

# THE CAMBERWELL SOCIETY

President: Jim Tanner, 107 Camberwell Grove, SE5 (703 8624)  
Chairman: Jeremy Bennett, 30 Grove Lane, SE5 (703 9971)  
Vice-Chairmen: Conrad Dehn, 38 Camberwell Grove, SE5 (701 4758)  
Nigel Haigh, 50 Grove Lane, SE5 (703 2719)  
Hon. Secretary: Islay Charman, 26 Grove Lane, SE5 (703 4427)  
Hon. Treasurer: Nicholas Roskill, 56 Grove Lane, SE5 (703 4736)  
Asst. Secretary: Katie Crawley, 6A Flodden Road, SE5 (733 8194)  
Asst. Treasurer: James Farmer, 1 Pelham Hse, 14 Grove Pk, SE5 (274 3197)



NEWSLETTER No: 70

FEBRUARY 1986

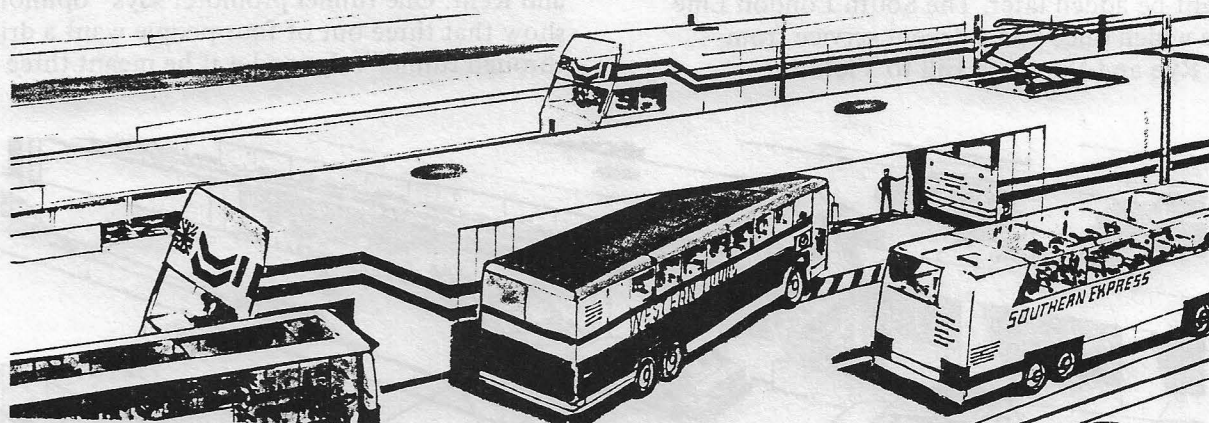
## WHAT WOULD A CHANNEL TUNNEL MEAN FOR SOUTH EAST LONDON?

*Whilst the Society is primarily concerned with improving the environment in Camberwell, there are times when we must broaden our field of vision and interest ourselves in national issues. The proposed Channel Tunnel is one such issue for its advent could have profound and not necessarily beneficial effects on our environment in Camberwell and the South East. We have therefore asked Norman Hutchison, Convenor of the Society's Traffic and Transport Sub-Committee to review the likely implications and to present the views of your Executive Committee. Members' comments and views would be welcome.*

Would crossing the Channel by tunnel instead of ferry or air bring "benefits of speed, convenience, comfort and a clear passage free of adverse weather conditions", as a Commons Select Committee put it in 1981? Or is "a fortune about to be invested in order to raise the real cost of going to the Continent", as Professor Maurice Peston has written? The Newsletter is hardly the place for these arguments, but we must give some thought to the implications for South East London.

The published plans for bridges or tunnels had nothing to say about effects on the London environment. Changes in road and rail traffic in London were not considered to be matters for the rival promoters. But these are matters that concern us, and the Executive Committee decided to support the view that any link

should be by rail only. In our letter to the Department of Transport (which also went to the Department of the Environment and the Southwark MPs) we said: "The material available goes in some detail into the allegedly manageable nature of the engineering works needed for a modest increase in road capacity in the Kent approaches. At the same time promoters see as a selling point for a link its availability to handle vastly greater numbers of cars and lorries than are likely at the outset. What we fear is an early and rapid increase in road traffic, which might be accommodated on the Continental side (where feeder routes can fan out far more than in England), in the link itself, and in Kent (at the cost of new motorway construction), but which would make conditions in London intolerable. On the assumption that uninhibited consumption of fossil fuel will continue for some decades after a fixed link is opened — if not, the whole exercise requires rethinking — all experience suggests that tourist and business car travel will expand to fill the link to



*This and the next page show an artist's impression of the loading of cars, coaches and lorries on their separate shuttle wagons for rail transit, as proposed by the Channel Tunnel Group and France Manche SA, whose project was endorsed by the Prime Minister and President Mitterand on 20th January.*

capacity. It would then inevitably overflow London. As for lorry traffic, our eyes and ears tell us daily in Camberwell that, despite the theory of the M25, more and bigger British and Continental lorries continue to favour routes through London."

This was not, however, the only point to be made. The "rail only" proposal, as put forward by the Channel Tunnel Group, provides for the loading of cars and lorries on transporters at the tunnel entrances. There is much concern in Kent about the damage to the environment that the loading areas would cause, and the extra traffic would still go through South East London whether it was heading for a road tunnel or for a rail transporter. So our letter also urged that there should be an extensive regional network of loading points. This would enable both freight containers and cars with passengers to cross the Channel without using roads in London and Kent. We have been told by the Department of the Environment that this suggestion will be taken into account.

Rail traffic too has to be considered. We are in touch with British Rail about their plans, which include a possible Continental passenger terminal at Waterloo, and through running of trains from north and west of London, probably via Kensington (Olympia). Trains from Waterloo might turn south on a short new link line towards Wandsworth Road Station. Obviously it will be a good thing for the London environment if traffic — especially freight traffic — is attracted from road to rail. But we have told British Rail we want their plans to make full provision for Channel traffic without prejudice to local needs. Our letter said:

"Both the London to Continent and the rest-of-Britain to Continent rail traffic must be so handled that high-frequency cross-London local services can be maintained and improved. We hope to see the Snow Hill link, ideally with feeders from the South London Line (possibly linked to Underground lines), used to provide the only possible answer to the public transport problems of SE London."

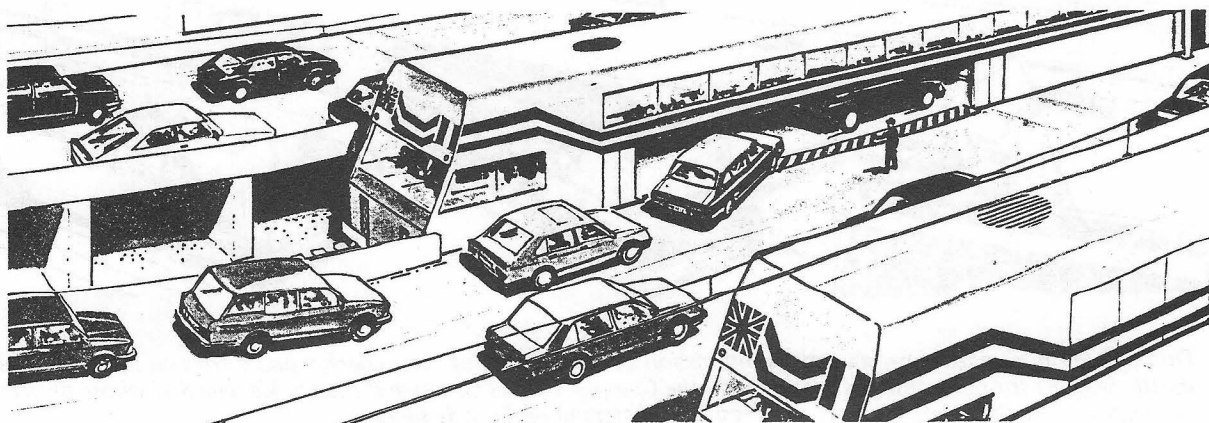
(Just to remind our readers, the Snow Hill link — see page 12 of Newsletter No. 65 — is the one promising us, from 1987, through services from King's Cross via Farringdon and Blackfriars to Denmark Hill and Peckham Rye. The former stop at Camberwell Station Road might be added later. The South London Line is the one which once had a decent service from Peckham Rye and Denmark Hill to Victoria).

One issue which will certainly arise is whether Waterloo is the right place for a terminal. A Docklands site is favoured by the GLC, and the London Amenity and Transport Association (to which our Society is affiliated) wants to support it. We shall need to find out more about what the alternatives would involve for our own area.

As we went to press the pace of events was expected to be this. If the British and French Governments reached agreement to go ahead the House of Commons would be asked to give a second reading to the necessary Bill. As this would involve private as well as public interests it would be "hybrid" and therefore go to a Select Committee specially empowered to hear private objectors. However they would be heard only if they showed they were entitled to object, and unless the rules were relaxed this would usually mean showing one had an "interest" of a more specific kind than is often acceptable to an inspector at a public inquiry (which the Government has ruled out). Moreover objectors would be unable to argue for any changes which would be inconsistent with the approval in principle which the House would already have given on second reading. Even so the proceedings would probably extend well into the 1986-7 Session for there would be a similar Select Committee of the House of Lords where objectors could again appear.

There is a great deal of pressure on Government to agree to a relaxation of the rules which would extend the right to appear before the two Select Committees. This might make a great deal of difference for the amenity societies in Kent, for example, but it is very doubtful whether the questions about London's roads and railways that interest us would fall within the scope of the Bill at all. So we should probably have to argue about such matters directly with Ministers, Local Authorities and others concerned.

Possibly not all members of the Society will agree with the line their Committee has taken in supporting the view that any link should be by rail only, with loading of cars and freight spread over an extensive regional network to reduce traffic on roads in London and Kent. One tunnel promoter says "opinion polls show that three out of four people want a drive-through tunnel". I wonder if he meant three out of

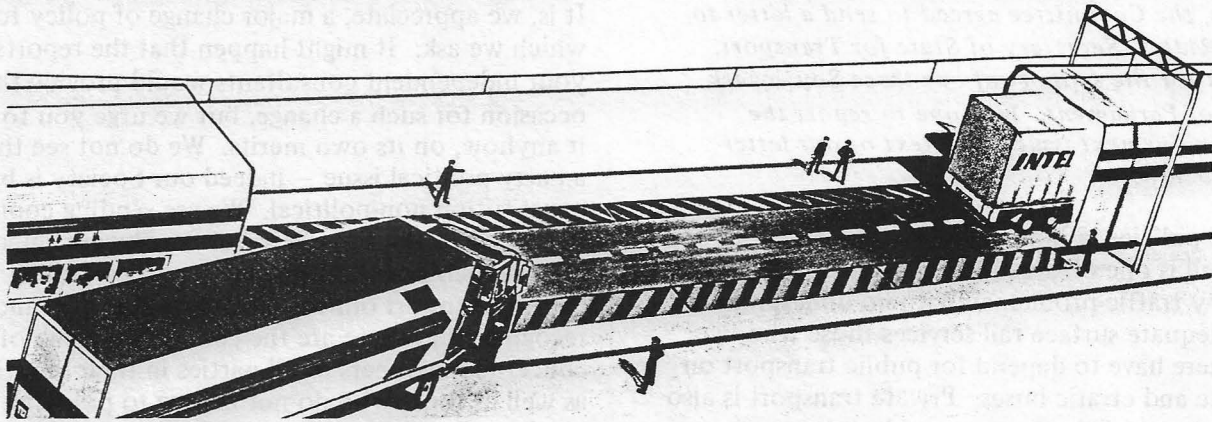




four drivers? People who are not drivers are often overlooked. But even those of us who are drivers and would want to be able to "drive straight through" must reflect on how many other drivers — of lorries as well as of cars, and from all over Britain and the Continent — would want to do the same. What would this mean for the even more important things

that we want, such as the chance to live or work in inner London in conditions that are at least tolerable? It will be interesting, and of course important for future discussions, to know what members think.

*Norman Hutchison*  
*Convenor, Traffic & Transport Sub-Committee*



## THE NATIONAL AMENITY SOCIETIES

*Most members will be aware of the impetus given to the formation of local amenity societies, such as our own, throughout the country by the Civic Amenities Act 1967. What is perhaps not so well known is that a much smaller number of national amenity societies has been on the scene for a great deal longer — in the case of the oldest of these, more than 100 years. In this, the first of an occasional series on these national amenity societies, Jim Tanner writes about the Society for the Protection of Ancient Buildings.*

### The Society for the Protection of Ancient Buildings

The Society for the Protection of Ancient Buildings (SPAB) is the oldest of our national amenity societies, having been founded in 1877 by William Morris. Morris was alarmed at the damage being done to old buildings, in particular churches, in the name of restoration carried out by certain, often eminent architects, actively encouraged by their ecclesiastical clients. He was much influenced by John Ruskin who, in his *Seven Lamps of Architecture*, published in 1849, argued that the artistic and historic value of mediaeval buildings lay largely in their actual surface. The surface was not only a historical record, its texture showed visible evidence of age and the tool marks expressed the work of the craftsmen who created them. 'Do not let us talk then of restoration', declared Ruskin, '... that spirit which is given only by the hand and eye of the workman, can never be recalled.'

Convinced of the rightness of this view, William Morris argued that old buildings should be repaired, not restored. He published a manifesto urging architects 'to stave off decay by daily care, to prop a perilous wall or mend a leaking roof by such means as are obviously meant for support or covering, and show no pretence of other art, and otherwise to

resist all tampering with either the fabric or ornament of the building as it stands.'

To this day prospective members of SPAB are asked to sign the manifesto, a commitment to a particular philosophy which, in the view of some people, may be well-intentioned, but is not always reconcilable with the need to save threatened old buildings by adapting them to new uses.

However no crusading organisation is without its critics. Since its foundation over a hundred years ago, SPAB has been in the forefront of the crusade to protect our architectural heritage. Its advocacy of conserving this heritage through care and repair is buttressed by a thorough and scholarly understanding of how old buildings are constructed and how to repair them.

Apart from its role as a well informed pressure group, it:

- advises on all problems affecting old buildings
- investigates the cases of threatened buildings
- reports on historic areas and advises on the designation of conservation areas
- arranges lectures and visits
- organises courses on the treatment and repair of old buildings
- administers scholarships for the study of traditional methods of repair
- maintains an index of threatened houses (information is available to members who wish to purchase)
- sponsors public appeals for funds for notable buildings
- produces a range of publications on the care of old buildings.

If you are interested in joining SPAB or would like to know more about its activities and the benefits of membership, write to the Secretary at the following address:

Society for the Protection of Ancient Buildings  
37 Spital Square, London E1 6DY  
Tel: 01-377 1644

*Jim Tanner*

## EQUAL (OR UNEQUAL) CONSIDERATION FOR PUBLIC TRANSPORT

*The Society is often asked by members to make representations about individual failings in public transport. These have increasingly pointed to the need for policy changes at the top, and before Christmas, the Committee agreed to send a letter to Nicholas Ridley, Secretary of State for Transport, and to ask for the support of our three Southwark Members of Parliament. We hope to report the response in our next issue. The text of our letter is set out below.*

### Transport policies in inner London

Camberwell is one of the areas of inner London most affected by traffic problems. With no underground and no adequate surface rail services those who live or work here have to depend for public transport on inadequate and erratic buses. Private transport is also chaotic because of the unmanageable volume of car commuting from areas further south — itself a reflection of unattractive public transport there. These commuters funnel through the business and residential streets of communities such as Camberwell, already congested by goods vehicles moving to and from the Channel ports.

The Camberwell Society, which has nearly 1000 members and is the recognised local amenity society affiliated to the Civic Trust, wants to see these conditions improved, not worsened, by the policies which your Department adopts, or which it imposes under your new powers on the London Boroughs and on London Regional Transport.

We are therefore concerned that the emphasis now being placed on major new road expenditure in London — a suggested £2.4 thousand million over the next 5 years — has not been matched by a positive commitment to investment in the attractive, modern and expanded public transport system that London needs. In our area, for example, bus services should be integrated with high frequency rail links using a southward extension of the Bakerloo tube and the opportunities which the new BR link to Farringdon and development of the South London Line could provide. LRT is instead required to follow the cost-cutting strategy which you have prescribed. Unless that strategy is deliberately modified it must negate assurances such as were recently given by your Minister of State in a letter to householders in Dulwich who are worried about the South Circular Road. That letter claimed that public transport measures would receive equal consideration in the decisions which are to follow public consultation on the outcome of the current consultants' study.

Moreover it is clear that the cost-cutting strategy is not only worsening services but also leading to short-sighted and self-defeating "economies" such as the extending use of one-person-operated buses, which simultaneously discourage users of public transport (particularly the increasing proportion of elderly users) and delay all other forms of road transport. There is a growing feeling among our members,

regardless of the extent of their individual use of public and private transport, that higher priority must be given to creating a public transport system which will make it possible for us to live and work in inner London with private car usage at a level which could be contained without resort to highway engineering which would destroy our environment. It is, we appreciate, a major change of policy for which we ask. It might happen that the reports of your independent consultants would provide the occasion for such a change, but we urge you to make it anyhow, on its own merits. We do not see this as a party political issue — indeed our Society is by its constitution non-political. We are sending copies of this letter to the three MPs for Southwark (members, as it happens, of the three main parties) asking them to support our representations to you and to recognise that these are the considered views of concerned members of all parties in their constituencies as well as those who do not belong to political parties.

