

MOTTINGHAM RESIDENTS' AND RATEPAYERS' ASSOCIATION

NEWSLETTER 3

SEPTEMBER 1972

FOREWORD

Dear Member,

You were invited to attend the Annual General Meeting in April not only to elect Officers and Executive Committee and to receive reports of the year's activities, but "to say your piece".

We regret that time did not permit members to air their views, but we learn from our mistakes and at future Annual General Meetings we shall invite one guest speaker only. We are considering the feasibility of issuing a precis of the previous Annual General Meeting with the next Annual General Meeting notice of Meeting. These two measures should ensure that Members will have forty-five minutes, at least, in which to express their views.

We take this opportunity to thank all Road Representatives whose efforts contribute so much to the efficient administration of your Association. Indeed, it would not be overstating the case to say that without their efforts, the Association could not function effectively.

It is most encouraging to be able to report that for the first time we have an adequate number of Road Representatives

It is difficult to express adequately our regret at the resignation of Mrs. M.A. Browning, Honorary Secretary for the past eight years. During this time, membership has increased from 315 to over 1,500, with a proportional increase in the amount of work involved. A considerable amount of time was also devoted to the campaign against the proposed local Motorways and as delegate to the Ravensbourne Federation of Residents' Associations. We are greatly indebted to Mrs. Browning.

With some knowledge of her many local activities, we were a little diffident at approaching Mrs. M.V. Gardner with a request that she assume the duties of Secretary. We

are indeed fortunate that she felt able to accept the additional commitment for the time being.

After fourteen years' continuous service on the Executive Committee, Mr. Rowe has decided to "call it a day". His advice and willingness to assist in any capacity will be greatly missed on the Committee, but he retains an active interest in the Association by continuing as Road Representative for Grove Park Road.

We feel that it would not be out of place to re-state one of the objects of the Association:

"To safeguard the interests of the residents of Mottingham".

This is always kept in mind when decisions are made by your Executive Committee.

It is axiomatic that you cannot please everyone, and decisions made in the interest of the majority must inevitably, on occasion, be displeasing to the few.

We shall endeavour to maintain, and improve where possible, the amenities of the Community, and we trust that we may rely upon your continued support.

THE CHAIRMAN.

OFFICERS, EXECUTIVE COMMITTEE, DELEGATES & ROAD REPRESENTATIVES

OFFICERS:

PRESIDENT: Mr. D.L. Porter: 23, Grove Park Road
 CHAIRMAN: Mr. F.D. Cater-Smith: 2, West Park
 VICE-CHAIRMAN: Mr. A.H. Recknell: 15, Luxfield Road
 HON. SECRETARY: Mrs. M.V. Gardner: 55, Leysdown Road
 HON. TREASURER: Mr. P. Osborne: 43, Beaconsfield Road
 MINUTE SECRETARY: Mrs. C. Redgrove: 48, Dorset Road

EXECUTIVE COMMITTEE:

Mr. L. Bannister: 68, Leysdown Road
 Mrs. M.A. Browning: 28, Leysdown Road
 The Rev. C. Byers: 233, Court Road
 Mr. L.S. Byrne: 23, Crossmead
 Mr. R.C. Cambridge: 7, Lavidge Road
 Mrs. J.L. Clarke: 580, Sidcup Road
 Mr. A.C. Crampton: 7, West Park
 Mr. D.J. Fitzgerald: 60, Leysdown Road
 Mr. J. Jeffery: 24, Westdean Avenue
 Mrs. T.G. Kirk: 10, Scotsdale Close, Orpington.
 Mr. F.R. Skinner: 52, Elmhurst Road
 Col. W. Stirling: 216, Court Road
 Mr. H. Sullivan: 2, Hillary Court
 Mrs. M.A. Tiffin: 48, Mottingham Road

MEMBERSHIP SECRETARY: Mr. R.C. Cambridge

BROMLEY RESIDENTS' ASSOCIATION: Delegate: Mrs. M.A. Browning

ROAD SAFETY ADVISORY COMMITTEE: Bromley: Mrs. T.G. Kirk
Greenwich: Mr. R.C. Cambridge

