

---

# THE COCKPIT

NEWSLETTER OF THE CHISLEHURST RESIDENTS' ASSOCIATION

---

FOUNDED 1934    MEMBERSHIP 3,500    REGISTERED WITH THE CIVIC TRUST

*The Cockpit, on Chislehurst Common, has been the traditional meeting place for Chislehurst people on all great occasions from time immemorial.*

---

No. 35

December 1981

---

## SCADBURY PARK

---

### Residents say 'No' to golf course

The fate of Scadbury is yet to be decided. Our August issue announced that we were seeking the views of members and non-members on the proposed golf course. We had an excellent response to our survey, and overwhelmingly residents made it clear that they did not want to see Scadbury developed, but retained as it now is: Green Belt land.

Whilst our exercise was still in progress, news reached us of the Ministry of Agriculture's strongly worded recommendation to the LBB to refuse permission for this proposed development saying that as the land is generally good quality, it should be retained for farming use.

The Ministry indicated that they felt strongly enough about this matter to support this view should there be a public inquiry against an LBB decision to refuse.

We thank all those members who participated in our referendum, and we would remind all members that we welcome increased participation in issues which are of significance to the quality of life in our neighbourhood.

---

## CHISLEHURST STATION

---

At last renovation work has been started on the buildings of our long-established station. Commuters and nearby residents, many of whom have complained about the run down state of the buildings and their surroundings, will no doubt be pleased. How much British Rail can afford to spend on the much-needed renovation work is, at this time of writing, not known. We have written to the Divisional Civil Engineer to ascertain what exactly is intended in the way of a facelift. It is to be hoped that despite BR's financial problems, a thorough facelift will be carried out.

It may be of interest to readers to note that the railway was opened in Chislehurst in 1885 and that the population in 1861 was 1700.

---

## CHISLEHURST CONSERVATION AREA

---

Special report on inside pages

---

## COOKHAM DENE

---

The future of Cookham Dene continues to worry members as it has been empty for some time. The building itself is a Listed Building and can therefore be considered reasonably safe from redevelopment. The main concern is for the large area of surrounding land, containing many beautiful trees. Surprising as it may seem, the whole of this land is shown on the LBB's zoning maps as residential. Should the GLC offer the property to the Borough it is sincerely hoped that, despite financial limitations, money could be found to purchase the site and therefore safeguard this area adjoining the National Trust woodlands.

---

## BARHAM ROAD—HILL CLOSE

---

A few weeks ago our support was requested by residents of Hill Close who, since the recent completion of the Barham Road new development, have suffered a difficult parking problem. The complaint was that because of the increased number of access points on to the public footpath lying between Barham Road and Hill Close, residents in the new development had been encouraged to park their vehicles in Hill Close, which is a narrow road. It is our view that there is sufficient room in Barham Road for residents living in the new houses and flats to park their vehicles there and we have asked the Council for reinstatement of the fence which was taken down and for re-planting of trees on the bank. What was at one time a touch of rural atmosphere in a fairly densely-populated area, has been sadly impaired.

---

Chairman:  
A. T. C. JONES  
(01-467 2796)

Vice-Chairman:  
H. BLANDFORD-BAKER

Secretary:  
Miss S. SPENCE

Treasurer:  
W. A. PAGE

Editor:  
P. A. TURNER

---

# CHISLEHURST CONSERVATION AREA

## CRA recommend enlargement

The CRA, as a local amenity society, recognised by and affiliated to The Civic Trust, sets a very high priority on its work of preserving the natural beauty and unique character of Chislehurst.

The Green Belt Act of 1938 was introduced in order to prevent continuous urban sprawl into the countryside. Large areas of Chislehurst are designated as 'Green Belt'.

By 1967, it became clear that certain areas needed additional protection, and the Civic Amenities Act was introduced making it the duty of local authorities to give additional safeguards to areas of special interest by designating them 'Conservation Areas'.

A Conservation Area is intended **to enhance** as well as preserve the environment. It strengthens the Council's ability to prevent undesirable development, it protects many buildings, and trees, (without the need for specific preservation orders) and restricts certain types of advertising signs.

Chislehurst was the first 'Conservation Area' named by our Council, although not all of the area suggested by the CRA was included.