### ONE-WAY TRAFFIC EXPERIMENT NEAR KING'S

Lambeth Borough Council's experimental system of one-way working in the streets lying between King's College Hospital and Coldharbour Lane was described in detail in Newsletter No. 66 (page 8). If the Council's plans go ahead the scheme will be in operation by the time this reaches our readers. It is to be, initially, for a period of three months, and Southwark as well as Lambeth traffic engineers will be watching the effects.

A more drastic scheme, which would mean that the western part of Bessemer Road ceased to be a highway and became part of the Hospital grounds, is meanwhile in abeyance. The Camberwell Society has made it known that it might be sympathetic to any arrangement which helped parking by those bringing casualty and out-patient cases to hospital, but not to any which failed to meet this obvious need.

### EFFECTS OF CLOSURE OF WALWORTH BUS GARAGE

It was claimed that closure of the bus garage lying between Camberwell Road and Camberwell New Road, and the resulting concentration in the Camberwell Garage, at Warner Road, would not worsen services. It has certainly added to the traffic congestion and the dangers to pedestrians and waiting passengers at the foot of Denmark Hill. Buses are awkwardly stopped while crews change, not always quickly, or even while they are out of service for a time. Buses stop far from the blocked-off official stop and there is a scramble from the waiting queue which is unfair and even dangerous to the less mobile. The Camberwell Society has



pressed London Buses Ltd for urgent remedial action, and has sought the support of the London Borough of Southwark and of the Metropolitan Police, who are believed to share our concern.

The Society has also warned that there will be opposition to any change of use of the site of the closed garage which would prevent its being used again for public transport purposes when, as we hope, there is the change of policy we are seeking, as reported elsewhere in this Newsletter. The land adjoins the railway line, and a bus station with convenient facilities for interchange with rail could bring great benefits to Camberwell and much of South London.

## TRAFFIC LIGHTS AND PEDESTRIAN SAFETY

There is much concern about certain lights that sometimes seem to make it *less* safe to cross, or which are puzzling in their behaviour, and we have been trying to find what could be done. So far there is little action to report, but there are three places where the details we have got may help our readers to understand the problems and to cross more safely.

### Crossing at bottom of Grove Lane

There are three problems here.

1. The 'green man' gives protection *only* when crossing Grove Lane or when crossing Church Street at the 'Hermit's Cave'. It is not designed to be visible when crossing Church Street at the 'Artichoke', where there can be left turners out of Artichoke Place while the green man is on.
2. If no one has pressed any of the buttons, then traffic going towards Peckham gets a red for only two seconds. This red comes on immediately the green arrow for Grove Lane traffic goes off, and it misleads pedestrians. It also encourages drivers who know about it to take chances.
3. Traffic from Artichoke Place often breaks the law by not turning left.

Only redesigning the whole thing could deal with the first problem, and we are unlikely to get this when the plan for the Green is due to reverse the flow of traffic at the bottom of Grove Lane (as explained at the foot of page 2 of Newsletter No. 69). The third problem is the usual one of enforcement. We suggested, however, that the second problem could be solved if the two-second red was simply omitted, so that there would be a red of reasonable length when a button was pressed, but no red at all when no button was pressed. Astonishingly this is forbidden by Department of Transport Regulations which require the green arrow to be positively cancelled by the appearance of a red, and not just extinguished. At this and other T junctions with no incoming traffic from the side road there is no need — so far as vehicles are concerned — for this red to stay on, so off it goes at once. Only if

one or more buttons have been pressed does it stay on while the green man lights up.

We asked why the green arrow could not be cancelled by a red one, but this is apparently a foreign practice which the Department is determined to keep out of our island! So, for the foreseeable future, the message is to cross *only* where there is a green man and to press the button *every* time, and *not* just wait for the red for the traffic to come round.

### Crossing Denmark Hill near the Post Office

Several members say the green man here is totally unresponsive however often the button is pressed. Unless there is an electrical fault (and we did ask for a check) the story is this. These lights are linked to the set at the Coldharbour Lane junction, which in turn is part of a much larger computer-controlled group. The computer has different peak and off-peak programs, but the effect is broadly the same at all times. There is one part of the cycle — the part the engineers call the 'window' — during which the button will bring on the green man after a pre-set time lag. If you just miss this 'window' your message to the button is stored till the whole cycle comes round again to the next 'window'.

It can seem a long time, but again the safety message has to be to press and wait.

### Crossing Denmark Hill at Bessemer Road

Usually the only problem on the pedestrian crossing itself — but a serious one — is that so much traffic out of Bessemer Road illegally turns right. We are told that the existing signs for the mandatory left turn are as much as the regulations allow, and unfortunately most offenders probably know they are breaking the law anyhow. So again it is a question of enforcement, but we have suggested there will be an opportunity at least to count the offenders while monitoring the one way experiment reported elsewhere in this Newsletter. (See *One-way traffic experiment near King's*).

### Could more be done to help pedestrians?

It is worrying that there should be so much disregard of and even contempt for traffic signs, and for giving way to pedestrians when turning into or out of side roads as enjoined by the Highway Code. Sometimes the traffic light engineers can help. But it is still unknown, as we go to press, exactly who will be really responsible for signals in London when the GLC has gone. Real counter-measures involve education, moral attitudes to so-called 'technical' offences, and law enforcement either by the existing policy — which raises problems of priorities — or by going beyond the concept of traffic wardens concerned primarily with offences where vehicles are stationary. We must go on exploring what Societies like ours, and others equally concerned, can do, and would welcome suggestions from members.

Norman Hutchison  
Convenor, Traffic & Transport Sub-Committee

## CIVIC TRUST AWARD FOR DENMARK HILL STATION

The Phoenix and Firkin at Denmark Hill Station has won one of only eleven Civic Trust awards in London for outstanding building or restoration work.

The award, announced at the end of November, commended the Camberwell Society and the Southwark Environment Trust for their imaginative restoration of the burnt-out Denmark Hill Station. A plaque will be presented to the Camberwell Society and the Southwark Environment Trust which will be unveiled at the Phoenix and Firkin later this year. In thanking the Civic Trust for the award, Society Chairman, Jeremy Bennett, said "This is a great honour for Camberwell and for Southwark, and recognition at a national level of all the hard work put in by local people to make this restoration a success".

(Some readers may ask on which day of the week and at what time in the day was this photograph taken. It is not only the number of parked cars which presents a hazard to pedestrians crossing to and from the station, pub or letter box and makes it difficult for other vehicles driving through, but that badly parked cars actually prevent access to delivery vehicles. Until an alternative is found for cars parking all day it will remain impossible for vehicles to stop or park for a short while and for people working or living in the area to have normal access).

## LANDSCAPING OF THE PRESTO CAR PARK

Members of the Society were dismayed at the appearance of the Presto car park off Daneville Road when the new supermarket opened in November. Why were there so many unnecessary signs? Where were the trees along the Daneville Road frontage that had been shown on the plans? Complaints to the Society and to the Council flooded in. One member likened the area to "an American parking lot". The Society wrote to EPIC, the developers of the site, and to the Council. We asked that a proper landscaping plan should be submitted and that the trees that were shown on the original plan — particularly those shown to be planted all along the Daneville Road side of the car park providing an effective screen — should be put in as soon as possible. We stated in unequivocal terms that the present scheme was totally unacceptable. Leader of the Council and Ward Councillor for St. Giles, Cllr. Tony Ritchie, to whom we also wrote, agreed with us and lent his support to our request for more planting.

At the time of going to press we learn from the Council's Planning Department that discussions are now being held with EPIC and with Argyll (the owners of Presto) about improving the site. The Council will insist on the planting of the screen of trees along Daneville Road.

*Jeremy Bennett*



*The Phoenix and Firkin pub at Denmark Hill Station, the subject of a Civic Trust award.*





*Where are the trees? A view of the new Presto car park at Camberwell Green. (See Landscaping of the Presto car park).*

## CHRISTMAS PARTY

Surprisingly (as it usually rains or snows) Thursday, 12th December, proved to be a warm evening. Once members were through the security barrier of the SCF and the Society's check point, they were able to refresh themselves with Beaujolais Nouveau and bits. Stephen Burns, on a return visit, then entertained and amazed us with more Magic. All through the earlier part of the evening members arrived carrying delicious looking food. Serena Ansell and Vanessa Norman had done a marvellous job persuading people to bring contributions and then, after the magician, as if by magic, produced a real Christmas feast for us. Society funds, even with the increased subscriptions, always need help and so we were very grateful to Mr. Williams (butcher), Duraty Radio, Judy "Pesh" (florist), Great Expectations (pictures and picture frames), Phoenix and Firkin (no comment) and certain members of the Society for raffle prizes. Several members were sorry that we did not have a Camberwell Quiz this year. Perhaps Michael Griffith-Jones can be persuaded to set out again with his camera, or perhaps some members could produce several slides and questions each to combine and make up a quiz. If you have any other ideas about the Party for next year, or suggestions about the monthly meetings, please let the Hon. Sec. know. The Committee tries very hard to welcome members to all meetings and especially to the Christmas Party, when they wear labels so that they can be easily identified. It is difficult to ensure that everyone is greeted, so as this is a great opportunity for everyone to meet, everyone to chat, and exchange ideas, please introduce yourselves.

To those who manned the doors, washed up, sold Society cards, swept the floor, provided food, etc., thank you.

*Islay Charman*

## NEWS IN BRIEF

### James Fulljames

It is with sadness that we record the death of Mr. Fulljames on 19th September 1985 after a long illness.

James Fulljames was born in Southampton Way in 1910 and although he lived in Sandwich, Kent, for over thirty years, he remained in spirit a Londoner. In the words of his son, he 'never really got London, especially Camberwell, out of his system.' He had a vast store of memories of Camberwell in the earlier part of this century and, though he no longer lived here, was in every sense an active member of the Society. He was a contributor to the Newsletter and in Newsletter No. 58 (February 1983) extracts from the book he was writing about his early days in Camberwell were published. Sadly the book remains unfinished but one day, it is hoped, his family may be able to complete his work.

The Society has lost a good friend and supporter.

### Local Exhibitions

You may have missed the exhibition of old photos of East Dulwich at the Dulwich Library but don't miss the Peckham Society's chairman's exhibition on Pissarro's paintings of South East London, also at Dulwich Library.

At the Cuming Museum, until the end of August, there is an exhibition "A Slice of Southwark's Past". This shows among other things "a revealing litter of household and personal belongings" from Roman days. Maybe our present day litter will one day be of archaeological interest ... Visit the Cuming Museum and come to hear David Beard on 17th April.

### King's College Hospital Scanner Appeal

One million pounds is needed and the fund is nearing the half way mark. Probably everyone has heard of the appeal, but, equally probably, everyone has not yet contributed. Hopefully not, as the fund still has a long way to go. Contributions may be sent to The Scanner Appeal, King's College Hospital, Denmark Hill, SE5, but, to help members to contribute, a collection will be taken towards the appeal at the meetings between now and May. Any contribution is not too small. No contribution is too large! The Herne Hill Society is trying to organise a dance in the refectory at the Medical School in aid of the appeal and it is hoped that members of the Camberwell Society will support this venture.

### Goldsmiths' College

#### School of Adult and Community Studies

During the Autumn a course was organised on *Villages of Camberwell and Peckham*. On 16th April another course begins, *PLACES FOR PEOPLE*, which looks at buildings for people. Many local public buildings and private homes are of architectural merit and historic interest and of importance in our environment. Details of the course can be obtained from the College. Diana Rimmel, who is the local historian responsible, is our speaker on 20th February.

### The activities of a London local amenity society

This was the subject of a talk given by the Society's president, Jim Tanner, to a well attended meeting of the Beckenham and Bromley branch of The Historical Association on 16th January. Jim was of course talking about our own Society and illustrated his talk with slides of our many campaigns including Selborne, Camberwell Green shopping centre and road schemes, and the rebuilding of Denmark Hill Station.

### Datchelor still sings

Despite the demise of the school in 1981, the Mary Datchelor tradition has continued. As well as meetings of the Old Girls' Club in the now SCF buildings, many former pupils, parents, staff and friends still meet to sing together. On 1st March 1986 at the United Reformed Church, East Dulwich Grove, there will be a programme including Monteverdi Beatus Vir, Vivaldi Gloria and Verdi Stabat Mater. New friends are always very welcome to sing, join the orchestra, or come to listen. More details from Mary Rose Seldon, tel: 703 4427. The performance is from scratch or with minimum rehearsal. Do come!

### Is Camberwell becoming a better place to live?

This was the question put to the Society's president, Jim Tanner, when he was interviewed recently on Radio Kings. He was asked about the aims and activities of the Society and what he considered to be its achievements in the last decade and a half. In conclusion he was asked what issues the Society is currently concerned with and replied that all who live and work in Camberwell must be acutely aware of the inadequate public transport serving the area and the serious road traffic congestion. Working for improvements in both, he said, is a top priority.

## MEMBERS' MEETINGS

The Committee is thinking about the programme for 1986/7 and would welcome any suggestions from members about speakers, or any other type of meeting which they would like and which would prove popular.

A circular has already been sent to members, telling them about the meetings which have been arranged for the beginning of this year, but here are reminders and details of the April meeting. The January meeting will of course have taken place by the time you receive this.

16th January: *JOHN CUTTING*, consultant at the Maudsley Hospital, talks on *SENSE AND NON-SENSE, WHAT PSYCHIATRY CAN AND CANNOT DO*.

20th February: *DIANA RIMMEL* gives an illustrated talk on *JONES & HIGGINS and AUSTINS*, two famous Peckham shops.

20th March: *KEN GLAZIER* returns to talk about *TRAMS AND TRANSPORT* with illustrations from the archives of London Transport and other organisations.

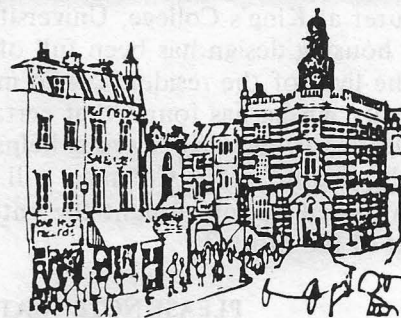
17th April: *DAVID BEARD* has worked on various sites in Southwark and will talk on *ARCHAEOLOGY IN SOUTHWARK*. He will consider the excavations of each site period by period. Pre-historic man worked flints on the sand and gravel banks beside the Thames. Later the Romans built imposing stone buildings with under floor heating. In Victorian times hop warehouses took over the site; and so on to the present day.

18th May: *AGM* at 8 o'clock (members only). At 8.30 pm *ALICE COLEMAN*, who has made a study of the impact of the design of post war estates on social behaviour, will talk on *HOUSING DESIGN AND ITS ROLE IN SOCIAL BREAK-DOWN*. This will remind members of the Society of the impassioned appeals of local residents that they did not wish to live in concrete blocks, that they wanted houses with gardens. They wanted to live in streets, not on estates. But still the bulldozers demolished their homes.



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NEWSLETTER No: 71

April 1986

## ANNUAL GENERAL MEETING — Thursday, 15th May, 1986

The Annual General Meeting of the Camberwell Society will be held at eight o'clock on the 15th May at the United Reformed Church, Love Walk, SE5.

### A G E N D A

1. Apologies for absence.
2. Previous minutes and matters arising.
3. Annual Report of the Executive Committee for the year 1985-86.
4. Treasurer's Report.
5. Election of Officers and Committee.

All the Officers of the Society and the members of the Executive Committee retire annually in accordance with the constitution of the Society and are eligible for re-election. Nominations are required for the Officers and Committee. Any paid-up member may, together with a seconder, make nominations. These must be in writing and may be made at the meeting, but preferably should be delivered to the Hon. Secretary, 26 Grove Lane, SE5, before this date.

6. Proposed changes to the Constitution.
7. Any other business.

ISLAY CHARMAN  
Hon. Secretary

The Executive Committee gives notice that at the A.G.M. on 15th May 1986, the following amendments to the Constitution will be proposed:

- “4. The annual membership fee for individual members and for family members shall be such reasonable sums as the Executive Committee shall determine from time to time and they shall be payable on or before the 1st January each year.
6. ....members. There shall be the following officers of the Society: Chairman, Vice Chairman, Honorary Secretary, Honorary Assistant Secretary, Honorary Treasurer and Honorary Assistant/Membership Treasurer. All the foregoing officers shall relinquish their offices each year and shall be eligible for re-election at the Annual General Meeting. A President may be elected or re-elected at a General Meeting of the Society for periods to be decided at such meeting. Any number of Vice-Presidents may be elected by the Executive Committee from time to time for such periods as that Committee may decide.
8. SUB-COMMITTEES  
The Executive Committee may constitute such sub-committees from time to time as shall be considered necessary for such purposes as shall be thought fit. The Convenor of such sub-committee shall be appointed by the Executive Committee and all actions and proceedings .....