TOWN PLANNING APPLICATIONS: Mr. A.H. Recknell

ANTI-MOTORWAY SUB-COMMITTEE: Mr. L.S. Byrne

PARKS & OPEN SPACES: Mr. F.R. Skinner

"NEWSLETTER" SUB-COMMITTEE: Mr. R.L. Porter
 BROMLEY TENANTS' LIAISON COMMITTEE: Mr. H. Sullivan

ROAD REPRESENTATIVES

Road	No. of Householders	Representative
Ashdale Road:	18	Mr. Morris: 25 Jevington Way
Avondale Road:	32	Mrs. Morgan: 41 Beaconsfield
Beaconsfield Road:	75	Mr. Brown: 82 Beaconsfield Rd
" (Council):	17	Mr. Sullivan: 2 Hillary Court
Birbetts Road:	26	Mrs. McDonald: 30 Leysdown Rd
Bowmead Road:	11	" "
Bromhedge:	8	Mr. Farrer: 9 Lavidge Road
Carters Hill Close:	39	Mr. Senrock: 14 C. Hill Close
Cedar Mount:	31	Mrs. Winterbourne: 26 Cdr. Mt.
Chapel Farm Rd., E. side:	58	Mr. Farrer: 9 Lavidge Road
" W. side:	32	Miss Hyde: 49 Crossmead
Clarence Road:	11	Mrs. Morgan: 41 Beaconsfield
" (John Hunt Court):	26	Mr. Sullivan: 2 Hillary Court
College View:	12	Mrs. Davies: 1 Cedar Mount
Colview Court:	14	Mr. South: "Littleholme", Mottingham Lane
Court Road, W. side:	46	Col. Stirling: 216 Court Rd
" E. side:	40	Mrs. Stirling: 216 Court Rd
Court Farm Road:	52	Mr. Skinner: 52 Elmhurst Rd
Crossmead:	57	Mr. Byrne: 23 Crossmead
Crossway:	14	Mr. Rowe: 41 Grove Park Rd
Devonshire Road:	24	Mr. Manley: 20 Portland Rd
Dorset Road:	42	Mrs. Tiffin: 49 Mott. Road
Downleys Close:	6	Mr. Nicholas: 17 Lavidge Rd
Elmhurst Road:	52	Miss Barker: 80 Beaconsfield
Evelyn Court:	19	Mrs. Jenkins: 16 Evelyn Crt.
Grove Park Road:	93	Mr. Rowe: 41 Grove Park Rd
Hartsmead Road:	33	Mrs. Bruce: 14 Leysdown Rd
Highcombe Close:	43	Mr. St. John-Cullen: 34 Highcombe Close
Jevington Way, E. side:	58	Mr. Hines: 23 Jevington Way
" W. side:	55	Mr. Ravetta: 539 Sidcup Rd

Road	No. of Householders	Representative
Lavidge Road:	48	Mr. Fitzgerald: 60 Leysdown Rd
Leysdown Rd. E. side:	35	Mr. Wood: 44 Highcombe Close
" W. side:	46	Mr. Nicholas: 17 Lavidge Road
Lulworth Road:	18	Mr. Keogh: 22 Model Farm Close
Luxfield Road:	30	Mr. Recknell: 15 Luxfield Road
Model Farm Close:	32	Mr. Keogh: 22 Model Farm Close
Mottingham Gardens:	20	Mrs. Davies: 1 Cedar Mount
Mottingham Lane:	55	Mr. South: "Littleholme", Mottingham Lane
Mottingham Road:	109	Mr. Cater-Smith: 2 West Park
"	43	Mr. Bannister: 68 Leysdown Road
"	10	Miss Froude: 118 Mottingham Road
Porcupine Close:	32	Mr. Bannister: 68 Leysdown Road
Portland Crescent:	23	Mrs. Tiffin: 48 Mottingham Road
Portland Road:	44	Mr. Sullivan: 2 Hillary Court
Royal Court:	13	Mr. Byrne: 23 Crossmead
Senlac Road:	15	Mr. Morris: 24 Jevington Way
Sidcup Road:	43	Mrs. Tate: 19 Lavidge Road
"	81	Mr. Smith: 22 West Hallowses
"	29	Mr. Recknell: 15 Luxfield Road
"	42	Mrs. Clarke: 580 Sidcup Road
Westdean Avenue:	78	Mr. Jeffery: 25 Westdean Avenue
West Hallowses:	61	Mr. Dear: 14 West Hallowses
West Park:	66	Mr. Crampton: 7 West Park
Winn Road:	9	Mr. Morris: 25 Jevington Way
Woodmere:	45	Mr. Cambridge: 7 Lavidge Road

TOTAL NUMBER OF HOUSEHOLDERS in the ASSOCIATION AREA = 2,071

MEMBERSHIP

Membership recorded last year amounted to just over 1500. An analysis of returns already to hand from Road Representatives suggests that this figure will be exceeded this year.

