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# THE COCKPIT

NEWSLETTER OF THE CHISLEHURST RESIDENTS' ASSOCIATION

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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.*

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No. 36

March 1982

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## OUR AGM - APRIL

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NOTICE IS HEREBY GIVEN that the Annual General Meeting will be held in THE METHODIST CHURCH HALL, PRINCE IMPERIAL ROAD, on Monday, 26th April 1982 at 8.00 p.m.

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### AGENDA

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1. Minutes of the previous Annual General Meeting
2. Matters arising
3. Committee Report for 1981\*
4. Accounts for 1981
5. Election of Officers
6. Election of Committee
7. Appointment of Auditor
8. Any other business

\* Will members please note that Item 3, Committee Report for 1981, will have been covered in regular issues of 'The Cockpit'. This will avoid the need to give a long verbal report at the AGM. Questions may be asked arising from these issues.

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## CHAIRMAN'S REVIEW

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This past year has been one of the busiest in recent years. New ideas put forward within the Committee meetings, particularly from the Publicity Sub-Committee, and a variety of calls for guidance or support have kept us on our toes. When the going has been more than usually heavy, and we felt somewhat limp, the re-energising factor has been the satisfaction gained from the realisation that more and more residents are giving evidence of the concern they feel for their environment. For those who think that our concern is only for the centre of Chislehurst and the Commons there are two prime answers. Firstly, we have succeeded at long last in enlarging the umbrella of protection for our environment in having the Conservation Area considerably extended. Secondly, an examination of the requests for assistance will reveal that these have come from an increasingly wide area.

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

Vice-Chairman:  
H. BLANDFORD-BAKER

Secretary:  
Miss S. SPENCE

Editor:  
P. A. TURNER

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## CONSERVATION AREA SUCCESS

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Undoubtedly, the highlight of the year was our success in having the Conservation Area extended to such a considerable degree. Two members of the Committee are to be warmly thanked for the attention and effort they gave to this project; they are Tony Turner of The Meadow and Charles Weniger. Our thanks go, also to Mr. Davis, Chief Architect/Planner, and to his assistant, Mr. McMillan, both of whom gave time to touring Chislehurst last Summer and were responsible for giving such valuable advice on the leaflet which we hope to distribute soon.

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## SCADBURY

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Other success stories have been the refusal by the Development Control Committee of the applications for development at Scadbury, the obtaining of an enforcement order against street trading in the High Street and Willow Grove, the discontinuance of the disco at the Bickley Arms with the consequent return of peace and quiet at the week-ends.

On planning matters, notably Scadbury and street trading, some of our members have been critical of our actions, but I must remind them that if the Committee fails to follow consistent attitudes it opens the way for unwelcome incursions into Green Belt and Planning policies.

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## NEW ACTIVITIES

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The setting up of a Publicity Sub-Committee has injected new life into our proceedings and plans for the future. Members of this group have put forward welcome proposals for extending our field of activities. No doubt, Peter Turner, Editor of 'The Cockpit', will expand upon this subject in future issues.

Our new Committee members, Bryan Platt, David Howard and Keith Catchpole are in the process of setting up a group which will give detailed attention to problems arising or already existing in the immediate vicinity of the Camden Area. The proposals for a change in the operations of the Amey Roadstone Corporation at the Chislehurst Goods Yard will be one of the matters occupying their attention in the near future. On this subject, I may say that the Committee is not averse to seeing members of the Association taking

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on 'watchdog' projects in their respective areas. Intimate knowledge of the area is an advantage in the operation of such projects. Where and when appropriate we shall support their efforts.

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## LOCAL PROBLEMS

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Currently, we are dealing with several localised problems; that of the nuisances caused by the bus terminus at Belmont Parade, the cutting-up by motorists of the green, open spaces between Belmont Lane and Edgebury, the problems of parking in Hill Close and Elmstead Lane, the fly-tipping at Gosshill Road, the future of the B1 bus route. There are others.

Rarely do we turn away a request for help or guidance; what we would ask, in return, is a greater readiness on the part of those who look to us to be the guardians of those features in Chislehurst which we all enjoy to assist our Road Stewardship scheme. The collection of subscriptions and the delivery of our newsletter three times a year are vital to our survival. Your Committee devotes hundreds of man hours each year to your interest. Surely, it is not asking too much of two or three members in each road to share a task.