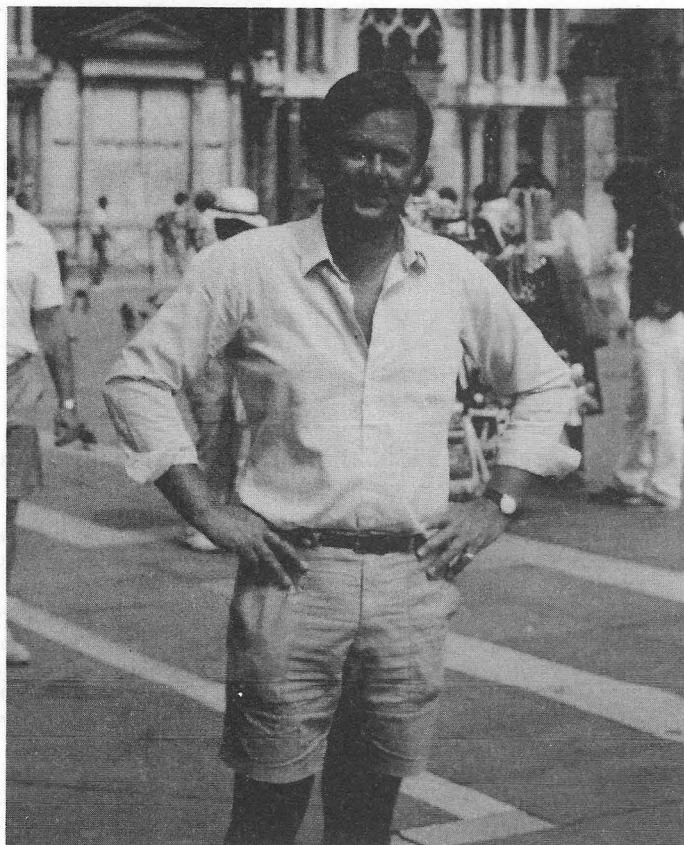
## HOUSING DESIGN AND ITS ROLE IN SOCIAL BREAKDOWN

Following the AGM there will be a public meeting starting at approximately 8.30 pm at which Alice Coleman will talk to the Society about urban areas and the effect of design upon society. Professor Alice Coleman is a lecturer at King's College, University of London and you may have seen her on television. She writes, "Post-war housing design has been full of good intentions for a better environment, but all too often havoc results in the lives of the residents, who may then be unjustly labelled as 'problem people'. A scientific look at what is really wrong has found that certain types of design are undoubtedly a contributory cause to social breakdown. Knowing what is wrong helps us to put it right and to avoid wasting money on useless projects now and in the future". Miss Coleman will illustrate her talk with slides. The tide is turning, in the early 1970s the Camberwell Society fought the battle, high rise and quarter mile long blocks may be a design of the past, but what of the future?

**PLEASE NOTE THAT THE AGM (FOR MEMBERS OF THE SOCIETY ONLY) STARTS  
PROMPTLY AT 8.00 p.m. AND THE PUBLIC MEETING FOLLOWS AT 8.30 p.m.**

### SOCIETY'S CHAIRMAN TO RETIRE AT AGM

Members will be sad to learn that Jeremy Bennett, chairman of the Camberwell Society since May 1979, will not be standing for re-election at the AGM. One of the first members of the Camberwell Grove and Grove Lane Residents' Association when it was formed in 1966 and became the Camberwell Society in 1970, Jeremy was an active member of the Executive Committee during the 1970's and in 1979 took over the chairmanship from Jim Tanner. During his term of office he has successfully led the Society in a number of campaigns, one of his most spectacular achievements being the rescuing of Denmark Hill Station following the disastrous fire in 1980. It was Jeremy's unstoppable drive and enthusiasm in marshalling support for the rebuilding,



*Jeremy Bennett, Chairman of the Camberwell Society 1979-86*

in which he managed to bring together the Southwark Environment Trust, the GLC, the then Historic Buildings Council and an initially reluctant British Rail, which ensured the restoration of this fine example of Victorian Railway architecture. It was his initiative in introducing independent brewer, David Bruce, which ensured that the restored building would receive a new lease of life as the *Phoenix and Firkin* public house.

Jeremy's talent for generating enthusiasm for a cause and for getting the best out of people is matched by his investigative skills as a professional journalist (he is a BBC television producer with a number of notable programmes to his credit) and these skills have been put to effective use through the columns of your Newsletter on numerous occasions. One of the most notable recent examples was his open letter to Southwark's Housing Committee (Newsletter No. 62, March 1984) drawing their attention to the unacceptably large number of derelict houses and flats in the Council's ownership and advancing positive, if – to some – contentious proposals for remedying the situation. Jeremy's letter, written as an individual, not as the Society's chairman, drew sharp reactions, some from fellow members of the Society. But he has never been one to duck controversy and the effect of his campaign was to make people in this borough aware of the seriousness of the problem and to stimulate debate. The chair of the Housing Committee, Councillor Tony Ritchie, now leader of the Council, took the trouble to reply to the open letter and views were also received from Southwark's three MP's as well as many members of the public.

Jeremy Bennett has been a member of the Council of Management of the Southwark Environment Trust since its inception in 1981 and its vice-chairman since 1982. He finds that his work on the SET is needing more of his time. This, together with the demands of his work at the BBC and his desire to spend as much time as possible with his family, has resulted in his decision to stand down as our Chairman. In addition, he is standing as a Liberal/Alliance candidate at the forthcoming local authority elections.

Jeremy will be sadly missed as chairman but he feels that 7 years is long enough in the job.

*Jim Tanner*



## 2 – 2A GROVE LANE

*Camberwell Society members may recall our headline articles in the Newsletter of February 1983 and March 1984 entitled Public Property – Public Waste. We instanced at that time a number of derelict or empty buildings owned by the Council and emphasised the loss to the Council in revenue and rates quite apart from the appalling effects on the community. No.2 and 2A Grove Lane, a former haberdashery shop with residential accommodation above, gutted by fire-raisers, featured prominently in this survey. Nicholas Roskill reports on recent developments.*

Over a period of two years, I have been involved in discussions with the Council and the District Auditor about 2 and 2A Grove Lane which, I understand, is at last sold and to be refurbished: there are welcome signs of work commencing.

The Local Government Finance Act of 1982 requires Councils to show in their audit that they have made proper arrangements for securing 'economy, efficiency and effectiveness' in their use of resources. Moreover the code of Local Government Audit Practice lays down that the auditor should be concerned with lack of or weaknesses in arrangements for securing such economy and efficiency. The 1982 Act gives rate-payers the right to challenge the accounts and I duly exercised such right in May 1984.

After protracted correspondence I was provided in

March 1985 with details of the history of the Council's ownership of the property, which was purchased in October 1978 for a total cost of £20,294.90, though in need of substantial repair. In May 1985 I had a long meeting with the District Auditor, colleagues of his and representatives of the Council at which I made my objections clear and argued that the Council had lost income through gross mismanagement of this property. Since 2 and 2A Grove Lane had by May 1985 been vacant and deteriorating for some seven years, I was able to show that the Council had a property investment which had cost in total nearly £50,000 (taking accrued interest into account) but which had served no useful purpose and had furthermore provided no contribution to rates. No good reasons were given to me as to why it was bought in the first place or why it had not been sold during the seven year period. The Council representative argued that in managing its property they should take into account considerations other than those which were purely commercial but it was never made clear what those objectives might be! I emphasised that the Council was acting in a wholly irresponsible fashion if it tied up large sums of money in useless 'investments' at a time when there was severe shortage of money for housing or local welfare: the residential accommodation could have been put in order quite economically to provide homes for two families.

The property was put on the market shortly before



2-2A Grove Lane, sold at last by the Council and about to be refurbished.

my meeting in May 1985 with the District Auditor. The Council informed me in January 1986 that terms had been provisionally agreed for its disposal and for its use as ground floor retail premises with residential accommodation above. The District Auditor meanwhile wrote to me that he had decided to extend his audit into a review of the Council's management of its commercial and industrial property portfolio. He may make a report on 2-2A Grove Lane in the light of that further audit. He also acknowledged that the Council has a fiduciary responsibility to its ratepayers. I warned him that 2-2A Grove Lane is only the tip of an iceberg of property mismanagement. This is a very brief summary of a long and complicated case which is a sorry tale of waste and incompetence by the Council. The District Auditor was most helpful to me in these discussions and took care to guide me through the unfamiliar maze of Local Government legislation. Moreover, the Council representatives at my meeting were as courteous as they could be in the circumstances.

*Nicholas Roskill*

#### **EQUAL (OR UNEQUAL) CONSIDERATION FOR PUBLIC TRANSPORT**

*This was the headline under which our last issue published the text of our letter to Nicholas Ridley, Secretary of State for Transport. What do members think of his Department's reply, set out below, which our Traffic and Transport Sub-Committee must now consider?*

*We also print a letter from Councillor Tony Ritchie, leader of Southwark Borough Council, in response to our letter to the Secretary of State.*

*From Mr. J. Carter, Greater London Roads & Traffic Division, Department of Transport (dated 14th March)*

1. I have been asked to reply to your letters of 19 December and 22 February addressed to the Secretary of State. I am sorry it has taken so long to respond.
2. I should like to start with the point, raised in your final paragraphs, that higher priority should be given to public transport even though, you suggest, this would be a major change in the Department's policy. I can assure you that the encouragement of improved public transport is already an important part of the Department's policy for London. Ministers are aware that there are many transport related problems in London and are seeking ways to make it a better place in which to live, work and travel. The first priority has been to remove through traffic which is why so much emphasis has been put on completion of the M25.
3. While this will be of enormous benefit to Londoners it will not solve the problems of traffic that has to move around London on essential business or indeed the need to give Londoners the sort of personal mobility they want. The existing main

traffic corridors will have to continue to discharge that function. The problem is how this can be equated with the other requirements for a decent environment and the ability for people to move around locally in safety. This is why the assessment studies were commissioned in four areas where transport related problems were thought to be worst and we are hopeful that the consultants findings will help us to decide the best way forward.

4. In this connection I can certainly confirm the statements made in Mrs. Chalker's letter to householders along the South Circular. Efficient public transport will be part of the solution. Until the consultants findings are known no-one can say what the outcome will be but public transport is expected to be covered. Ministers have already given repeated assurances that the answer is not massive road building throughout London. We have seen the statements you refer to that huge sums of money have been earmarked for improvements to the new trunk roads but I can assure you that those suggestions are nonsense. There are no proposals for any of the roads which are to be trunked following abolition and there is no secret budget tucked away to pay for any vast new programme of road building in London.
5. The current trunk road programme allows for expenditure in London of about £900 million over the next eight years but this includes completion of the M25. Grants for public transport in and around London amounted to about £550 million this year alone.
6. Turning now to your detailed comments about public transport in London, you may be aware that on taking over responsibility for overall policy and financial guidance of London's bus and Underground services, the Secretary of State set the Chairman of London Regional Transport (LRT) a number of objectives. These objectives include improving bus and underground services within the resources available and making their services more attractive to the public. The Secretary of State also set LRT the specific task of reducing their unit cost by at least 2½% per annum, in real terms, over the next few years. Conversion to one-person-operation (OPO) is one measure which LRT believe will achieve substantial cost savings. The pace and essential content of conversion to OPO are for LRT's operating subsidiary, London Buses Ltd., to determine, taking into account the resources available to them and the interests of their passengers. They are planning a number of steps, including improvements to bus design and ticketing arrangements to ensure that the difficulties associated with one person operation are reduced to a minimum, but 100% OPO seems to have been introduced in other major cities in the world without major problems.
7. It is true that the Government requires LRT to cut their costs and reduce the levels of revenue support, which has to be met through rates and taxes, but without resorting to excessive increase in fares or cuts in services. The Government looks



to LRT to improve their efficiency as the main way in which the level of subsidy can be reduced, and LRT's efforts to date have been quite impressive. In fact, the reduced demand for revenue subsidy has made it possible for the Government to make over £40m more available in grants to LRT for capital investment in the current financial year than the GLC proposed for 1984/85.

8. You also suggested an extension of the existing Underground network. This is in the first instance a matter for the management of LRT and London Underground Limited to decide in the light of their resources and commercial judgement. May I therefore suggest that you send your proposals to London Underground Limited direct, at 55 Broadway, London SW1H 0BD, marking them for the attention of Mr. Neil Garrie.
9. I hope you will see from the information set out above that the Department's existing policy is not so very far removed from that put forward by the Society. We appreciate that there is no easy answer to the complex difficulties created by a city the size of London but a sensible balance between public and private transport will surely provide the right approach.

*J. Carter, Dept. of Transport*

*We sent copies of our letter to the three MPs for Southwark and to the Southwark Borough Council. By the time we went to press we had had the following letters commenting on our approach.*

*From Gerald Bowden, MP for Dulwich (dated 30th December)*

Thank you for your letter of the 19th December, in which you enclosed a copy of your letter to The Rt. Hon. Nicholas Ridley, MP, Secretary of State for Transport.

You will know of my concern on this matter, particularly in view of the South Circular and I am therefore grateful to have your views. I will do what I can.

*Gerald Bowden, MP*

*From Councillor Tony Ritchie, Leader of Southwark Borough Council (dated 14th March)*

As you well know, the Council is very concerned about the anti-public transport policy that is being pursued by the present Government. For areas such as Camberwell, where car ownership is low and the streets are congested in the morning and evening by commuters benefitting from their heavily subsidised company cars, the provision of a good, reliable and usable public transport is, as your letter states, of prime importance. The Council is, for example, opposing the trunking of the South Circular Road and the allocation by the Treasury, reported by the Comptroller and Auditor General, of £1.5 billion of additional resources for road building in London, wants not only to halt measures that would attract more and heavier traffic to inner London, but also to suggest that investment is made into public

transport.

It is necessary to ensure that any public transport improvement advocated will bring benefits for local people and not just free more road space for more car commuters. This is why in drafting our new transport strategy, particular attention is being paid not only to schemes which will improve public transport generally, such as the Snow Hill Link and South London Link from Clapham to Abbey Wood, but also to getting more trains to stop in Southwark, more bus priority measures and better, safer access to the facilities for the disabled and women users. Without a strategic authority, with more road building and the deregulation of buses just around the corner, the prospect of being able to exercise any sensible control on transport in London, is poor. However, the Council is continuing to work with LRT, BR, and other providers of public transport to improve the present situation. In your letter to the Secretary of State for Transport you say you are requesting a major change in policy, indeed you are, but embracing one which this Council whole-heartedly endorses.

*Cllr. Tony Ritchie*

There is one development to add. Southward extension of the Bakerloo line — for which we obviously must keep on pressing — was not our only suggestion to improve rail links. Although the reply from the Department of Transport does not mention it, we also pointed to the opportunities for integrating bus services with the BR network when Blackfriars trains start through running via Farringdon to King's Cross and further north. A particularly attractive possibility (as pointed out in our last issue in commenting on the closure of the Walworth Bus Garage) would be to use its site as a new station for these trains, with bus interchange facilities. We were glad to learn recently that the Borough Council had decided to press BR and London Regional Transport to do this. We shall go on pressing too.

## THE GROVE LANE SAFETY CAMPAIGN

*Mrs. M. Blaney, a resident of Grove Lane and member of the Society, has been campaigning for several years to improve pedestrian safety in Grove Lane. Here is her report of a Safety Campaign Meeting held on 7 March 1986.*

The meeting arranged regarding the Grove Lane Safety Campaign was held at Lyndhurst Primary School, Grove Lane, by kind permission of the Headmistress, Miss Mallard.

Representing the Metropolitan Police were Chief Inspector Kenneth Chapman, Traffic Division, and P.C. Snow.

Representing the Southwark Borough Council were Mr. David Crane, Road Safety Officer, Traffic Division. He was assisted by Miss Helen Bale, Mr. De La

Bertouche, Head of Traffic Management. Mr. Wilding of Traffic Management sent his apologies as he was unable to attend the meeting. Representing Lyndhurst School Association were Miss Mallard, Mrs. George, Resident of Grove Lane and a Lyndhurst parent, Mrs. Brough, Vice-Chair Lyndhurst School Association. Representing both the Safety Campaign and the Camberwell Society, of which she is a member, was Mrs. Blaney.

We wish to thank the Borough representatives and the Metropolitan Police for their prompt action regarding the measures they have put into effect already to alleviate our problems. Mrs. Blaney would also like to thank and express her appreciation to the Chairman of the Society, Jeremy Bennett, for his willing help and guidance to her in these matters, at all times. Enclosed is a brief summary of the important points raised at the meeting for the information of Newsletter readers.