After discussion advocating both increase and decrease, it was finally decided by members attending the Annual General Meeting that the present subscription rate of 15p should be retained. It is, perhaps, worthy of mention that despite rising costs, your Association continues to "soldier on" without having to request that you contribute more.

COMMITTEE MEETINGS:

Committee meetings are held on the fourth Wednesday of alternate months (the next bi-monthly meeting will be in September). Sub-Committee meetings are held as and when occasion warrants. We are indebted to Councillors of both Bromley and Greenwich Councils who are invited to attend our meetings and raise matters in Council on our behalf when requested. These Councillors have been particularly helpful during the past year.

NEWSVANDALISM

It cannot be claimed that we are "banging our heads against a fence" in requesting Bromley Borough Council to exempt the King George V Recreation Ground from their "open area" policy, for the fence no longer exists!

Members residing in the vicinity of the ground are of the opinion that the Council experiment of employing a twelve-man security force to patrol the whole of the Bromley area has already been proved a costly failure. In addition to continuing vandalism, the recreation ground is now being used as a rubbish dump. In a letter to the local press over eighteen months ago we predicted that "if recreation grounds were left unfenced, they would revert to a wilderness".

A member of your Committee, Mr. Frank Skinner, of 52 Elmhurst Road, is endeavouring to persuade the Council to

re-fence the ground and has enlisted the support of local Councillors.

We have invited the Director of Parks and Recreation Grounds to attend a site meeting at which he will have an opportunity to discuss damage to property with residents in the vicinity and to observe the mounting piles of rubbish.

It is saddening to reflect that the efforts of Founder Members of this Association in persuading the old Chislehurst & Sidcup Council to provide a Memorial to King George V have been disregarded by Bromley Council. Or are Councillors of the opinion that a rubbish dump is a suitable memorial?

We will make every effort to ensure that this Recreation Ground is maintained as a fitting Memorial.

ROAD SAFETY:

G R E E N W I C H

The London Borough of Greenwich will again be holding Advance Driving Theory courses at Charlton House, commencing in September, with an optional driving test at the conclusion, each course lasting about 8 weeks. Many of our members attended these courses last year, and found them most helpful and enjoyable. There is no fee payable for this course. Motor cycle training courses are also held throughout the year. These courses are really essential for the beginner. To enrol in either of these courses, please contact the Road Safety Officer at the Town Hall, Woolwich.

Our Road Safety Officer attends the London Borough of Greenwich, Eltham Road Safety Advisory Committee. If there is any point you wish to raise concerning road safety, defective paving, lighting or obstruction, please contact Mr. Cambridge at 857 1291

B R O M L E Y

Memorial Roundabout: This temporary installation has been in operation for roughly six months and is generally accepted as a considerable improvement on the "free for all" which it replaced.

We understand that minor adjustments will be incorporated when the scheme is made permanent. The cost of this will not be £25,000 (as reported in the March Newsletter); this amount is the Bromley Council block provision for road

improvements generally.

Greenwich Borough Council have accepted our recommendation that parking be restricted in the vicinity of the roundabout and will extend the yellow line from the Bromley Borough boundary along West Park to a point in line with the party fence between numbers 5 & 7 and numbers 4 & 6.

Other Bromley Road Safety News:

We congratulate St. Vincent's F.C. School on winning the Rotary Club Plaque awarded annually to the school with the best road safety record.

Congratulations also to Mottingham Girls' School on reaching the final of the inter-schools Highway Code Quiz. The girls were narrowly defeated by St. Joseph's, Orpington, after a very close contest.

A considerable number of accidents have been caused by "Chopper" bicycles carrying two children - doubtless the long saddle encourages this practice - and we have been requested to bring this to the notice of parents.

We have been informed that pedestrian crossings in the Mottingham Area will have Zig-Zag markings in the near future.