If members dropped their subscriptions, preferably in the form of cheques, through their Road Steward's letter-box that would help, too. You will find a list of roads not covered by Stewards elsewhere in this issue.

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## COLLEAGUES

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I am ever grateful for the support and loyalty given to me by my colleagues on the Committee, and they, with me, are always mindful and appreciative of the efforts of our Road Stewards. In mentioning colleagues I have to report, with great regret, the enforced resignation of Bill Page, our Treasurer. Bill, a most popular and amiable character, was taken ill early in February, and was ordered to take things quietly.

In a quiet, efficient manner he has given sterling service to the Association and has endeared himself to countless members. Our best wishes for good health are given most readily to him, and we thank him most warmly for his services to the Association. Fortunately a volunteer has come forward to take over the duties of Treasurer. He is Christopher Miscampbell, a local solicitor, who is very interested in environmental matters. We are most grateful to him.

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## CO-OPERATION

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Finally, we must not forget the co-operation we receive from our M.P., our local Councillors, our Council Officials, Chairmen of Committees, and our local Librarian. We are grateful for the assistance we receive from them.

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## NOMINATIONS

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We look forward to a good attendance at the AGM. Nominations are invited for officers and committee members. Please send your nominations to me, with names of proposer, seconder, and the nominee's signature.

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# THE LONDON BOROUGH OF BROMLEY

**A review of its organisation and committees**

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This London Borough became operative on the 1st April, 1965 on the reorganisation of local government in Greater London. It was created by the merging of the former Boroughs of Beckenham and Bromley, the Urban Districts of Orpington and Penge and part of Chislehurst and Sidcup Urban District.

Bromley is the largest of the London Boroughs geographically, having an area of 37,485 acres. At present it is the second largest Borough in terms of population, its own population being nearly 300,000. The Borough is in the administrative area of the Greater London Council, but geographically remains in the County of Kent.

The Council is responsible for all the major local government services, including Education, but being within the area of the Greater London Council, certain strategic aspects are dealt with by that Authority.

Meetings of the Council and its Committees are on a 7 week cycle. There is no summer recess: there are 7 cycles in each calendar year with short breaks around Christmas and the New Year, at Easter and at the time of the annual meeting early in May.

The main Committees are:-

Policy and Resources, Development Control, Education, Establishment, Finance and Scrutiny, General Purposes, Housing, Technical Services, Recreation, Social Services.

There are a number of Sub-Committees and Panels within this overall framework.

There are 60 Elected Members of the Council and at present the political constitution is 46 Conservative members, 9 Labour Members, 2 Independent Members, 2 Residents' Association Members (and one vacancy).

The Council's departmental structure is controlled by the following 14 designated Chief Officers:-

Chief Executive  
Assistant Chief Executive (Head of Law and Administration)  
Assistant Chief Executive (Head of Manpower Services)  
Assistant Chief Executive (Head of Land Resources)  
Borough Treasurer  
Director of Technical Services  
Chief Architect/Planner  
Chief Engineer  
Director of Education  
Director of Social Services  
Borough Librarian  
Director of Housing  
Director of Recreation  
Chief Environmental Health Officer

The Council's offices are currently fragmented throughout the Borough but plans are now being finalised to centralise all of the major departmental offices in Central Bromley. The first of these moves is to take place in March, 1982 when the new Civic Centre is to be opened.

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# ROYAL PARADE

## Take-away food shop opposed

The CRA, acting for many residents in the vicinity of Royal Parade, has opposed the application proposing change of use from a butcher's shop to a take-away food shop.

Some fear that such a change of use would adversely affect the emerging 'up-market' character of the Parade in this part of the Conservation Area. Others believe that it would additionally create new parking problems and they would suffer the late-night noise and nuisance until recently experienced elsewhere in Chislehurst.

Without any prompting, our members and traders in the vicinity of Royal Parade have reacted spontaneously to this threat, with the result the Council Planning Department has been inundated with objections. It encourages your Committee when members respond in such numbers without having to be cajoled. Success to your efforts! The result should be known by the end of April.