### Report of meeting

*"The following dangers in Grove Lane were raised:*

1. Parking on both sides of this narrow road causes constant congestion and would prevent emergency vehicles reaching the school quickly.
2. Bad parking around the junction of De Crespigny Park and Grove Lane frequently prevent emergency services turning right to go up Grove Lane.
3. When the new traffic system comes into force this will be the major access for emergency vehicles as Windsor Walk is also blocked by parked cars.
4. Cars frequently park on the pavement because of the narrowness of the road. This causes a major danger to all pedestrians but particularly to:
  - (i) classes of children going to the Library or Swimming Baths;
  - (ii) parents with prams or buggy's;
  - (iii) handicapped pedestrians.
 Frequently they have to walk out into the road to get around a parked car.
5. Coaches are unable to reach the school on occasions as they have the same problems as emergency vehicles.
6. Vehicles often drive up on to the pavement in order to pass one another endangering all pedestrians. Over 300 children use Grove Lane and are being put at risk because of these conditions.

*During the discussion the following points were also made:*

1. The difficulties in Grove Lane were acknowledged. Many of the parked cars belong to the Maudsley or Kings College Hospitals. They were not local residents. The cost of following up vehicle registration numbers and tracing the owners was prohibitive. This led many motorists to take risks with parking, which they frequently got away with.
2. The indiscriminate and excessive use of yellow lines to prevent parking is counter-productive as they cannot be enforced. There are insufficient

traffic wardens or police to patrol the area.

3. Mrs. George emphasised that there were very real dangers for children in Grove Lane. She had been hit twice by wing mirrors of large vehicles. Had the children been on the outside of the pavement they could have been sucked under the wheels.
4. Mrs. Blaney spoke of her fears of an oil tanker being involved in a serious accident at the corner of Grove Lane / De Crespigny Park – in case of fire. Large vehicles caused great difficulties in these narrow roads. Cars were sometimes physically lifted on to pavements to allow lorries through.
5. It was generally agreed that something had to be done to make conditions as safe as possible in Grove Lane.

*The following decisions were agreed:*

1. Mr. De La Bertouche agreed to instal bollards where appropriate; the money to be allocated from the 1986/87 budget.
2. The possibility of a safety guard rail is to be investigated. This barrier would run from the corner of the Maudsley access road to the corner of De Crespigny Park. Bollards would be inappropriate on this narrow section.
3. The police would fully support the limited use of double yellow lines in Grove Lane: probably around the junctions. This will be discussed at our next meeting.
4. A further site meeting is to be arranged.
5. The emergency services are also to be invited to attend this further meeting.

At the end of the meeting Miss Mallard expressed her thanks to all who had come, particularly to Mrs. Blaney who had instigated the meeting. A small group then walked into Grove Lane to observe the congestion and particular difficulties at the junction of Grove Lane / De Crespigny Park. The usual chaos was self-explanatory."

*Mrs. M. Blaney*

### THE GREEN – A WASTED OPPORTUNITY

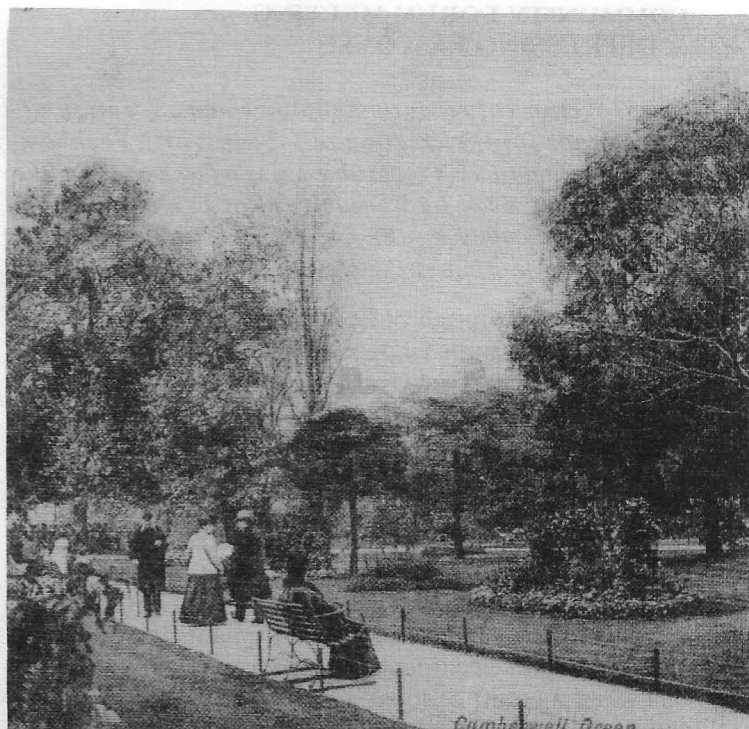
*Observant Newsletter readers will have noticed the removal of shrubs on the west side of the Green and that there are other signs of construction work beginning in the area. This, of course, is the first stage of the new Camberwell Green road scheme. There is, however, one important departure from the plan recommended by the Inspector at the Public Inquiry held last year. Jeremy Bennett reports:*

The proposed Camberwell Green road scheme reveals how Southwark Council have missed yet another opportunity to improve the Green. Despite the strong recommendations of an independent inspector, the Council has refused to close, even on an experimental basis, the road to the north side of the Green. After

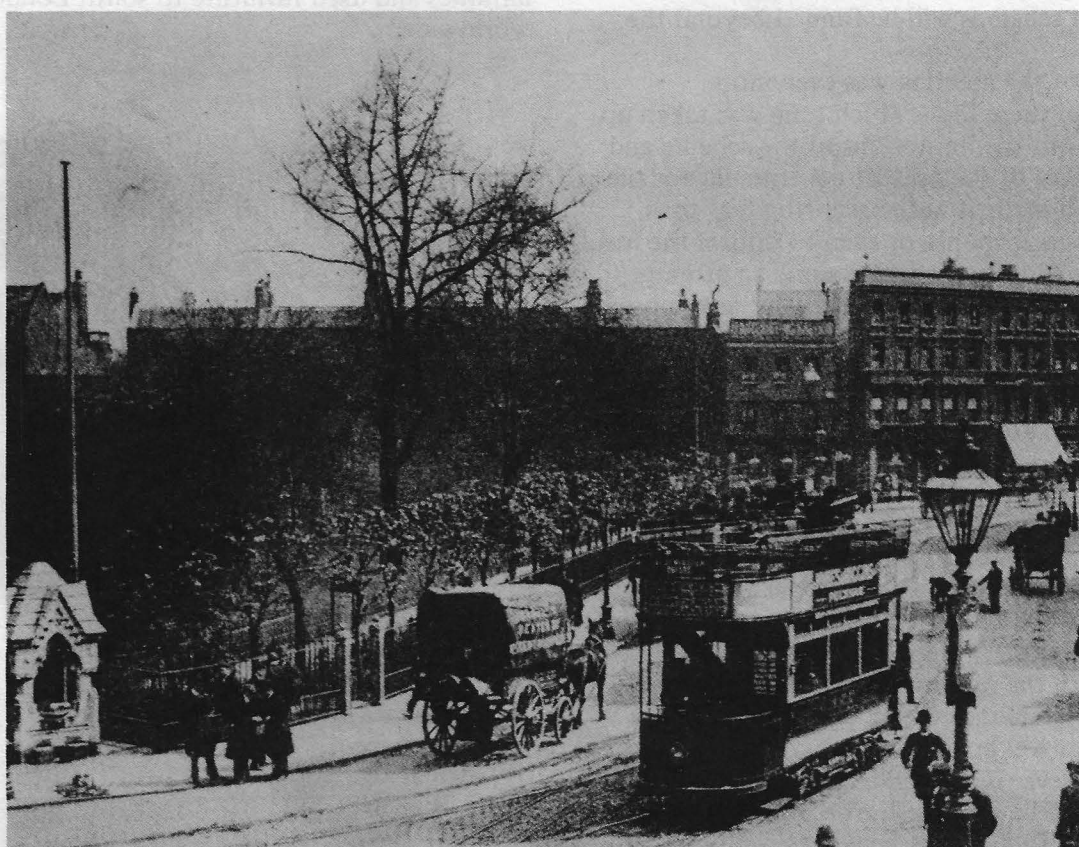


the new road scheme is implemented, the Green will still be cut off by roads on three sides. Open space will be lost for road widening on the west and south sides and will not now be compensated for by extending the Green to the north. The Council's decision ensures that Camberwell's historic village green will remain an island cut off by traffic and an eyesore unused by local residents. What a waste! Proposals to improve the Green, including the grassing over of the road on the north side and the creation of a pub garden at the Father Redcap, were described at the public inquiry by the inspector as "imaginative and important". He was clear in his recommendation that the northern road should be closed, at least experimentally. He said this would provide a more attractive setting for the law courts, integrate the pub with the Green and make the Green more pleasant and accessible to local residents. He also described the evidence put forward at the inquiry for keeping the road open as "inconclusive and far from convincing". Southwark Council says the reason for keeping the road open is to give easy access to the D'Eynsford estate: hardly a strong reason as access to the estate would not be significantly restricted if the road were closed. There would still be easier access than in other parts of Camberwell where road closures have been agreed by residents as contributing to a better and safer environment for everyone. There is still time for Councillors to change their minds by acting in the interests of *all* Camberwell residents and by making the improvement of the Green a major priority. We hope they will do so.

Jeremy Bennett



Two views of the Green from the Society's publications. Above – the Green is certainly not an "eyesore unused by local residents." The south side of the Green (below) shows the drinking fountain, neat railings and flowering trees, all removed over recent years. Now the flowering trees have gone from the west side as well.



## COMMUNITY FORUM MEETING – A DEPRESSING RESPONSE

*The Government recently announced an allocation of extra funds for the creation of jobs in North Peckham, one of the country's worst-hit areas of unemployment. Our member, Jean La Fontaine, went to a meeting on 13th March, called by the London Borough of Southwark, to discuss the allocation.*

The London Borough of Southwark called a meeting of interested groups to discuss the Government's allocation of extra funds to North Peckham. The meeting was held at 11 a.m. which, as one person pointed out, was only convenient for Council employees and the unemployed. I represented the Camberwell Society but the Peckham Society, whose area of concern it is, were unable to send a representative. In fact, the meeting of about 30 people was dominated by employees of the Borough. There was one representative of a tenants' association from the area concerned (Liddle and Friary Wards) but when a count of local people was called for, there were only six who lived there.

We were told that the Government had allocated £8 million and designated 8 areas for this special treatment. This would not be divided equally, but competed for by schemes which would be presented to a government-appointed task force in each area. The task force would decide what schemes would be submitted. The guide-lines drawn up were very narrow; the aim is to encourage the creation of jobs and no schemes which are already funded by local authorities are eligible. The money is to be spent within the next year, so that there is little time to come up with proposals; moreover, there is no guarantee that schemes will be funded beyond the initial year.

The response of the meeting was even more depressing than these facts. Much time was taken up with pointing out the limitations of the scheme and the responsibility of the present government for the situation which made it necessary. No plans to encourage a local response or even to inform the local communities had been made, let alone an attempt to discover what residents in the area want, as opposed to what they are deemed to need. There are patches of waste ground in the area, some quite large, and we were told that jobs needed were for unskilled and semi-skilled workers. Yet no suggestions of site clearance, or self-build schemes were put forward; the discrepancy between jobs available in the north of the Borough and the qualifications of residents of North Peckham was pointed out, but no suggestion that a scheme to bridge the gap might be devised. A suggestion that the experience of other areas in generating projects (Hackney was quoted) met with little response. I came away with the impression that failure was considered inevitable: in which case, the people of North Peckham will be deprived of an opportunity to benefit, however slim their chances, and the Government will be able to shuffle off responsibility for their plight. This cannot be what Southwark intends?

*J.S. La Fontaine*

## PRESTO – CAR PARK AND SERVICE AREA

We reported in the February Newsletter (No.70) that there appeared to be no proper landscaping for the Presto Car Park and Service Area on Daneville Road and Orpheus Street. Meetings have now taken place between the Council and EPIC, the developers of the site. Trees have been planted in the car park on the Daneville Road frontage between Grove Lane and the car park entrance and the holes for these trees have already been dug.

However there seems to be little improvement to the service area which is the biggest eyesore of all for Selborne residents. Most days the service area is full of lorries delivering goods and packed with super-market trollies. This area needs screening as much, if not more, than the car park area.

The landscaping plan, which has finally been submitted shows little planting in this area, certainly not enough to provide an effective screen. The Society is therefore pressing EPIC and the Council planners to agree the planting of an additional six mature trees in the service area.

*Jeremy Bennett*

## TWO FAMOUS PECKHAM SHOPS

Some thirty members of the Society braved the continued chill on the evening of 20th February to hear Diana Rimmel outline the history of two major shops in Peckham: Jones and Higgins, Drapers and Mercers, now sadly closed; and Austins, still providing antiques and used furniture to south Londoners and worldwide.







No. 3.  
Camisole, trimmed round lace yoke,  
long sleeves.  
Wom's..... 3/0 | O.S. .... 3/6

### Jones and Higgins

Edwin Jones and George Randall Higgins met whilst working in the city at Spencer, Turner and Baldero and, with capital of £210, opened their shop at No.3 Coburn Terrace, now Rye Lane, in 1867. A combination of hardwork, willingness to please customers, a favourable position opposite Thomas Tilling's horse omnibus terminus and the growth of the neighbourhood led to the rapid expansion of the business. A wider range of dress and household goods was stocked. The business spread into seven additional shops in its first ten years, initially into numbers 5, 7, 9, 11 and 13 Rye Lane; by 1894 the firm had extended round the corner into the High Street and the tower was built. Ultimately the company occupied all of Rye Lane from numbers 1-41 and premises behind, along Hanover Park. By the turn of the century, there were 600 employees and by the 1920's some 1000 staff, some of whom were lodged in a staff boarding house in Hanover Park. The firm became a public company with a quarter million pounds capital early in this century. The shop ran a carriage trade, and also its own delivery service, for which a stable of horses was maintained. It was one of the first London shops to hold summer sales. During the war, Jones and Higgins suffered bomb damage early in 1943 and a V2 rocket nearly caused further damage later in 1944. In 1955 the Company was bought by Great Universal Stores, but thereafter never recovered its former glory. A section of the shop was converted to a supermarket. Later it became The Houndsditch Warehouse in Peckham from 1980 to 1984 when it was closed. Most of the shop except the corner tower has now been demolished and a larger supermarket is being built. The records of Jones and Higgins from 1873 - 1980 have been deposited in the local history collection of Southwark Libraries, at the John Harvard Library, and provide the basis for a fuller history of the shop.

### Austins

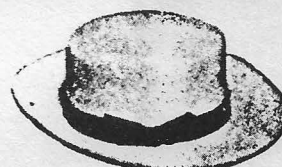
George Austin of Blackthorn in Oxfordshire came to London to find work in the 1860's. He took lodgings in Peckham and thought the high cost of these indicated a prosperous populace. As his family were dairy farmers, he opened the Oxford Farm Dairy in the 1860's in the premises the firm still owns in Brayards Road and shortly extended to premises in Albert Road, now Consort Road.

By the 1880's the firm was undertaking household removals. From time to time they bought pieces of furniture and sometimes accepted furniture in lieu of unpaid milk bills. Gradually the furniture business took over from the dairying and in 1905 the site in Peckham Rye was acquired; the cottages on it were knocked down and building was begun at the Scylla Road end of the site and gradually extended southwards from then until the 1930's. Although mainly a retail business, Austin's also sell to antique dealers and to 17 overseas countries, including USA and Japan. In the USA they have dealt with three generations of the Hart family of Houston and with Kyles of New Orleans since 1918. The Company does its own restoration work, but ceased removals some fifteen years ago. Important pieces of furniture sold include the largest piece of Boulle work ever made (sold for £5500 some ten years ago), an Indian commode of 1860 and 12 William IV chairs. Chinese porcelain is also a speciality and sales have included an eighteenth century Toby jug made in China. The Company is still run by members of the Austin family: Henry Austin is Chairman and Managing Director; his uncle, Alfred Austin, is in charge of the Brayards Road building, and his brother, Derek Austin, runs the shop in Peckham Rye; Valerie Austin is Secretary and runs sales to French dealers.

Illustrations for Diana Rimmel's talk included a variety of material handed round the audience, mainly photocopies of Jones and Higgins' advertising material, drawings and photographs of buildings, an album of colour photographs of the most important antiques sold by Austins that had been kindly lent by the firm and a selection of slides of both shops and other aspects of Rye Lane selected and brought to the meeting by Mary Boast from the local History collections of Southwark Libraries.

The Society is grateful to Diana Rimmel for her talk. She lectures in the evenings at Goldsmiths College, New Cross: in the summer term on 'Places for People', and in the autumn will continue to run the series of lectures on 'Villages of South-East London', the next series dealing with Bermondsey and Rotherhithe. Lecturers on this course will include Diana Rimmel, Mary Boast and Bob Smythe of the London Wildlife Trust. Members of the Society would be welcome to enrol.

*Elizabeth Betts*



Folding Panama, Grass.



Panama Folding, rolled up.

## NEWS IN BRIEF

### Unauthorised Minicab Firm

Following complaints from residents and members, the Society has objected to the unauthorized operation of a minicab firm from 14 Grove Lane in letters to the Borough Planner and Cllr Tony Ritchie, leader of the Council and councillor for St.Giles Ward.