SIR ROBERT GIFFERY HOMES SITE

We are informed that Greater London Council plans for the development of this site have been finalised and placed for tender. The plans include for:-

- (1) Conversion of the existing building into 29 flatlets.
- (2) Erection of 56 dwellings for elderly people.
- (3) 14 two-person dwellings.
- (4) 90 four-person dwellings.
- (5) 61 five-person dwellings.
- (6) 13 six-person dwellings.

We understand that access to the site falls within the jurisdiction of Bromley Borough Council, who have considered Beaconsfield Road.

The Council have been requested to give further thought to the question of access on the grounds that Beaconsfield Road carriageway is of narrow width and subject to

heavy through traffic to the shopping centre on the estate. Nottingham Road has been suggested as being more suitable.

Your Association has been urging Bromley Council to acquire land from the G.L.C. to provide a replacement for the Oxford House Day Centre which is quite inadequate to cope with the growing needs of the Nottingham elderly.

There is a strong possibility - we put it no higher than that at the moment - that this much-needed improvement in Nottingham welfare facilities could be effective in the not too distant future.

MOTORWAYS

The announcement that Ringway 2 is "deferred indefinitely" is a notable victory for public opinion and a tremendous relief to householders in Jevington Way, Westdean Avenue, Carters Hill Close and Woodmere.

The proposal to construct a linkway between the A2 and A20 running parallel with the Kidbrooke Link was not practical. planning and we are delighted that the Motorway Enquiry Panel has supported the views of thousands of local residents who objected to this costly duplication. It is reported that G.L.C. acceptance of the findings of the Enquiry will be a mere formality.

Householders along the Sidcup Road will not be pleased to learn that the M20 is to be constructed. This decision was perhaps inevitable from the time when the A20 was preferred to the A2 as the Channel Tunnel approach route.

A tremendous amount of work has been put in by many members of your Association in the fight against local motorways during the past two years - attending meetings, distributing literature, collecting signatures and donations, and so on; but we specifically thank the five members of the Anti-Motorway Sub-Committee under the Chairmanship of Mr. S. Byrne of Crossmead for their splendid efforts on your behalf.

LONDON BOROUGH OF BROMLEY RESIDENTS' FEDERATION
 (Previously named the Ravensbourne Federation
 of Residents' Associations)

As an affiliated member of the Federation we are supporting their objection to the widening of the A208 from Orpington to Chislehurst. It is proposed to make this a FOUR-LANE road, and the Federation contend that the widening is unnecessary in that there already exists an adequate alternative route of main road standard, and that the effect on the pleasant residential aspect of Chislehurst would be disastrous.

It is reported that the Chislehurst Common Conservators will contest any attempt to acquire Common Land for this purpose.

In supporting the Federation objection, your Association had in mind that the widening of the A208 would inevitably lead to a considerable increase in the traffic using Mottingham Road as an alternative to the A20.

COUNCIL PROPERTY

Our delegate to Bromley Tenants' Liaison Committee had a busy time! In addition to attending Committee meetings, he has made inspections of flats in Evans Court and Bourdillon Court and advised the Bromley Housing Manager of all outstanding defects. These have been accepted as valid and repairs promised in the very near future. Complaints of bad decorating and roof leakage have received attention.

Mr. Sullivan is at all times ready to "take up the cudgels" on behalf of members, but only after the member has notified the Council and failed to get satisfaction.

His is a voluntary service - not a full-time job!

MOTTINGHAM WEEK

It has been suggested by the Rev. C. Byers - a member of this Association - that a "Mottingham Week" be held, and a letter has been sent to local Authorities and Organisations inviting their support and participation.

Your Committee are in favour of such a venture in principle and will have a preliminary discussion at the September Committee meeting.

PART II

The hamlet of Mottingham having remained a small, sleepy agricultural community, began to lose its rural character with the development of rail travel and the advance of new lines from London into the hinterland, enabling people for the first time to work in the City and to live in the country, commuting daily on the new "fast and efficient railway service". The opening of Eltham Station (as Mottingham Station was originally called by the South Eastern Railway Company) in September 1866 on the newly developed London Loop Line was the major factor in effecting the transformation of the fields and farms of Mottingham to housing, cart tracks to roads, and local workers to commuters.

The expansion of the area is probably seen most graphically in the population figures. In 1851, the total population of the area amounted to 142 (the railway line was constructed in 1866). By 1871, the population had increased to 475, and by the next census in 1881 it had leapt to 775 and steadily increased from then onwards.