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# A GREEN AND PLEASANT LAND

Not all vandals are young teenagers out on the rampage. Instead some are outwardly normal people who appear to get their kicks from dumping rubbish in places where it will give the most offence. If this seems odd, how else does one explain the behaviour of the individual who dumped a double mattress recently outside Chislehurst Station? Or the driver of a white Mercedes who was deterred by local Scouts from leaving his household rubbish in Station Approach? And why else would people want to dump heaps of refuse in Gosshill Road, off Summer Hill, which is one of the approaches to our beautiful National Trust land?

The Association has sought for years to help the four households in Gosshill Road, so we were all the more upset recently when we had to oppose Bromley Council's latest plan to stop dumping in the road. The scheme itself involves closing off the *non-residential* part of the road, which has been used for many years as an unofficial car park for Chislehurst Station. In its present form, we fear, the road closure would simply create a far bigger problem elsewhere, by forcing many more commuters to park their cars in nearby *residential* roads.

We heard of the plan only days before Bromley Council was due to make a decision. In the circumstances, we asked the LBB to delay making up its mind, so as to allow adequate time for consultation. Since then, we have talked to everyone involved. We have discovered a very real fear that whole roads might soon be overwhelmed by commuter parking, and so we have urged the Council not to close off Gosshill Road until '... suitable parking facilities have been found elsewhere for the commuters' cars that will be displaced'.

Privately, we admit, we are not even convinced that closing off the road will stop the dumping. It's possible that the problem will merely shift to the residential end of Gosshill Road. And are we as a community to close every road in Chislehurst that suffers from this problem? If so, it's a poor outlook for the future.

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# B1 BUS ROUTE

Sundridge Residents' Association and our own Association share concern over the future of this route which gives a valuable service to those living some distance from the longer-established bus routes, the latter tending to follow the main roads. For residents living in the Elmstead Lane and Sundridge Avenue neighbourhoods the introduction of the B1 route was a blessing.

London Transport, in wishing to rationalise the types of buses in use in the London Area, by replacing the B1 type with standard single deck Leyland National buses, says that the small buses used on the B1 route are reaching the end of their useful lives, and that the replacement buses have lower maintenance costs. Also, there would be spare vehicles. However, the new type are much larger and would involve the Council in considerable cost in widening Elmstead Lane at its lower end.

Mr. John Gibbs, Chairman of Sundridge Residents' Association, and our Chairman visited the main depot at Chiswick last Summer and expressed the view that London Transport should give serious consideration to using smaller buses in the London Area so that narrower roads could be catered for. This would mean providing services for areas remote from the major roads.

Our local Council is not anxious to spend an estimated £140,000 of the ratepayers' money on improving Elmstead Lane when there is no guarantee that the B1 route will continue. Services are already being reduced, with the prediction of more to come. It is possible, too, that there would be further requests from London Transport for widening at other awkward points. An important consideration in connection with the proposed widening is the question, 'Will the straightening and widening of the lower end of Elmstead Lane lead to an increase in heavy traffic in a road which has a considerable parking problem?'

At a recent meeting attended by Mr. Gibbs, Mrs. Anne Yeomans, Secretary of Sundridge Residents' Association, and our Chairman, it was decided to seek a meeting with the Chairman of the LBB Technical Services Committee to discuss this problem in detail. We are also investigating the possibility of a private firm running the service should London Transport withdraw.

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# WALL VANDALS

We express our sympathy with those Chislehurst residents whose fences and brick walls have been destroyed in the recent spate of vandalism. Nothing appears to be sacred to these mindless individuals who attack public and private property with equal relish. Earlier, bus shelters, bus signs and street signs; now, walls and fences.

Short of setting up vigilante groups throughout the area how does one cope with the problem of vandalism? Appeals from various quarters fall on deaf ears. One contribution that we as an Association can make to combat the threat is to oppose those planning applications which, if granted, would be liable to attract the uncaring type to Chislehurst. That is why we oppose certain types of entertainment which tend to draw in less desirable individuals, and why we oppose certain types of retail outlets which act as a magnet to the litter bugs.

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# YOUR MEMBERSHIP FOR 1982

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We are pleased to have your membership in 1982 and it is our Chairman's wish to see as many of you as possible at our Annual General Meeting on 26th April.

Our Road Stewards have been busy collecting 1982 subscriptions and issuing our new Membership Cards. If you do not already have a card for 1982 would you please contact your Road Steward, or our Chairman.