Permission has not been sought for the change of use to a minicab office, and illegally parked cars associated with the firm are causing danger and obstruction to both pedestrians and other traffic. The Society is pressing the Council to take suitable enforcement action.

### Rubbish Dumping

Dumping of rubbish in public places is still a major problem in the Camberwell area. A resident of Flodden Road has been out with a camera and sent the Newsletter a number of pictures which prove the point. (We print one of them). People dumping rubbish or spreading litter are a public nuisance and in practically all cases are breaking the law. If you catch people dumping, please ring this number 928 9988 immediately. If you are too late to catch anyone and you are left with a pile of rubbish, a call to the Council's Public Works Department at Larcom Street, SE17, telephone 703 5464 will usually ensure that the rubbish will eventually be removed. Meanwhile, more litter bins please.

*The dumping of rubbish in public places is a growing problem*



### Dead Trees in the Grove Lane Triangle

Under its *FACELIFT* scheme Southwark Council planted seven trees in a small triangular-shaped plot where Grove Lane meets Champion Park.

Unfortunately four of the trees died. The Society has now written to ask if they can be replaced and larger holes dug for their roots (there were problems with digging through concrete when they were first planted). In general the Council is anxious to hear from residents when trees have died or been damaged. The number to call is 703 6311, extension 2230 where you ask for the Tree Officer. This is also the number to call if you suspect that anyone is cutting down preserved trees in a conservation area, illegally.

### Unauthorized Hoarding – Camberwell Green Conservation Area

What appears to be another unauthorized hoarding has appeared at the Camberwell Church Street end of Grove Lane in the Camberwell Green conservation area. Hoardings cannot be put up without planning permission and this will not normally be given when the site is in a conservation area. The Society has objected to the Council who are currently trying to find out who is responsible. If any member has reason to suspect that hoardings are going up without planning permission, this should be reported to the Borough Planner, Southwark Planning, 30 – 32 Peckham Road, SE5 8QP.



*More litter bins in Camberwell would help.*



### McDonalds at Camberwell Green

The Society continues to press the Council to withdraw its objections to a McDonalds Hamburger restaurant opening at the new Butterfly Walk shopping centre fronting on Denmark Hill. The Society has argued that a McDonalds at Camberwell Green would be welcomed by the great majority, would encourage people to come and shop at Camberwell Green and that the answer to possible traffic congestion caused by cars stopping outside McDonalds is not to prevent McDonalds from opening but to prevent, by proper policing, cars from parking in no parking areas. A local petition has collected over 27,000 signatures in favour of McDonalds and the planning appeal is to be heard on 7th-8th May. In the Society's view Southwark Council has made a bad mistake in opposing this application. It should now admit and withdraw its opposition, saving time and money on an appeal case.

### Further Award for Denmark Hill Station

The restored Denmark Hill Station, now housing the Phoenix and Firkin pub, has collected a further award to those made earlier by the organisers of the Pride of Place competition (1982) and the Civic Trust (1985). In March the Association of Railway Preservation Societies announced that the Station had been given a *Highly Commended* award. David Bruce, representing Bruce's Brewery, Dominic de Marco of British Rail, Jim Middleton representing the Southwark Environment Trust and Jeremy Bennett the Camberwell Society, were all present at a ceremony at the Royal Society of Arts to see David Bruce accept the award. There will be a ceremony at the Phoenix on a date to be announced later this year at which the plaques and certificates will be officially presented.

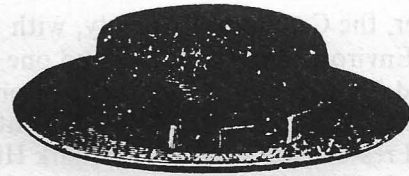
### Former Odeon Cinema – Dickie Dirts

A proposal has been received by Lambeth Council to demolish the old Odeon Cinema on Denmark Hill and to replace it with a petrol filling station, car wash and motorists' shop. The Odeon building, though an important landmark of Camberwell, falls just within Lambeth's boundaries.

The Society has written to Lambeth to object to the demolition and to the proposal to construct a petrol station there, arguing:

- The entrances to such a filling station would be too near to the dangerous road junction at Denmark Hill / Coldharbour Lane.
- There is a danger that the entrances could be used as a short cut by traffic turning left from Denmark Hill into Coldharbour Lane.
- There is already overprovision of filling stations in this area.
- A filling station would detract from the built-up shopping street area of this part of Camberwell.

Would those of our members, particularly those living in Lambeth, who oppose the demolition of the Odeon building, please write and say so to The Chief Planner, Lambeth Council, Borough Development Department, Courtney House, New Park Road, SW2.



Soft Clerical.

1st quality	9/0
2nd „	8/0

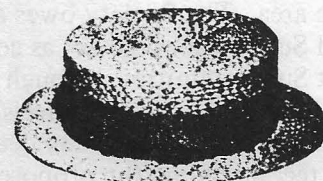
### FESTIVAL SERVICE

#### ST. MATTHEW'S CHURCH, CAMBERWELL

In Newsletter No. 56 an article was published about St. Matthew's Church which stood for 92 years, until it was bombed in 1940, on Denmark Hill. Many people will remember the spire which miraculously stood until the site was cleared to make way for King's Dental Hospital. In the following issue, No. 57, the Pro-Warden wrote to tell us of the continuing work of St. Matthew's, alive in its new building in Lilford Road.

Now the Minister-in-charge designate, the Rev. C.F. Pickstone, writes to invite all members past and present of St. Matthew's to a festival service to celebrate (with the Bishop of Woolwich, the Rt. Rev. Peter Hall) its quarter-century in the new building.

The service will be held at 8 pm on Wednesday, 21st May, and there will be a specially warm welcome for anyone from the Denmark Hill days. During the war, St. Matthew's became linked with the parish of St. Saviour, Ruskin Park, but it is now transferred to St. Giles, Camberwell, and so once again has become properly a Camberwell Church.



English Straw, Plain Edge.

Each	3/3, 3/6, 4/6
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### A SOCIAL OCCASION

Every year in June the League of Friends of Love Walk Hostel for Disabled Workers arrange an "At Home", a local social event, rather like the Camberwell Society's Christmas party. The Residents and Friends welcome neighbours from far and near to a party in the hostel. It is a marvellous opportunity to meet people, so why not come? There is the added bonus that the products of the hostel's workshop are on sale, and a well stocked tombola, plant stall, etc., raise money for the work of the Friends.

Put this date in your diary now:

WEDNESDAY, 11th JUNE

7.30 – 9.30 pm at the Hostel, 10 Love Walk.

## ANNUAL REPORT OF THE EXECUTIVE COMMITTEE 1985 – 1986

In November, the Camberwell Society, with the Southwark Environment Trust, received one of the highly prized Civic Trust Awards – one of only eleven awarded to the London area – for outstanding building and restoration work at Denmark Hill Station. At the Press Conference held to launch the awards, the *Phoenix and Firkin* was singled out as an outstanding example of the initiative being taken by the local community to restore a well known local landmark. Earlier this year the Station was, in addition, presented with a 'Highly Commended' award by the Association of Railway Preservation Societies – a gratifying conclusion to the work of the Society over the past four years.

The year has been one of further consolidation for the Society. We now have just over 1000 members many of whom, to the delight of the Hon. Treasurer, pay their subscriptions by Banker's Order. In the Summer, the Mid-South Southwark Local Plan was published, following the public inquiry held earlier in the year. All the Society's major points were accepted by the Inspector but unfortunately Southwark Council decided, with little good reason in our view, to reject one of the Inspector's firm recommendations – to close the road, initially on an experimental basis, to the North side of the Green. This would enable the extension and landscaping of further open space to compensate for the loss of space on the west and south of the Green. Work has begun to implement the new Camberwell Green Road scheme and the Society continues to campaign for the road closure to the North as the most effective means of reducing traffic and restoring some life to the Green.

The year has been an active one for members of the Executive Committee and Sub-Committees. The Planning Sub-Committee has met regularly to deal with an ever increasing load as building activity seems to increase in the area. The Society owes a particular debt to John and Selina Eger who act as convenors of this important Sub-committee, through which the Society has a real say in the planning decisions taken by the Council. Many issues have been dealt with by this Sub-Committee, including the proposed developments at Grove Park, the future of the Odeon Cinema, problems over the appearance of the new extension at the Love Walk Hostel, St. Giles Hospital, the Camberwell Resettlement Centre (the 'Spike') and numerous planning applications for extensions and new housing in our area. In the planning area, the Society has also pressed for increased landscaping in the Presto car park area in Daneville Road and has been at the forefront of the campaign to persuade Southwark Council to drop its opposition to a McDonalds Hamburger Restaurant opening in the new Butterfly Walk. The Society has also reported to the Council several infringements of planning regulations, notably the unauthorized non-retail use of premises which are designated for retail use and the setting up of unauthorized hoardings. The Council's problems in dealing with planning infringements is a source of concern to the Committee and an issue which has been taken up with both the Borough

Planner and the Leader of the Council.

Traffic and Transport issues have kept our other main Sub-committee busy under the energetic direction of Norman Hutchison. In September we welcomed Cllr. Liz Bendall to our executive committee meeting to discuss traffic issues with her. The traffic problems over which the Society has expressed a view are too numerous to mention here but include the phasing of the Dog Kennel Hill traffic lights, speeding and other problems in Camberwell Grove, the Walworth Bus Garage closure, the proposed one way system in Brunswick Park, Wanley Road and danger to school-children at the junction of De Crespigny Park and Grove Lane.

Other Society activities have flourished. Swimming proves to be increasingly popular and Monday and Wednesday evenings at the pool provide the opportunity for a good chat as well as a good swim. Members meetings have been held regularly throughout the winter. In November we were very glad to welcome Stephen Marks, one of our Vice Presidents. He recounted his experiences and travels as "The Inspector Calls". He spoke of his tasks and problems with deep enthusiasm. No Inspector is a specialist and Stephen's cases have included Mansion House Square and the Bluebell Railway, Billingsgate and a shopping centre in Penzance. Other talks have been on more local subjects – Nunhead Cemetery, Trams and Transport in the past, and present day psychiatry at the Maudsley.

At the time of going to press we look forward to Archaeology in Southwark and, at the AGM, to Dr. Alice Coleman's talk on "Housing Design and its role in Social Breakdown" – a talk which should not be missed. The Committee regrets that more members do not turn out for these meetings. They invariably offer an evening of great interest and we would ask members to try and come when possible. The one members' meeting for which there is no lack of attenders is the annual Christmas Party. This year it was again, as usual, a success.

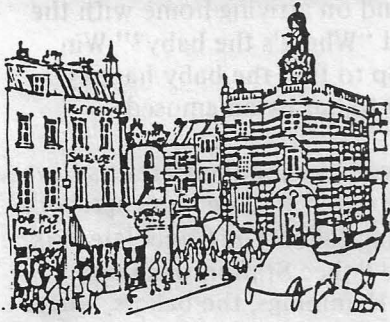
The Society's thanks go to the various Committee members who volunteered to organize refreshments and particularly to Islay Charman, the Hon. Sec., who, among her many other activities for the Society, takes on the organizing of the Christmas Party. All the Society's activities are carried out by volunteers and, as we grow bigger, we need more. We hope members will come forward to stand for the Committee or help with the Sub-Committees or simply offer to deliver Newsletters. A voluntary society can only be as active as its volunteers.

Nick Roskill, Hon. Treasurer for the past 9 years, announced that he would stand down from the Treasurership in May. The Committee thanks him for all his work for the Society and is grateful that he will remain available to give financial advice should it be necessary. This is also the last annual report I shall be writing as chairman, after 7 years in the job, as I shall not be seeking renomination. It has been very rewarding to see the Society grow and expand its activities in the past few years and I would like to thank everyone for their support.

Jeremy Bennett  
Chairman



# THE CAMBERWELL SOCIETY



President:	Jim Tanner, 107 Camberwell Grove, SE5	(703 8624)
Chairman:	Islay Charman, 26 Grove Lane, SE5	(703 4427)
Vice-Chairman:	Conrad Dehn, 38 Camberwell Grove, SE5	(701 4758)
Hon. Secretary:	Iris Oldridge, 49 Allendale Close, SE5	(703 0414)
Hon. Treasurer:	Alan Riddle, 113 Grove Lane, SE5	(733 3977)
Asst. Secretary:	Katie Crawley, 6A Flodden Road, SE5	(733 8194)
Asst. Treasurer:	James Farmer, 1 Pelham Hse, 14 Grove Pk, SE5	(274 3197)



NEWSLETTER No: 72

July 1986



*Camberwell yesterday and today.  
Both photographs show the same  
view looking towards the Green.*

*Top: A photograph taken in 1905  
showing the old Palace of Varieties.*

*Below: The Denmark Hill frontage  
of the new shopping centre.*

## A WALK ROUND CAMBERWELL OVER SIXTY YEARS AGO

*The new Epic shopping development at Camberwell Green will, it is hoped, halt the steady decline of Camberwell as a shopping centre over the last two or three decades. But Camberwell was once a thriving shopping centre as the following article by Mrs. Lydia Blackwell shows. The author, a member of the Society, was brought up in Camberwell where she attended The Mary Datchelor School.*

There is so much talk these days of the new shopping precincts in Camberwell that it might be interesting to know something of the facilities we enjoyed over sixty years ago. To get the right atmosphere of the time visualise a winter Sunday afternoon, the family sitting round a blazing fire in the twilight, listening to gramophone records and hearing the *MUFFIN MAN* coming up Grove Lane, ringing his bell.

Nearly opposite No. 36 (I was a Densumbe), was a row of small shops: the Misses Walker's sweet shop with cigarettes, some necessary grocery and milk kept in a large covered bowl with  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and one pint measures hanging on the side — you took your own jug. Next a shoe repairer, a laundry receiving office, a fish shop where you could buy lovely haddocks which had been smoked on the premises — open on Sundays for shrimps and winkles. Black's the newsagent selling sweets, stationery, etc. ended this row of shops.

On the corner of Daneville Road stood Mr. Matthews' oil shop, selling among numerous other things, bundles of firewood, paraffin, soap, brushes, china, paint, etc. — a lovely creosoty smell in that shop. I was friendly with Violet Matthews at that time — we both went to The Mary Datchelor School opposite. On the other corner of Daneville Road was a baker's shop owned by Mr. Matthews' sister. When you bought bread there, the loaf was weighed and the weight adjusted with the crusty corner of another loaf — a makeweight — good to nibble on the way home. An off-licence, Mr. Barbour the butcher who sold very good meat (the present shop has the same reputation), Jacob's the greengrocer, and a small fish shop, selling among other fish, bloaters, hung on a pole which went through their gills — these shops were opposite Foster's the clock and watch repairer — his large window was a clock face, and passersby always checked the time by Foster's. On the opposite side of Jephson Street was a men's hairdresser, a wardrobe dealer, and at the corner a man selling newspapers.

Crossing Grove Lane, on the corner of Church Street stood Frost's, selling grocery and meat, then a little shop owned by a little old lady who made and sold babies' clothes, crochet mats, and suchlike articles. A Singer Sewing Machine shop, a small post office selling stationery, books, etc., and Mackies a ladies' outfitters in a small way, led us to Fuller Medley's on the corner of Camberwell Grove. This was a high class grocers where we used to deal. Tea was stored in large canisters, coffee ground on request, and these, like other dry goods were weighed as required, the assistant taking a square of blue paper, twirling it around to form a conical bag. Biscuits were stored in

tins with glass lids — these were placed in front of the counters for customers to choose what to buy. Our elder sister once took our youngest sister in her pram shopping here, and on arriving home with the goods, our Mother said "Where's the baby?" Win rushed back to the shop to find the baby happily nibbling a biscuit given to her by an amused assistant.

Back along Church Street, passing the Hermit's Cave Pub one came to Fenner's, an enclosed greengrocer's shop, then a low building called The Chocolate Box, selling good sweets; the Police Station was there sixty years ago, as was Hemmings, the bakers, where our sister Kit remembers buying doughnuts after a swimming session at Camberwell Baths. "You don't get such good doughnuts now" she said. The Home and Colonial Stores intrigued us to see butter cut from a large mound and patted into shape by wooden butter pats and sometimes marked with a swan. Gibberd's the shoe shop where we bought our shoes was near Wareham's the cornchandlers which always had a rather dusty country smell. The floor was covered with sacks and bins full of various grains — we used to buy chicken feed and hay for our rabbit. The Scotch Wool Shop was along here. On the other side of Church Street, among other shops, were Prosser Robers, the chemist, Cravens Music Shop, Warren Turner, sports outfitters and a fried fish shop.

