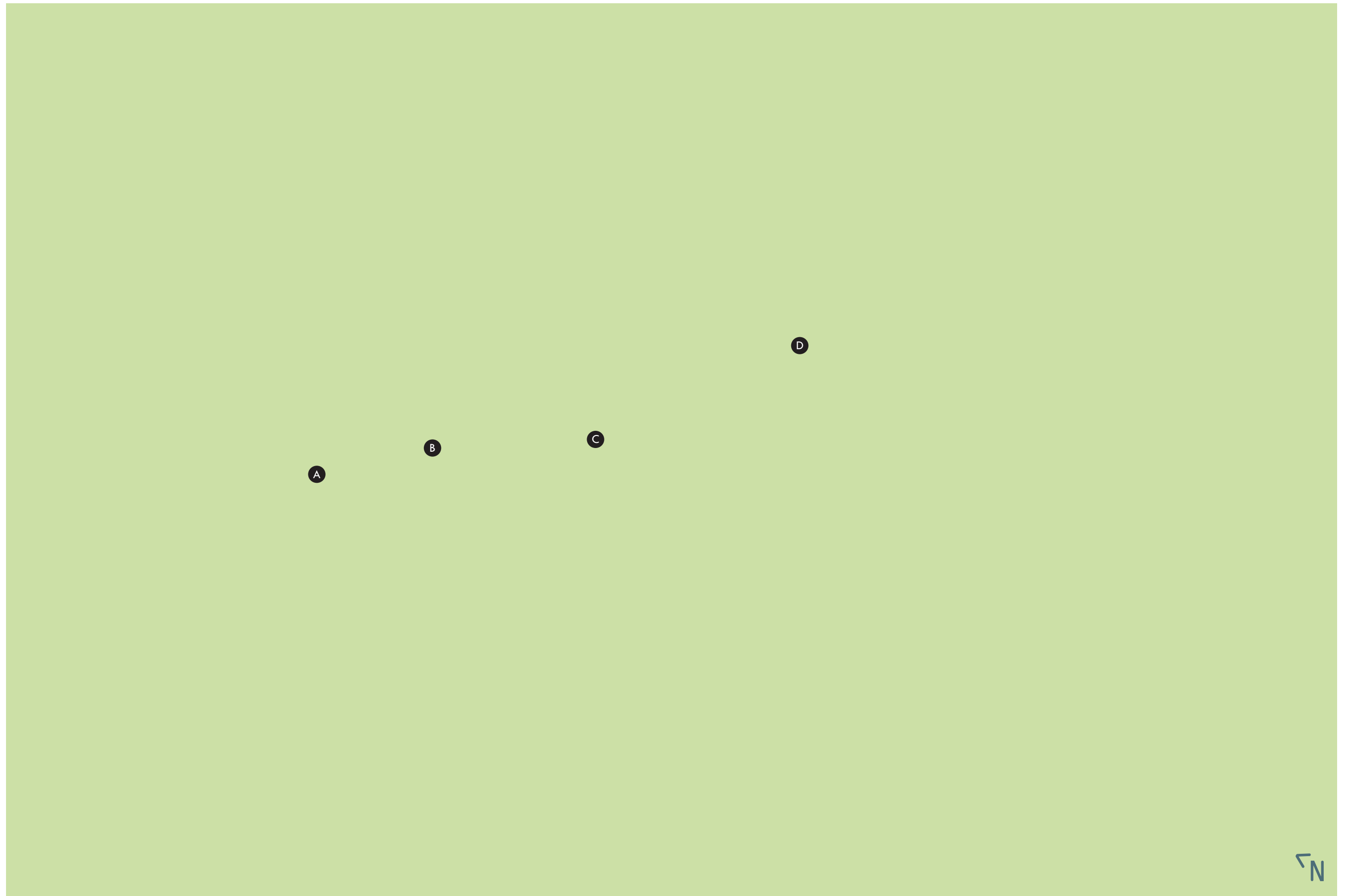
Northern Entrance

The northern gateway to the District Park, at the interface of the A205, is a key entrance to creating a linear route along the railway to unify the various habitats. The site sits within Network Rail’s land ownership and is a mix of woodland and scrubland.

It is a harsh interface, dominated by traffic, so we envision creating a pocket park to allow pedestrians to escape into before picking up the 1:21 graded route that will weave through the District Park to get to Grove Park station.

At the immediate interface with the A205, we envision a strong gateway presence that unifies this entrance with the other entrances to the District Park.





^A Opportunity for signature gateway to mark this key entrance to the District Park

^B Potential for a pocket park to allow people to escape the busy A205

^C New cohesive wayfinding at key points that lead visitors through the District Park

^D 1:21 graded route to be created here to allow all-inclusive access to the potential 1.75km route leading to Grove Park Station