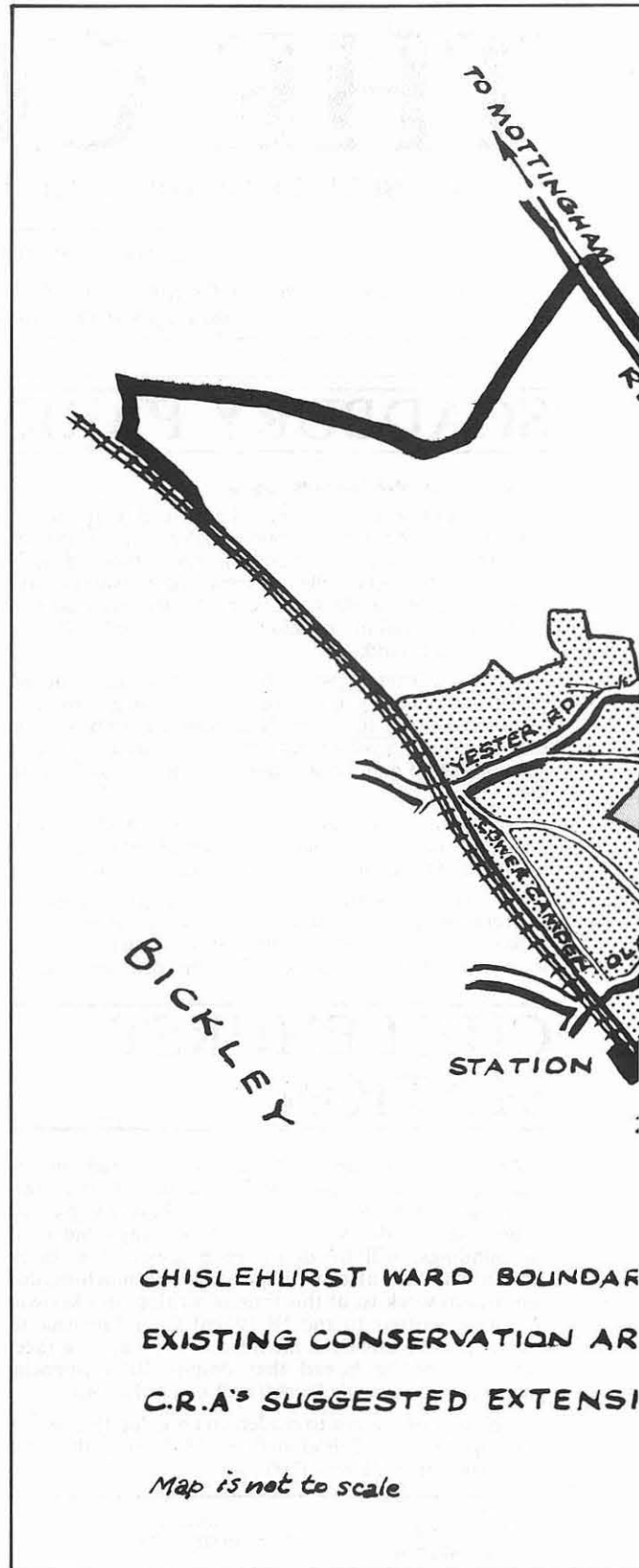
We feel most strongly that an enlargement of the Conservation is not only logical but highly desirable. The map shows the existing Conservation Area (solid shading) and the proposed CRA enlargements are indicated by the dots.