Opposite Camberwell Green was a large Lyons' Teashop, patronised by the well-behaved youth of the day, then passing The Tiger and The Cock Tavern one came to Hagers meat shop, with its outside colonnade which was quite a feature of Denmark Hill. A greengrocers next, then a patisserie run by an Italian — lovely gateaux, cream buns and so on. I well remember a day when having won 10 shillings on a Derby sweepstake at the office, I bought chocolate eclairs for the family at this shop. On arriving home, to my dismay, I found a visitor — a rather strait-laced Aunt. "Betting!" sniff!. The cream nearly turned sour! Standing back a little was The Camberwell Palace of Varieties, where some of the famous Music Hall personalities of the day used to perform. On the opposite corner of Orpheus Street was a refreshment bar for bus crews — the No.42 buses used to come up Denmark Hill, turn into Daneville Road, then left down Orpheus Street. There was a very small cinema — The Bijou — in Orpheus Street. Continuing up The Hill one passed a Medical Appliance shop, a small sweet shop, William's the Dairy, Saunders the butcher, Selmans a gentleman's outfitters, then Kranz, the German bakers — now Great Expectations. Farther up was a newsagent, Fogdens a high class rather old fashioned grocers shop, Sampson Glover, ladies hairdresser of high standing, and on the corner of Selborne Road was Mrs. Simpkin's the florist. The Empire Theatre, where good plays and pantomimes were produced, stood at the corner of Coldharbour Lane, and nearby were a few shops including a fried fish shop — an ex-choir boy of St. Matthew's church remembers, on pay nights, rushing down Denmark Hill to buy chips at that shop. Still in Coldharbour Lane on the opposite side of the road was a secondhand bookshop owned by



Mr. J. Wigzell, a jolly little round-faced, smiling man, who also did bookbinding and gold-leaf lettering. There was also a bakers-cum-post office, a greengrocers and a sweet shop where Mr. Warner made his own sweets, fudge, buttered almonds, toffee, nougat, etc. It was fascinating to see him throw a long roll of mixture up over a hook in the wall, pull it down, repeating this action until the texture was right. Mozart House, the music shop, was owned by the Harris Brothers and was next to a furniture shop. Coming back on to The Hill, we came to a men's outfitters where the said ex-choir boy remembers buying his first trilby hat. Then came THE shop of Camberwell – Russell's – a ladies outfitters of very high standing, also selling materials, curtains, haberdashery, etc. When small, one was fascinated to see the money put into a small box which was fitted into an overhead *railway*, the assistant pulled a lever and away went the box to the cash desk, coming back with the change. It always seemed that all the shops on Denmark Hill tried to live up to the standard set by Russells. Farther down there was a very new Woolworths, Frewin's the shoe shop, Hind's the jewellers, and a very good stationer's shop owned by Miss Rogers, a delightful little lady with a slight impediment in her speech and very twinkly eyes. All of her stock was of very high quality, and she later opened a small library. Her cousin, Miss Thomas helped in the shop – they were both on the committee of St. Matthew's Girls Social Union – great favourites.

In the covered alleyway next to Rogers was a flower stall, giving a lovely splash of colour. Next came another cornchandler, where one bought goods in packets rather than loose, a David Greig's shop, Boots the chemist, then The Golden Domes, where I saw Mary Pickford in "Daddylonglegs". Maynards was next to a shop selling all kinds of leather goods, a tobacconist, a funeral furnisher, Leach's fish shop, then Kennedy's whose sausages were, and still are, the best.

Horsley's, a good class grocers and off licence stood at the corner of Denmark Hill and Camberwell New Road – always known as "Horsley's Corner" and nearby was a florist and garden shop and Edwards, the pork butchers where you could buy homemade brawn, tripe and suchlike delicacies. These shops were opposite The Grand Hall cinema.

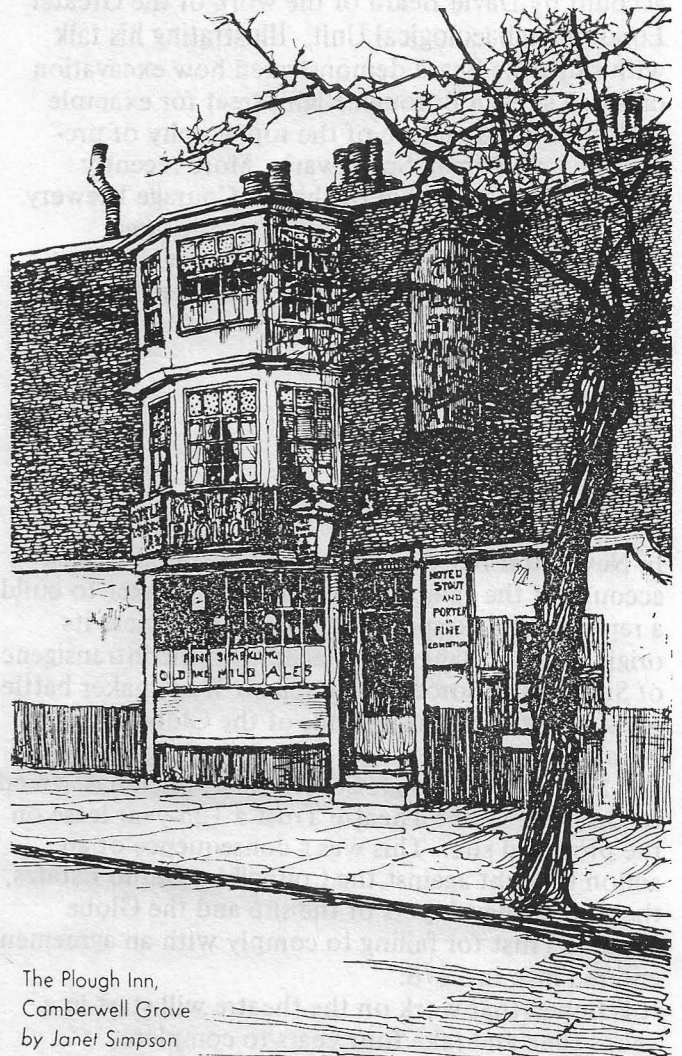
When we wanted wool we walked across Camberwell Green to Forrest's, where there was a good selection of everything needed for knitting, needlework or embroidery. Passing the tram terminus one came to a real country-looking shop, down two steps and "Mind your head". This was owned by Mr. Dent who always wore a white apron and a straw boater. There were sides of bacon, huge round cheeses, mounds of butter, brown eggs, etc., waiting to be bought. There was a fish shop next to The Father Redcap and behind The Green was a good fruit and vegetable market in Waterloo Street – all the stalls with their flaring lights.

I have left out many shops, but I remember Camberwell as a very pleasant place to shop for daily necessities, the shopkeepers and their assistants were very friendly and helpful and had time for their

customers. I hope that when the new shopping precincts are fully occupied Camberwell will regain its former reputation.

*Lydia A. Blackwell (nee Densumbe)*

*Editor's note: If you can recall the Camberwell of yesterday we should be very pleased to hear from you and consider your contribution for publication.*



The Plough Inn,  
Camberwell Grove  
by Janet Simpson

## LONDON'S GEORGIAN HOUSES

Society member, Andrew Byrne, has been making a study of Georgian houses within the area of urban London as it was in the 1830's. The fruits of his research, which has taken him with his camera through the streets of the capital, will be published by The Georgian Press in a limited edition of 5000 early in the autumn (A4 paperback £9.95).

Whereas the established works on the subject, such as Summerson's *Georgian London* and Cruickshank's and Wyld's *London: The Art of Georgian Building*, tend to present a wide-ranging and detailed account of our Georgian architecture, Andrew has concentrated on the more modest houses of our capital city and devotes a substantial part of his book to the interiors of houses.

Come to the members' meeting on November 20th when Andrew Byrne will give an illustrated talk on the subject of his book, *London's Georgian Houses*.

## ARCHAEOLOGY IN SOUTHWARK

From pre-historic man working flints on the sand and gravel banks of the Thames through the occupation by the Romans with their stone buildings and under-floor heating to Victorian times when hop warehouses made their appearance, Southwark by the river is a rich source of archaeological knowledge. On April 17th Members were treated to a fascinating account by David Beard of the work of the Greater London Archaeological Unit. Illustrating his talk with slides Mr Beard demonstrated how excavation on small sites in Borough High Street for example built up a good picture of the topography of pre-historic and Roman Southwark. More recently bigger sites such as that of the old Courage Brewery have become available as a result of the large developments taking place along the river. Unfortunately, as our speaker pointed out, there is never enough money for the work of the archaeologist.

## THE GLOBE THEATRE

In Newsletter No. 68 (July 1985) we published an account of the campaign by Sam Wanamaker to build a replica of Shakespeare's Globe Theatre near its original site at Bankside. Faced with the intransigence of Southwark Borough Council Mr Wanamaker battled, on, supported by the Friends of the Globe Theatre. We are delighted to report that, following an eight-day hearing in the High Court, the Council has agreed to grant the Globe Theatre Trust a 125-year lease on the proposed site. This was a consequence of an action brought against the Council by Derno Estates, the original developers of the site and the Globe Theatre Trust for failing to comply with an agreement entered into in 1978.

It is hoped that work on the theatre will start in a year's time and take four years to complete.

## HOUSING DESIGN AND ITS ROLE IN SOCIAL BREAKDOWN

High-rise housing had its genesis in the halcyon days of the Modern Movement with le Corbusier's vision of tall and simple *unites d'habitation* set in green parkland. This was a vision seen with equal enthusiasm by politicians and townplanners in the immediate aftermath of the Second World War. There was a pressing need to rebuild our devastated cities and to catch up on the backlog of new house building interrupted by six years of war. What better way to achieve this than to invoke le Corbusier's vision?

Bomb destruction of large tracts of inner city areas provided a seemingly unanswerable case for comprehensive redevelopment. The result was the sweeping away by the bulldozer of whole neighbourhood communities and their replacement with new estates

of high-rise housing.

Dissatisfaction with this particular route to Utopia may have taken longer to surface had it not been for the 1960's epidemic of systems building, tragically exposed for its weakness by the disaster at Ronan Point.

Ronan Point was a catalyst. Suddenly everybody *knew* that high rise housing was wrong. But why? In a hitherto little known professor of geography seemed to provide the answer.

Immediately following the AGM members were treated to an illustrated talk on the subject of housing design and its role in social breakdown by Professor Alice Coleman, lecturer at King's College, University of London.

Professor Coleman with a small team of research assistants made a detailed study of some 4000 blocks of local authority flats, including all of those in Southwark, and produced statistics which relate housing design to social problems. Her research and conclusions were published in a book entitled *Utopia on Trial* (published by Hilary Shipman Ltd. £7.95 paperback). The book has become something of a bestseller amongst those professionally interested in the subject.

The message delivered by Alice Coleman through her research is that social problems such as graffiti, urine and faeces, vandal damage and crime in the form of muggings and break-ins, are precipitated by design features in high-rise housing. Overhead walkways, providing easy access and escape routes for the vandal and the criminally minded, feature high on her list of undesirable design characteristics. Other elements are the number of gaps and gates in estates, play areas and the anonymity of blocks.

So persuasive are Professor Coleman's arguments that she is now a much sought after consultant by local authorities in their efforts to put matters right. Yet she is not without her detractors and serious doubts have been cast on her research in some academic quarters. In a recent issue of *The Architect's Journal*, Bill Hillier, Reader in Architecture at the Bartlett School of Architecture, London University, mounted a blistering attack on the scientific basis of her research. But one feels that the eminently reasonable and amiable Miss Coleman will weather such criticisms. She has popular opinion on her side. On the whole people don't like high-rise housing. They don't like the look of it and they don't like living in it. And there is no doubt that the disquieting spread of social problems centres on high-rise housing. One is left with a nagging doubt. Why are the social problems of high rise *local authority* housing not evident in high rise *privately owned* housing?

Jim Tanner

*The pen and ink sketches of St. Giles Church and the Plough Inn by Janet Simpson were drawn about 1902.*



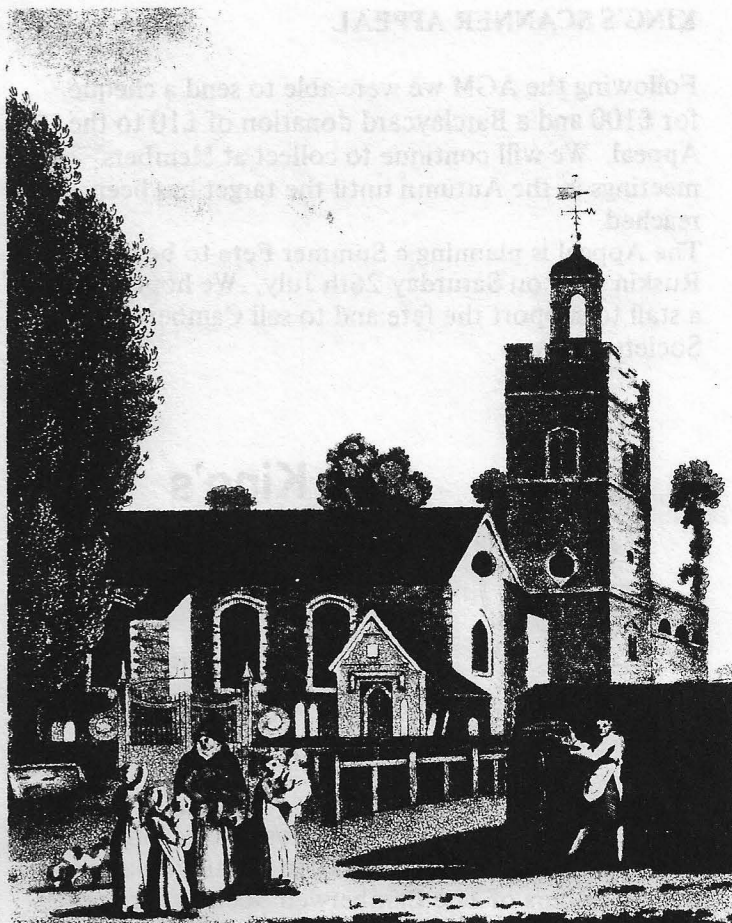
## REPAIRS TO ST GILES' CHURCH, CAMBERWELL: AN APPEAL FOR FUNDS

St Giles' Church is urgently in need of funds to replace its obsolete heating system. The Diocese of Southwark has promised to give £20,000 towards a total cost of £35,000. The balance must be raised by public appeal.

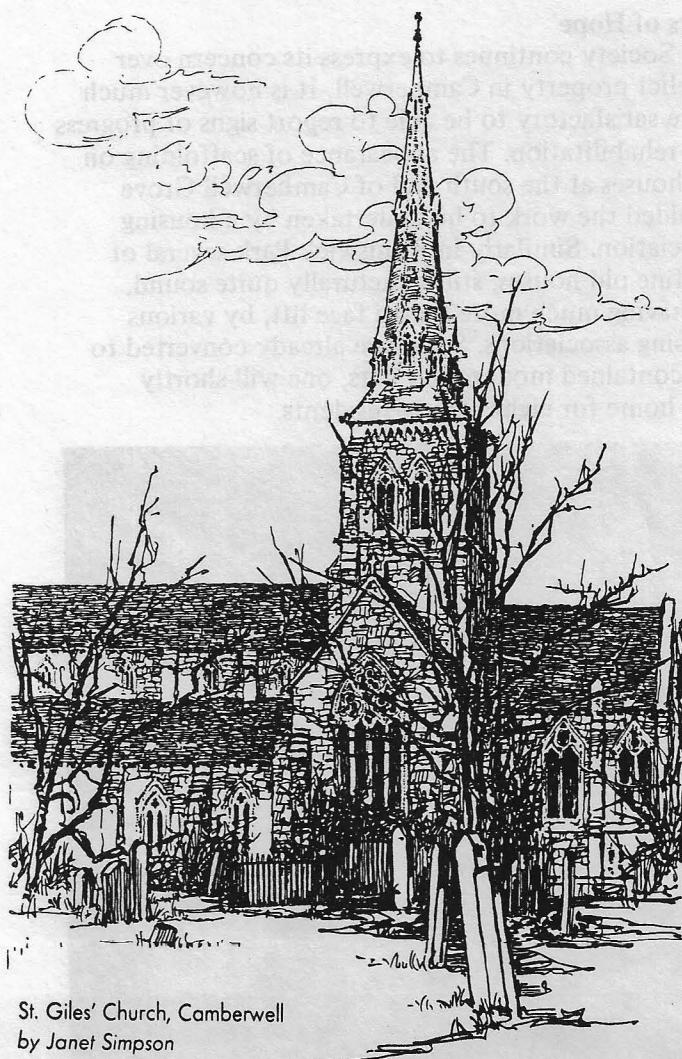
At a service on July 6th the Deputy Mayor of Southwark, Cllr Michael Geater, officially opened the Appeal. The Society's President, Jim Tanner, addressed the congregation on the historic and architectural importance of St Giles to Camberwell.

It is probable, according to W H Blanch in his authoritative *Ye History of Camberwell*, published in 1875 and reissued as a facsimile reprint by the Camberwell Society 100 years later, that the first church was erected on this site about the middle of the 7th century, a mere sixty-odd years after the advent of St Augustine to this country in 597 AD. Certainly there is authentic mention of St Giles in Domesday Book. This was in the time of Ethelbert, King of Kent, and his nephew, Sebert, King of the East Saxons. Ethelbert built St Paul's Cathedral in 604 — that is the old St Paul's, destroyed in the Great Fire of London — and Sebert founded Westminster Abbey in 611.