Subscriptions are 60p per member, or £1 per household per year. OAPs are 40p per member or household per year.

Reports of our major activities are published in The Cockpit, which all members receive regularly during the year. The Association also helps members with personal matters relating to planning or development problems, unwanted nuisance (noise, road hazards, flooding etc.) and advises on action that can be taken to preserve our lovely neighbourhood.

We rely on your active support and will always welcome help and advice from the many trades and professions represented by our members.

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## ROAD STEWARDS

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We are always grateful when members come forward to take on the key role of Road Stewardship, and so we thank Mrs. Sennett of Church Row, Miss Phillips of Hill Close and Miss Dobner of Albany Road for volunteering their services. Mrs. Sennett replaces Mrs. Gurney, who has to give up because of the pressures of a larger and long-standing commitment — that of the Chairmanship of the Beckenham Festival of Speech and Music. We are grateful to Mrs. Gurney for having carried on for so long under a heavy burden. We are also very grateful to Miss D. Heaward of Prince Imperial Road and Mrs. E. Scroggs of Farmland Walk for their services as Road Stewards. Both have had to be released from duty owing to ill health. They are two of our most loyal and devoted servants. If, by chance, we have omitted to acknowledge newcomers to the role, or those who have had to resign, we apologise. We have refrained from bothering Bill Page, who has the up-to-date list, in view of his recent illness.

There are many roads not covered by Road Stewards. We mention some in the following list, and we shall be only too pleased to welcome volunteers. Duties involve collecting annual subscriptions and delivering 'The Cockpit' three times a year. At the moment the main burden is being carried by our older members. Where are our younger members? Please give a hand.

Barham Road	High Street
Belmont Road	Hillview Road
Broadheath Drive	Mainridge Road
Clifford Avenue	Oakdene Avenue
Cranmore Road	Pickwick Way
Degema Road	Prince Consort Drive
Downs Avenue	Slades Drive
Edgehill Road	Sylvester Avenue
Elmstead Avenue	Victoria Road
Elmstead Lane	Walden Avenue
Foxbury Avenue	Walkden Road
Grange Drive	Woodclyffe Drive
Greenway	

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# BROMLEY IN BLOOM

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## LBB's 1982 Competition

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The competition is run by the Department of Recreation to encourage pride in the maintenance of gardens individually and on an area basis. There are seven classes of entry, so that all residents can take part in one or more.

Information leaflets with entry forms are available from the Department of Recreation, Public Libraries, Council Offices, and at the Gardening Exhibition to be held at the Main Civic Hall, Orpington, on 30th March, 10.00 a.m. - 8.00 p.m. The Exhibition is open to the public and plants and sundries will be on sale.

The final date for entries can be checked in the Library.

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## MAY QUEEN

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This year's ceremony will be held on Saturday, 1st May, at the traditional place on the Common. Entrants for the children's fancy dress competition should report to Red Hill School at 1.45 p.m. The procession leaves the school at 2.45 p.m. to arrive at the Common by 3.00 p.m.

There are vacancies for the May Queen's retinue. Applicants must be five years old at the time of joining. Please write to Mrs. J. Peacock, Secretary, Chislehurst May Queen Society, 5 Alexander Road, Chislehurst.

The Society is very much dependent upon the generosity of the public. Those wishing to make donations should contact either the Secretary or the Treasurer, Mr. R. Newport-Gwilt, 49 High Street, Chislehurst. To ease the burden of the Committee, programmes will not be sold this year, but will be distributed without charge, so please give generously.

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## LATE NEWS

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### CHISLEHURST AGGREGATE DEPOT

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The Amey Roadstone Corporation Limited, which has its aggregate depot at Chislehurst Goods Yard, is proposing changes in its operating methods. We have received a letter from the London Production Manager, Mr. Hobbs, outlining the proposed changes. Residents in the vicinity of the Goods Yard are naturally concerned, so we are arranging a meeting between ourselves, members from the Camden area, and an Officer of the Planning Department, to find out in detail what the proposed changes involve.

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### EDGEBURY OPEN SPACE

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A letter has been received from the Director of Recreation, promising that action will be taken to prevent vehicles from driving via the public footpath on to the open field.

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### PARKING IN HILL CLOSE

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We are awaiting a report following the protests made to the Council by the Hill Close residents and ourselves.

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