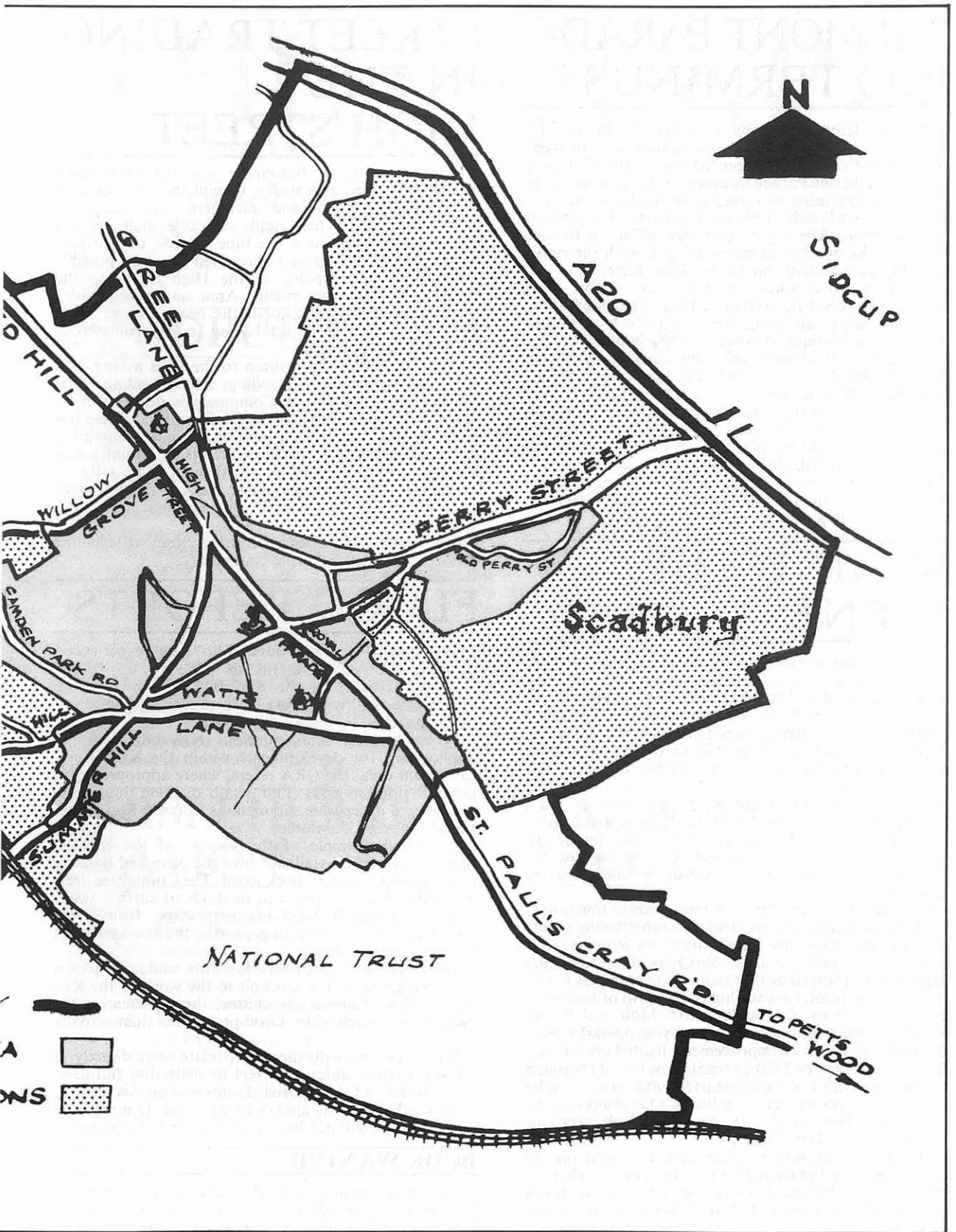
The CRA hopes to persuade the LBB to make the extensions proposed, so that residents in these areas may have the same additional safeguards against undesirable developments as their neighbours within the present area. We note with interest that the latest policy statement issued by the GLC in its 'Approach to Planning', says that 'it is committed to conservation and the preservation of historic buildings and areas; to the support of a vigorous Green Belt policy, with emphasis on the promotion of agriculture, environmental improvements and recreational schemes . . . '.

## STOP PRESS NEWS

Since preparation for this issue of The Cockpit began the CRA's proposals have been the subject of study by the LBB. We are pleased to report that the Council's Development Control Committee gave its approval in principle on the 1st December to virtually all of the areas proposed. A small number of minor details have to be sorted out by Council's legal department. As soon as this is done and the Conservation Advisory Committee has given its formal approval, the new areas will be given official status.

Explanatory maps and leaflets printed and published by the Council will then be distributed throughout both old and new Conservation Areas by the CRA who will also be paying half the cost of printing. It is sincerely hoped that maximum effort will be made to ensure that every household receives a copy.





---

## BELMONT PARADE BUS TERMINUS

---

We wondered how long it would be before the controversial question of this terminus was revived. When your Committee supported the construction of a lay-by at Belmont Parade in order to alleviate the long-standing aggravation to residents in Adelaide, Edward and Alexander Roads, it did not regard the change as an ideal solution. The lay-by does not afford sufficient space for the number of buses using it, with the result that they park outside houses in Green Lane.