The original building was much altered over the



*The old St. Giles Church from an engraving by William Ellis published in 1792. This church was almost totally destroyed by fire in 1841 and replaced by the present building designed by Sir Giles Gilbert Scott.*



St. Giles' Church, Camberwell  
by Janet Simpson

centuries and probably rebuilt during the reign of Henry VIII. This later structure was also much altered and 'beautified' until, on the night of Sunday 7th February 1841, the church was almost totally destroyed by fire. It was not completely destroyed, however, for on the Monday morning, whilst the fire was still smouldering, two weddings were celebrated in the robing room, which remained untouched. The parishioners responded to the almost total destruction of their church with commendable alacrity, we are told by Mr Blanch. On 19th February a committee was appointed to make arrangements to build a new church. An architectural competition was held and this was won by the architects, Scott & Moffat. The first stone of the new church was laid on 23rd September 1842 and on 21st November 1844 the new building was consecrated by the Bishop of Winchester.

Sir Giles Gilbert Scott's design receives a lengthy mention in the current edition of *The Buildings of England, London 2: South* by Bridget Cherry and the late Sir Nicholas Pevsner. Contemporary judgments on its architectural merit were generous. The *Ecclesiologist* said of it at the time: 'On the whole a magnificent work'. In his book, *Gothic Revival*, Eastlake had this to say: 'In the neighbourhood of London, no church was considered in purer style'. Donations may be sent to the Appeal Fund c/o The Vicar, 81 Camberwell Church Street, London SE5 8RB.

## KING'S SCANNER APPEAL

Following the AGM we were able to send a cheque for £100 and a Barclaycard donation of £10 to the Appeal. We will continue to collect at Members' meetings in the Autumn until the target has been reached.

The Appeal is planning a Summer Fete to be held in Ruskin Park on Saturday 26th July. We hope to have a stall to support the fete and to sell Camberwell Society cards.



## King's Scanner Appeal

X-ray Department  
King's College Hospital

27th May, 1986

Dear Miss Charman,

On behalf of the King's College Hospital Scanner Appeal Committee I should like to thank you and the other members of The Camberwell Society for your generosity towards our Appeal. We appreciate the cheque for £100 from the Society, and, also, the Barclaycard donation.

I am glad to say that the Appeal is going along steadily and we are past the £550,000 mark. Most of the donations have been comparatively small ones from a multitude of local effort.

As you know, the space is ready to receive the Scanner as soon as we have the money, and I hope we shall be able to place an order before the end of the year.

May I thank you all again for your generosity.

Yours sincerely,

*John W. Laws, CBE, FRCP, FRCR*  
*Director of Radiology*

*Scaffolding on the front of houses being renovated at the top of Camberwell Grove.*



## NEWS IN BRIEF

### Dog Kennel Hill Adventure Playground

Three play workers are provided, and their salaries paid by Southwark Borough Council, for this activity, but a strong back up voluntary committee is needed if it is to survive. It is hoped that new committee members will be forthcoming to work with the team to improve the playground for the good of all the local children and extend the facilities. Often 30 to 50 children enjoy the freedom of this site and when weather prevents outdoor activities there is a hut where energy can be directed into Art and Craft pursuits. The committee undertakes to raise some money towards this and there is a treasurer, but a chairman and secretary and other committee members are required. If you feel you might be able to help, contact Mary Jane Alkins 703 8536. Whenever possible and all through school holidays the playground is open 6 days a week.

### Postscript to 2/2A Grove Lane

As the last edition of the Newsletter went to press work began on this fire-damaged derelict property. The purchaser and his builders are to be praised for the speed at which the work has progressed and the care which has been shown in restoring this early 19th Century building. The elegant original staircase leads to two self contained flats. The ground floor is being restored as a shop.

### Rays of Hope

The Society continues to express its concern over derelict property in Camberwell. It is however much more satisfactory to be able to report signs of progress and rehabilitation. The appearance of scaffolding on the houses at the south end of Camberwell Grove heralded the work to be undertaken by a housing association. Similarly in Brunswick Park several of the fine old houses, still structurally quite sound, are having much more than a face lift, by various housing associations. Some are already converted to self contained modernised flats, one will shortly be a home for eight elderly residents.





*Trees which have made Camberwell green for many years. Road widening at the Green is due to begin. What about our trees? Are they at risk? Fear for their future was expressed at the AGM, reported in this Newsletter.*

### London – Greenwich Railway

To celebrate the 150th anniversary of this line, David Hayes, Assistant Borough Planner of Southwark, will lead a guided tour of part of the railway, including the renovated Spa Road Station, on Thursday, 28th August. Those wishing to take part should meet at 7 o'clock at the east end of the new Surrey Canal Road at the junction with Trundleys Road, SE8.

### Flower Festival

The shops in Butterfly Walk are being occupied all too slowly. There are still far too many ordinary household commodities which cannot be bought in Camberwell. What about a flower festival to brighten everyone up? The Newsletter cannot indulge in advertisement but there is one pub at least where there are window boxes on every sill and hanging baskets from every available hook. Another pub has an attractive vine shaded garden. A local florist has for a long time said they would be very happy to help provide flowers for Camberwell. Perhaps we could encourage people to get off buses to shop here, rather than get on buses to shop elsewhere.

### Litter Campaign

In Newsletter No. 71 we pleaded for more litter bins and published a member's photograph of rubbish round a telephone box. We also gave the number to ring if you see anyone dumping rubbish – 928 9988, and to get rubbish cleared 703 5464. In No. 66 we showed decaying refuse piled high in black bags and cardboard boxes spreading over the path in Camberwell Grove. This then moved along to Grove Lane but thanks to pressure from nearby shopkeepers this battle has been won, at least, for the present. Now the boundary of the Green is a kaleidoscope of the Borough's rubbish. Every sweet is double wrapped, every Take Away has a carton/lid/bag/plastic cup, every drink a non-perishable tin or bottle; all are dropped and collect particularly by the bus stops. Can we renew our plea for more litter bins, large well designed bins, regularly emptied bins, and a more litter conscious public?



### SWIMMING

50p a swim at the Datchelor Pool on Monday evenings between 7 and 8.30 (adults only from 8 to 8.30) and on Wednesday evenings between 9 and 9.30 at the Camberwell Baths.

Beryl-Christine Bates (274 8946) runs our session at the Datchelor Pool and Herta Rigney (703 0591) at the Camberwell Baths. If you want to know more about these athletic/social occasions ring Beryl-Christine or Herta. Mondays continue to flourish but we need a few more regular swimmers on Wednesdays to make this viable. It is, we know, a rather late session but it is the only time available for us and it is a marvellous opportunity for a peaceful swim in an excellent pool.

## NICHOLAS ROSKILL

In the Autumn of 1976 the Society found itself without a Treasurer and Nicholas Roskill very kindly consented to fill the breach. He was appointed Hon. Treasurer by the Executive Committee at its December meeting and elected at the A.G.M. the following May. Since then he has been re-elected year by year. Nicholas probably did not realise at the time that he was committing himself to 10 years hard labour. Nor did he realise that what was a small society in those days would treble itself in the intervening time and all the items on the balance sheet would add a nought, that is be 10 times larger! This all made considerably more work for the Treasurer. We are indeed grateful to Nick for looking after our affairs for so long and so well. The essential characteristic of a successful treasurer is perhaps a capacity to exercise a restraining influence while allowing freedom; it is the treasurer's responsibility to ensure that a Society's enthusiasm does not result in financial disaster. At the end of the day receipts must exceed payments, the Society must spend its money wisely. To maintain a balance and a state of equilibrium is essential. Nick has achieved this for us and he leaves the Society's finances in a very healthy state. Sometimes he has had to advocate caution, but never have we felt unduly restricted. We are sorry but not surprised that he feels he needs a rest from this particular activity. No doubt he will fill the hours of freedom he gains all too quickly. We thank him sincerely for all he has given and done for the Society.

*Islay Charman*

## A REMINDER

**Subscriptions are due each year on 1st January.**

**Have you paid yours for 1986?**

## DELIVERY OF NEWSLETTERS

Twenty members now undertake the delivery of Newsletters and the occasional circular letter and the collection of subscriptions from members who do not pay by Bankers' Order or direct to the Treasurer. There are 4 Newsletters a year, usually, published in February, April, July and November. Circulars notify or remind members of meetings or any urgent matter. A list is printed below so that you may know who is your 'deliverer' and immediate personal contact with the Society. Some have been delivering for years, others are comparative new comers. We are most grateful to all of them and the Committee would like to express the thanks of the Society for all the work they do. Volunteers to help with delivery are always welcome and enable large rounds to be divided. The largest is still 70+! If you can help please contact your deliverer or Billie Densumbe. (Tel: 703 4827)

## NEWSLETTER DELIVERERS

- AREA 1** Andrew Burke, 7 Bushey Hill Road, SE5  
*Coburg Road, St. Georges Way, Rainbow Street, New Church Road, Addington Square, Camberwell Road, Mansion Street, Coleman Road and Cottage Green.*
- AREA 2** Ian Chown, 149 Chadwick Road, SE15  
*Chadwick Road, Benhill Road, Jago Walk, Elmington Estate, Vicarage Grove, Elmington Rd, Don Phelan Close, St. Giles Road, Ada Road, Havil Street, Dalwood Street, Sedgmoor Place.*
- AREA 3** Kate Crawley, 6A Flodden Road, SE5  
*Flodden Road, Knatchbull Road, Baldwin Crescent, Templar Street, Calais Street, Cormont Road, County Grove, Councillor Street, Camberwell New Road, Flaxman Road, McDowell Road.*
- AREA 3A** Celia Wadman, 19 Mitcham Hse, Crawford Rd, SE5  
*Crawford Road, Lilford Road, Eastlake Road, Southwell Road, Kenbury Street, Vaughan Road, Denmark Road, Walmar Road, Warner Road, Northlands Street.*
- AREA 4** Billie Densumbe, 36 Grove Lane, SE5  
*18-62 Grove Lane*
- AREA 4A** Dick Oliver, 89 Grove Lane, SE5  
*72-89 Grove Lane and Grove Lane Terrace.*
- AREA 5** Peter Duff, Flat 6, 9 DeCrespigny Park, SE5  
*Windsor Walk, Caldecott Road, Love Walk, Cutcombe Road, DeCrespigny Park, Denmark Hill*
- AREA 5A** Iris Oldridge, 49 Allendale Close, SE5  
*Selborne Estate.*
- AREA 6 & 6A** Serena Ansell, 72 Camberwell Grove, SE5  
*Camberwell Grove: 3-123 and 28-110.*
- AREA 7** Mary Burke, 7 Bushey Hill Road, SE5  
*Shenley Road, Bushey Hill Road, Crofton Road, Lyndhurst Grove, Talfourd Road.*
- AREA 7A** Ros Tabor, 171 Elmington Road, SE5  
*Dagmar Road, Graces Road, Graces Mews, Maude Road, Linnell Road, McNeill Road, Oswyth Road, Gairlock Road, Vestry Road, Wilson Road.*
- AREA 8** David Munford, 129 Ruskin Park House, Champion Hill, SE5  
*Ruskin Park House, Hannen House, Ruskin Court*
- AREA 9** N.P.Hutchison, 9 Champion Grove, SE5  
*Champion Grove, Maldon Close.*
- AREA 10** Mr. & Mrs. Rhodes, 103B Grove Lane, SE5  
*Hull Court, 101-201 and 118-142 Grove Lane, Karen Court and Langford Green.*
- AREA 10A** Major Ian Hunter, 25 Champion Hill, SE5  
*Champion Hill, The Hamlet, Beaulieu Close.*
- AREA 11** Elizabeth Betts, 126 Grove Park, SE5  
*140-168 and 155-187 Camberwell Grove.*
- AREA 11A** Michael Griffiths Jones, 163 Camberwell Grove  
*172-220 and 189-197 Camberwell Grove, Dog Kennel Hill Schools, Grove Hill Road, Malfort Road, Stories Road Mews.*
- AREA 12** Kathy Winthrop, 12 Grove Park, SE5  
*Grove Park, Queens Court, Pelham Close.*
- AREA 13** Mrs.E.Mitchelmore Hawkins, Good Neighbours House, 38 Mary Datchelor Place, SE5  
*340-350 Camberwell New Road, Camberwell Green, Church Street, Wren Road, Datchelor Place, Vicarage Grove.*
- AREA 14** Ian Sime, 39 Crawthow Grove, SE22  
*East Dulwich Grove, Melbourne Grove, Dorchester Drive and Shaftesbury Court (Denmark Hill), Ferndene Road, Rollscourt Avenue (Herne Hill).*



# THE CAMBERWELL SOCIETY ACCOUNTS FOR YEAR ENDED 31st DECEMBER 1985

£	PAYMENTS	£	RECEIPTS	£	£
(50.00)	Hire of Hall	45.00	Membership subscriptions	1443.50	(1219.00)
(1204.00)	Printing of Newsletter	1480.00	Donations	24.50	(33.00)
(1540.50)	Other Printing	19.00	Sale of Publications		
(35.00)	Subscriptions Paid	35.00	Greetings Cards	719.28	(1468.65)
(457.03)	Postage, Stationery, Copying )	354.25	Other	—	(24.00)
	and General expenses )		Interest received	81.49	(69.83)
(277.30)	Swimming payments	195.00	Xmas party auction, raffle )	246.02	(260.60)
(192.12)	Shop Expenses	—	and door takings )		
(397.09)	Xmas party/Entertaining )	220.26	Swimming receipts	632.94	(693.30)
	of Speakers )		Miscellaneous items (including		
(35.76)	Bank Charges	—	overprovision)	167.40	(24.60)
(132.39)	Special items/Other	50.00			
(4321.19)		2398.51		3315.13	(3792.98)
(—)	Excess of payments over receipts	916.62			(528.21)
					DR
(£4321.19)		£3315.13		£3315.13	(£4321.19)

## Balance Sheet at 31st December 1985

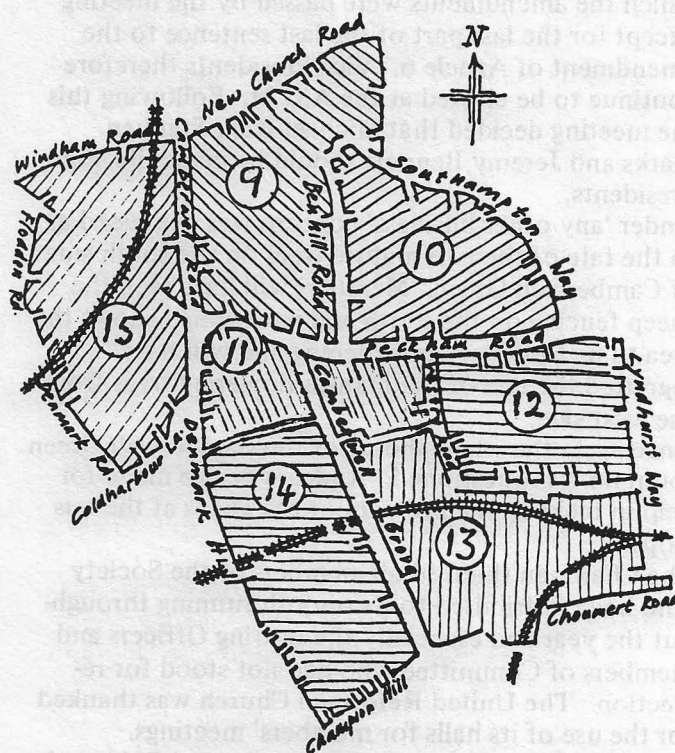
(721.32)	Bank Balance at 31st.Dec.1984	193.22	Bank Balance as at 31st.Dec.1985		
(528.21DR)	Add: excess of receipts over payments	916.62	Current Account	96.85	(DR438.28)
			Deposit Account	1012.99	(631.50)
(£193.22)		£1109.84		£1109.84	(£193.22)

Comparative figures are shown in brackets for the 12 months to 31st December 1984

## HOME BEAT

We published a map in Newsletter No. 69 showing the areas covered by Home Beat P.C.s. in Camberwell. Some of these have now been changed and Chief Inspector Otter has provided a new map showing the revised areas and the names of the Officers assigned to them. In an endeavour to increase foot patrols the number of Home Beats operating from Carter Street has been increased from 16 to 20, with a subsequent reduction in the area covered by each, which the Police hope will improve their service to the local community. The Camberwell Home Beat Officers continue to work from an office in the Station in Camberwell Church Street and messages can be left at the desk in the front office or by ringing 703 0866 Ext. 57.

9. PC 194 'M' Alan Wood
10. PC 260 'M' John McNab
11. PC 431 'M' Martin Quinn
12. PC 510 'M' Peter Baxter
13. PC 389 'M' David Snow
14. PC 158 'M' John Mercer
15. PC 460 'M' David Skinner



A map of Camberwell showing the areas covered by Home Beat Officers.