For an impression of the hamlet before the effects of the railway, one must turn to the tithe map for the district. In 1836, the "Tithe Commutation Act" was passed in Parliament, and from this Act a survey was conducted of the "Extra Parochial District of Mottingham" in 1843, and the details still exist. From the map and the apportionment, one can see that Mottingham was entirely rural in character, being composed of arable land, pasture, fields and woods, the only habitation being Court Farm (which stood on the site still vacant opposite Fairy Hill Cottage, currently being used as a Council yard), and houses scattered along the only road; the road from Chislehurst via what is now Mottingham Road and Mottingham Lane to Eltham Green. The hamlet was not where the village is to-day, but was concentrated along the top end of Mottingham Lane, the most southerly buildings of the hamlet being the Porcupine Inn on the west side of the road and Rose Cottage and the forge across the road from it. What we now know as the village with its shopping centre was just an unfenced dirt track; Court Road did not exist, the way to Eltham being either over the fields to Chapel Farm and then via Chapel Farm Lane; or along what is now King John's Walk,

the ancient path to Eltham and the Palace. The most notable buildings in Mottingham at that time were Fairy Hall, soon to be demolished in 1856 to make way for the building which now comprises part of Eltham College; and Mottingham House was originally Mottingham Place and was probably the most interesting building to be built on this site, being built by George Stoddard in 1560 in the Flemish style with a tall turret, surviving until the mid 1800's when it was demolished to make way for the Mottingham House of recent times.

It is interesting to see how people lived in this period, reflected in the occupations of the populace detailed in the census of April 1851. Mottingham comprised 61 males and 70 females, of which 21 of each were children under the age of 16. Of the male population, 3 were of independent means, one a ships' merchant and two were wood dealers. Other occupations were a victualler, blacksmith, corn merchant, brewer and wine merchant. Two farmers employed 16 agricultural labourers, the remainder of the men being employed "in service". Where all these businesses were conducted is somewhat of a mystery, as there were only 22 houses! Of the 43% of women employed, two were laundresses, one a school mistress and one a governess; the remainder were "in service".

Mottingham was not entirely lacking in transport to London prior to the coming of the railway, as the village was astride a stage coach route. The stage coach carrying mail from London Bridge (starting at the George Inn) to St. Mary Cray came via Lewisham to Eltham Green; then along Mottingham Lane, up Mottingham Road to Chislehurst and beyond. The milestone still surviving at the foot of Mottingham Lane marked "VIII" is a relic of this route, being 8 miles from London Bridge. The next milestone existed until recently opposite Albert Road, but was lost when the road was widened. Carters Hill along Mottingham Lane is believed to be so named after the difficulties the horses and carts had climbing it in icy weather.

The Dartford Loop Railway Line had its origins in a Bill promoted by the South Eastern Railway in 1862 to forestall any development in this area by a rival company. The Bill was passed and construction started, there being no major engineering difficulties as it was all virtually flat farmland. The line started at a lonely junction on the new

Chislehurst line, where Hither Green Station now stands, and continued east, pausing at Lee to construct a station mainly for the village of Burnt Ash, and thence to Eltham Station - built so far from Eltham Village because the owner of Eltham Lodge did not want the railway on her land. It was re-named Mottingham Station in 1927.

The station was opened on the 1st September, 1866, the same day as Cannon Street, and Mottingham became linked to London; the original station building still exists on the down side. The arrival of a regular train service brought developers to the area to satisfy the needs of commuters. The map of 1867-68 shows the village as it was in 1843, although Court Road had been constructed; but within the space of ten years the picture changed considerably. The change is shown in a sermon preached to the village by the first Rector in 1912: "When I first knew the parish (in 1877) it consisted of 12 houses in Mottingham Lane. Of these only 10 were inhabited, and only seven of them helped our cause in any way. Next, there were the houses from the old inn (the Porcupine) to the top of the "Terrace" with the forge and cottage on the opposite side of the road; and the poor terrace etc. at the top of the village, with Devonshire, Portland and Albert roads, then the 4 houses and hotel at the railway station". For those who do not recognise these places, the "Terrace" was a row of shops and houses that stood where Everest Court now is; the forge and Rose Cottage were Kentish Weatherboard buildings on the site now occupied by the Mottingham Home Stores; and the "poor terrace" was at the junction of Mottingham Road and Albert Road. The 4 houses at the station still exist, although masked by the addition of shop fronts built in the original front gardens.