Residents have asked the CRA to support their campaign to re-site the terminus. They complain that the buses not only create congestion and traffic hazards, but also noise and fumes too close to their houses.

The CRA will support their complaints by petitioning both the local Council and the London Transport Passengers' Committee.

We believe a better alternative may be to move the terminus alongside the open ground in Belmont Lane — where it would supply a much-needed service for residents on the Edgebury estate.

If this solution is accepted, the 61 bus route could be re-routed through Green Lane to avoid unnecessary bus traffic in Belmont Lane.

---

## BEHIND THE SCENES

---

A certain amount of the work undertaken by the CRA is not recorded in the monthly minutes, copies of which go out to our Road Stewards. Were we to refer every approach for help or guidance to the Executive Committee, the meetings would last a great deal longer. A polite approach on the part of an officer or member of the committee can often achieve a quick and satisfactory result.

In recent months there were two requests from members for us to deal with hedges or trees overgrowing footpaths frequently used by the public. In both cases a personal approach on the part of the Chairman was met with immediate and pleasant response.

For the past three years, we have been in touch with the GLC to resolve the problem of scrub growing on the strip of land adjoining Heatherbank on Summer Hill. The untidy growth was an encouragement to litter being deposited or trapped at that point. Whilst the GLC was still trying to resolve ownership of the strip of land and, unbeknown to us, Councillors Mrs. Moir and Simon Randall, during the course of identifying open spaces in the area with a view to improvement, lighted upon it and reported back to the LBB Council. Result — a thorough clearing of scrub and a nicely-turfed bank which is to be planted with young trees and bulbs. Our thanks to the two Councillors and the Parks and Recreations Committee for their efforts.

On this subject, we record our pleasure and thanks to the Council for the campaign now in progress whereby small areas of grassland at road junctions etc. are being landscaped. 'Bromley in Bloom' is becoming more and more of a reality.

---

## STREET TRADING IN THE HIGH STREET

---

The beginning of November saw the Chairman's telephone ringing repeatedly. Complaints were coming from local retailers and members concerning the appearance of a fruit and vegetable stall on the forecourt of what was at one time Double, the butcher.

Members who rang were concerned about the possible spread of street trading in the High Street to the detriment of the Conservation Area, and local retailers were naturally anxious about the heavy loss of trade they were suffering whilst having to pay commercial rates on their properties.

The Committee has written to the LBB asking it to apply for by-laws controlling street trading. The Chislehurst Chamber of Commerce is doing likewise and conferring with neighbouring Chambers. There has been, in recent months, a rapid increase in the number of people trading in the High Streets of Bromley and Orpington and in part of Chislehurst. The CRA is concerned that this development is not to the detriment of residents, our small shopkeepers, and the environment.

We do not wish to see retail shops close; we value the service they provide to the community.

---

## FLOOD REPORTS

---

Many people in Chislehurst who have experienced flooding are very grateful to Mr. A. R. Turner (Lubbock Road), of the Kyd Brook Flood Liaison Committee for his untiring work in seeking alleviation of the problem.

When making representations regarding planning applications for developments within the Kyd Brook catchment area, the CRA refers, where appropriate, to possible flooding risks. Full details of these flood risks are covered in separate submissions from the Kyd Brook Flood Liaison Committee.

A typical example of the success of the KBFLC resulted from their vigilance over the proposed housing development at 44 Lubbock Road. The Committee drew attention to the variation in methods of surface water disposal at the Detailed Planning stage, from those approved at the Outline Stage, and so thwarted attempts to have them modified.

However, some members feel that undue emphasis has been given in The Cockpit to the work of the Kyd Brook Flood Liaison Committee, thereby creating the picture of a much wider flood-prone area than actually exists.

Future reports will, therefore, relate more directly to CRA activities, unless you feel strongly that full news from the KBFLC is required. Your views on this subject, or any other, will as always be welcome. (Anonymous contributions will not be considered for publication).

---

## BOOK WANTED

---

One of our members would like to obtain a copy of 'In Trust for Chislehurst' by Clifford Platt, published by Phoenix Press in 1975. Can anyone oblige?