As the population increased, it was natural that the people should wish for a local church, worshippers at that time having to walk across the fields to Eltham or Chislehurst. In the 1870's, the Rector of the Church of the Annunciation Chislehurst, started services within the village, probably in the open air; and later, Eltham Parish Church took over the responsibility and services were conducted in a tin hut with, it was reported, "disappointing results". The church was originally planned to be built at the junction of Court Farm Road and Grove Park Road; but the landowner, not being a follower of the Church of England, declined to sell and the church was built beside the then new Court Road, on a site

presented by Queen Victoria. The Rev. G.B.P. Viner had the task of founding and building a parish church, and on the 18th March, 1880, the Church of St. Andrew was dedicated. Being the only building in Court Road, it was affectionately known as "The Church in the Fields". In 1883 the tithes of Mottingham were redeemed from the Dean and Chapter of Rochester at a cost of nearly £500 to endow the new parish of St. Andrew, Mottingham; and thus the first incumbent became a Rector opposed to a Vicar (i.e. actually holding the tithes to the parish), a difference that remains to-day, as Mottingham was one of the last Rectories to be created in England. The Rev. Viner remained Rector for 33 years, leaving the parish in 1909. The Rectory was built in 1886.

Other forms of religious worship came to the area in the form of the Wesleyan Chapel, built in 1883 in what is now the centre of the village. Roman Catholicism started initially at Mottingham House, acquired by Father von Orsbach in the 1880's as a preparatory school for Army Officers. The building was later taken over by the Catholic Diocesan authorities as a school for boys, and later still, as a hospital orphanage for Catholic children. Catholic worship in the village was originally carried out in a hut standing near the Porcupine; and in 1933 their church was constructed in Mottingham Road.

Some idea of the growing importance of Mottingham is reflected in the fact that in 1889, the Royal Naval School moved into the premises once known as Fairy Hill. The Royal Naval School was originally established in Camberwell and was housed at New Cross from 1843 until its removal to Mottingham. The school remained in Mottingham until 1911, when the establishment suddenly closed.

With the increase in population and the passing of the Education Act in 1870, it became necessary to provide a school for the village children; and in 1875 a Vestry Meeting was held to consider this. After discussion it was decided to provide school accommodation from the rates, and the first Board School was opened in Devonshire Road in what is now the garage behind Unwins: obviously there were not many pupils! The first purpose-built school was erected and opened in 1877 on the site where the Library now stands: another building that has disappeared because of enemy action. The building originally accommodated infants and juniors; but because of

the increase in numbers, a new infants' department was erected in Dorset Road in 1894, the building of which can still be seen behind the modern extension.

Thus, by the end of the 19th century, Mottingham had evolved from an isolated group of houses to a village community complete with shops (built in 1894), schools, churches and modern means of communication to the "outside world"; but the progress of the 20th century and the effects of two World Wars were to change completely the rural nature of the village, and replace it with the Mottingham we know to-day.

MOTTINGHAM - A BRIEF HISTORY, PART III, by Ian G. Murdock, will be concluded in our Newsletter 4, to be published in March, 1973.

(Editor's Note: We are greatly indebted to the author for the time taken in research and presentation of this Mottingham history.)

The Hon. Secretary,
Mottingham Residents' and Interests,
Association,
55, Leyland Road,
Mottingham, S.E. 9.

ANNOUNCEMENTS

We are pleased to learn that Greenwich Council are considering a pilot scheme to provide off-peak storage heaters to combat hyperthermia among the elderly.

NEW CONSUMER ADVICE CENTRE:

Greenwich Council's new Consumer & Advice Centre is now open in Wellington Street, Woolwich, S.E. 18.

Advice on the best buys before actual purchase and advice on Council matters can be obtained from the new office.

ANNOUNCEMENTS:

If you have any announcement about a local activity that you would like included in the next Newsletter, please contact your nearest Officer or Committee member.

All other correspondence should be addressed to:-

The Hon. Secretary,
Mottingham Residents' and Ratepayers'
Association,
55, Leysdown Road,
Mottingham, S.E. 9.

M O T T I N G H A M N E W S