## ANNUAL GENERAL MEETING

The Annual General Meeting of the Society, held at The United Reformed Church, Love Walk, on 15th May, was attended by about 80 members and apologies were received from several others. The chair was taken by Conrad Dehn. Jeremy Bennett sent his apologies, regretting very much that, as he was abroad (working, not on holiday!) he was unable to be present at his last AGM as Chairman.

The meeting received the Annual Report which was presented by Jim Tanner. He thanked everyone, on Jeremy's behalf, for their help and work undertaken for the Society throughout the year. In seconding the adoption Norman Hutchison stressed that many active and vigilant members of the Society, who are not members of the Committee, make a very positive contribution and achieve results beneficial to us all.

Accounts, audited by Lindsay Balleny and presented by Nicholas Roskill, were adopted by the meeting. Members were sorry to hear that Nicholas felt the time had come for him to resign and the Society is most grateful to him for all he has done as Honorary Treasurer over the last 10 years. The healthy state of our balance sheet reflects his careful administration. The names of the Officers elected at the meeting for the coming year are listed at the head of this Newsletter. The names of Committee members elected are given below. On taking over the chair Islay Charman spoke of the Society's very great debt to Jeremy Bennett. He had been an indefatigable worker, giving generously of his time and many skills to further any cause affecting Camberwell. An appreciation of Jeremy by our President Jim Tanner was published in the last Newsletter.

Ian Hunter introduced the amendments to the constitution proposed and notified to members in Newsletter No. 71. A lively discussion followed after which the amendments were passed by the meeting except for the last part of the last sentence to the amendment of Article 6. Vice-Presidents therefore continue to be elected at the A.G.M. Following this the meeting decided that Michael Ivan, Stephen Marks and Jeremy Bennett should be made life Vice-Presidents.

Under 'any other business' concern was expressed as to the fate of the two mature trees on the south side of Camberwell Green. Members will have seen the sheep fencing on the south and west which shows the area to be lost for road widening and will have regretted the loss of the mature flowering trees from the west side.

Once again the whereabouts of the Camberwell Green fountain was questioned. A plea was also made for help in tackling the problem of the chaos at the bus stops.

The Chairman thanked all members of the Society who had contributed to its smooth running throughout the year and especially the retiring Officers and members of Committee who had not stood for re-election. The United Reformed Church was thanked for the use of its halls for members' meetings. The business meeting was followed by Dr. Coleman's talk on Housing Design and its role in Social Break-down.

*Islay Charman*

## The Executive Committee

John Eger, 61 Camberwell Grove, SE5	(701 6771)
Selina Eger, 61 Camberwell Grove, SE5	(701 6771)
Ian Hunter, 25 Champion Hill, SE5	
Norman Hutchison, 9 Champion Grove, SE5	(274 3529)
Andrew Murray, 171 Elmington Road, SE5	(701 2546)
Vanessa Norman, 44 Grove Lane, SE5	(701 0679)
Irene Taylor, 2 Crawford House, Warner Rd, SE5	(733 1334)
John Turpin, 126 Benhill Road, SE5	(703 5976)
Ron Watts, 19 Addington Square, SE5	(703 7026)
Tony Wilson, 160 Benhill Road, SE5	(703 0398)

The following have been co-opted to the Executive Committee:

Serena Ansell, 72 Camberwell Grove, SE5	(701 9565)
Billie Densumbe, 36 Grove Lane, SE5	(703 4824)

The Society wishes to thank those members who served on the Committee last year but decided not to seek re-election again.

## Sub-Committees of the Society and Representatives

<b>Traffic and Transport</b>	<b>Planning</b>
Norman Hutchison (Convenor)	Ian Hunter (Convenor)
Elizabeth Betts	Serena Ansell
Katie Crawley	Elizabeth Betts
James Farmer	John Eger
Andrew Murray	Selina Eger
Ron Watts	Jean La Fontaine
	Vanessa Norman
	Irene Taylor
	Ron Watts
<b>Publications and Members' Activities</b>	<b>Burgess Park</b>
Islay Charman (Convenor)	Ron Watts (Convenor)
Jeremy Bennett	Selina Eger
Billie Densumbe	Jean La Fontaine
Mary Rose Seldon	Andrew Murray
Jim Tanner	Ros Tabor
John Turpin	John Turpin
	Tony Wilson
<b>Camberwell Green Working Party</b>	<b>Conservation Areas Forum</b>
The Society's representatives are:	Selina Eger is now chairman of this body and is also the Society's representative.
John Eger	
Norman Hutchison	
Jim Tanner	

## YOU MAY NEED REMINDING .....

*Members' meetings* are generally held on the *third Thursday each month* at the United Reformed Church, Love Walk, SE5. If you have any ideas or suggestions for members' meetings contact the Hon. Secretary.

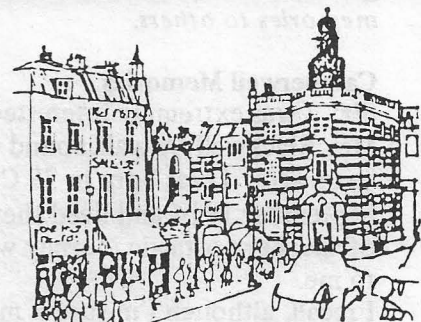
*The Sub-committees of the Society* exist to cover specific areas of interest. If you have a problem or need information within these areas of interest contact the relevant sub-committee convenor who will try to help. (See list of convenors in this Newsletter).

*This is your Newsletter.* We want to know your views on the issues raised in the Newsletter. We are always prepared to consider articles or comment for publication. Write to Jim Tanner, 107 Camberwell Grove, SE5 8JH.



# THE CAMBERWELL SOCIETY

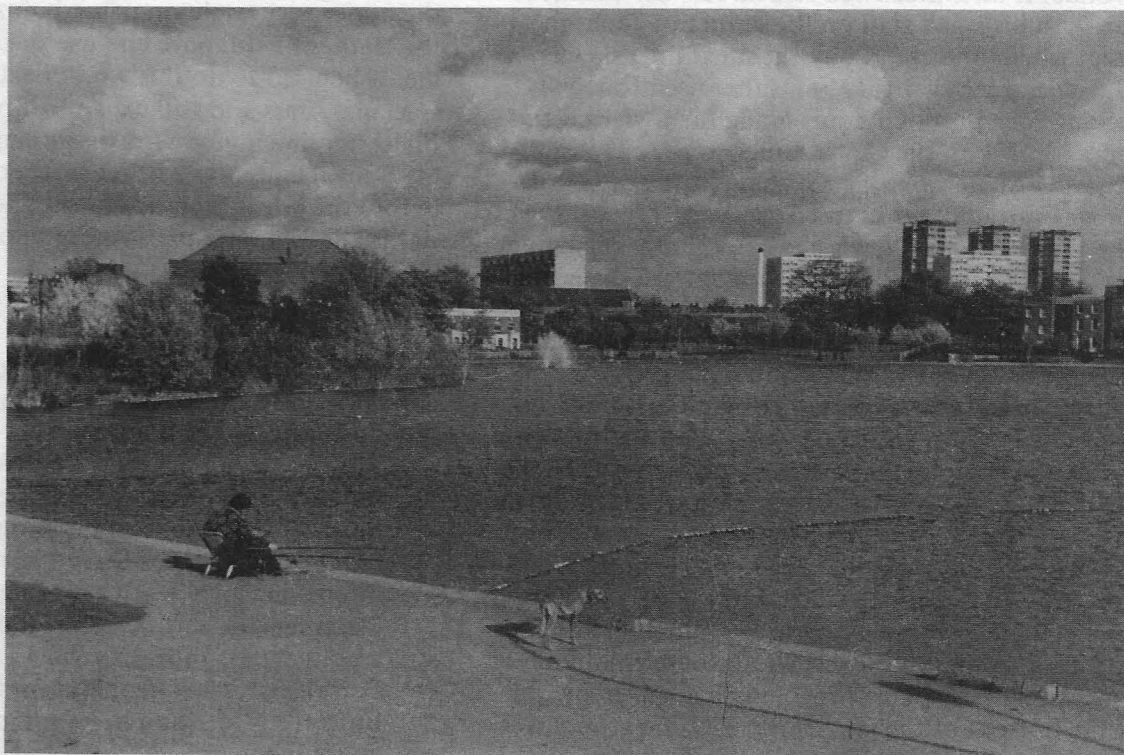
President:	Jim Tanner, 107 Camberwell Grove, SE5	(703 8624)
Chairman:	Islay Charman, 26 Grove Lane, SE5	(703 4427)
Vice-Chairman:	Conrad Dehn, 38 Camberwell Grove, SE5	(701 4758)
Hon. Secretary:	Iris Oldridge, 49 Allendale Close, SE5	(703 0414)
Hon. Treasurer:	Alan Riddle, 113 Grove Lane, SE5	(733 3977)
Asst. Secretary:	Katie Crawley, 6A Flodden Road, SE5	(733 8194)
Asst. Treasurer:	James Farmer, 1 Pelham Hse, 14 Grove Pk, SE5	(274 3197)



NEWSLETTER No: 73

November 1986

*Two  
aspects  
of  
Camberwell  
as seen in  
photographs  
taken  
recently*



## LETTERS TO THE EDITOR

*Lydia Blackwell's article on Camberwell 60 years ago, published in our last Newsletter, has brought back memories to others.*

### Camberwell Memories

Sir: I was extremely interested in the article by Mrs. Blackwell 'A walk round Camberwell over 60 years ago'. I was born in 79 Camberwell Grove in September 1914 and lived there until I was 17 years of age; her nostalgic journey was therefore very real to me.

I recall, although I'm sure it must have been a frequently stimulated memory, my going into the baker's shop on the corner of Daneville Road in 1917 and a Zeppelin passing overhead causing us to make for home as quickly as possible.

I wonder if Mrs. Blackwell remembers the catsmeat man with his small stall on the corner of Jephson Street where one could buy the meat on a skewer, a ¼d, ½d or pennyworth. My mother used to recall queuing for up to two hours along the lower part of Denmark Hill by Hagers in order to get *one* egg for me. The distribution of such things during the last war was certainly far better organised.

Like the ex-St. Matthew's choirboy, I also remember as a choirboy being allowed to buy at the same fried fish shop a 3d fish and a pennyworth of chips out of my quarter's choir pay. I still have some of the music my mother bought for me at Mozart House!

In Camberwell Grove, on the corner of Church Passage, a Mrs. Brown had a sweet shop and newspapers, the shop is still in existence, and on the other side of the road before the extension to the Mary Datchelor School was built, there were a number of shops; I remember a rather elite small general provision shop kept by the Misses Cook while a little higher up was the yard and stable of Ward (?) the builders and next door to them a bicycle shop where children could hire a fairy cycle for so much a half-hour. At the bottom of the Grove opposite the school was a rather lovely shop selling china; I still have a tea service my mother bought from the ladies (whose names I cannot recall, they were stalwarts of St. Matthew's congregation) in the 1920's.

With stimulation of an article such as Mrs. Blackwell's there are so many things one can recall. Thank you so much for all the Society does for Camberwell.

C. Phillip Woolley

195 Conisborough Crescent, SE6 2SF

Sir: I was very interested to read in the July issue of your Society Newsletter about Camberwell Green when it was a thriving shopping centre. I would like to add a little about my great grandfather and great uncle Gibberd who, for two generations, ran the shoe shop on the Green.

First, this shop must be the only one of those that Mrs. Lydia Blackwell mentions, that still displays its name, even if only set into the terrazo entrance floor of what is now the sports shop.

My grandfather, the youngest of five sons, was brought up over the shop but left when his eldest

brother inherited it. Several of his brothers emigrated either to Australia or Canada but those that remained still lived fairly close by. One had a butchers in the Old Kent Road, whilst my grandfather raised my father and aunt in the house still standing on the corner of Whorlton Road and Peckham Rye, opposite what was once the pond. Maybe Mrs. Lydia Blackwell can even recall my aunt who also went to Mary Datchelor's, Molly Gibberd, now 86 years of age.

My grandfather was, as a boy, always interested in the shoe shop and fancied himself in the work and so always regretted that he had to earn his living elsewhere. In those days all shoes were measured to fit, with wooden lasts made of the feet of all customers, and hung in rows on the wall. To transform the complex shape of the upper onto a sheet of flat leather required some skill, a skill my grandfather had often used. The process required drawing the shape of the upper accurately on paper before tracing it onto the leather. I still have and use the drawing instruments he used to do this work, beautifully made in steel and brass and still capable of producing the finest ink line in my work as a draughtsman.

My aunt relates many other stores of her childhood before the Great War, of visiting friends, the Peckham Baths and hot days on Rye Common.

Graham Gibberd

20 Lower Marsh, SE1 7RJ

Sir: With reference to Lydia Blackwell's interesting article in the July Newsletter, I would like to draw your attention to two points:

1. The new shopping centre on Denmark Hill carries (at first floor level) the ceramic tile "Camberwell Beauty" butterfly, formerly on Samuel Jones' building in Orpheus Street. Reinstatement of this interesting local feature was negotiated by the Planning Division's Conservation Officer and architects for EPIC, Mychael Lyell & Associates. Surprisingly, few people seem to notice the Butterfly! Mention in your next Newsletter might help.
2. On the pilaster between Kennedy's sausage shop and the shoe repair shop is the old village milestone — still recognisable as such but rendered over — probably because the lettering had eroded. It would be nice for the Camberwell Society to take the initiative in getting the face of the stone recut — rather as the Dulwich Society did with the "Siste Viater" milestone near the Old College.

Dermot Jones

Southwark Planning Department

### A Scheme for Dickie Dirt's

Sir: I moved to Camberwell in July, and it wasn't long before I noticed Dickie Dirt's standing empty. The door happened to be open as I was passing, so, being naturally inquisitive, I went in. I immediately thought that this empty cinema would make a splendid Arts Centre for Camberwell. The plan I conceived, which I have submitted to the Lambeth and Southwark Chairmen of their Planning



Committees, is to have plays – mainly Shakespeare – on two nights a week, films on two nights, and a pop concert (*good* pop) and a classical concert on the other nights. We could have a restaurant-cum-bookshop in the foyer, and art exhibitions upstairs. There isn't anything quite like it in South London. I would be interested to know what local support there would be for all this. If anyone likes the idea, I think it would help if they were to write to Councillor Colenutt, Chair of the Planning Committee, Lambeth Town Hall, Brixton, SW2, or his opposite number at Southwark Town Hall, saying they are in favour of the scheme. Councillor Colenutt seems well-disposed, and is arranging a meeting with Southwark very soon to discuss the idea. He says, of course, that money will be the problem, and I am just beginning to investigate the possibilities of business and other sponsorship. But they are very anxious to keep the building, and, frankly, I don't think they have many alternatives to my scheme. If any readers work for firms who might be interested in arts sponsorship, I would be delighted to hear from them. (My telephone number is 701 9524). I think it is a possibility, and hope you will give me your active support. The plans I have outlined are very tentative, and I am completely open to any suggestions anyone might care to make.

About myself: I am a Theatre Director, once a quite wellknown one, and worked mainly at The National Theatre, with Olivier, and The Royal Court, with George Devine and William Gaskill. I ran a tiny theatre of my own in Wandsworth for several years. I think I am qualified to carry out the operation I am proposing. Hoping for your support.

*Desmond O'Donovan  
7 De Crespigny Park, SE5*

## NEWS IN BRIEF

### Stan Tracy

Brian Allsworth, a founder member of the Society writes:

It is with sadness, shared I know with many older members, that I have to report that Stan Tracy died in August. Stan was one of the first committee members of the Camberwell Grove and Grove Lane Residents' Association, the forerunner of the Camberwell Society. He was a kindly and caring person whose nonetheless direct approach to a problem made his advice valuable. In recent years, despite ill health, he was a committee member of the Abbeyfield Camberwell Society where his Christian qualities and warmth were appreciated by both residents and other volunteer helpers.

The service in the chapel at Honor Oak Crematorium, at which Lord Soper gave an appreciation of Stan, was attended by many friends and members of his Church as well as by representatives of the Camberwell Society and Abbeyfield. Our sympathy goes to his wife Kath.

### Members' Meetings

These will continue after Christmas as usual, on the third Thursday in the month until the AGM in May, at the United Reformed Church in Love Walk. We hope to include a Member's Trip to China, an illustrated talk on London Wildlife, a talk on the Scanner and probably a musical occasion provided by Kingsdale School.

### Save the Children

The headquarters of the Save the Children Fund has now been in Camberwell for five years. Two meetings have been held recently to establish a local SCF branch. Anyone interested in helping with this fund raising support group should contact the London Area Organiser of Branches, Caroline Yardley, telephone no. 788 0603.

### Abbeyfield

As you read this a third Abbeyfield house in Camberwell will be opening. Winter is approaching, dark evenings and cold days, frosty nights and slippery mornings. Have you an elderly friend, neighbour or relative, who would be warmer, safer, more confident and secure with a room full of personal possessions but a housekeeper to cook the meals and take the worries, and new friends in rooms next door? If you are interested (and volunteer helpers will be needed too) the house is No. 2 Brunswick Park and more information can be obtained from 274 5233 or 703 4427.

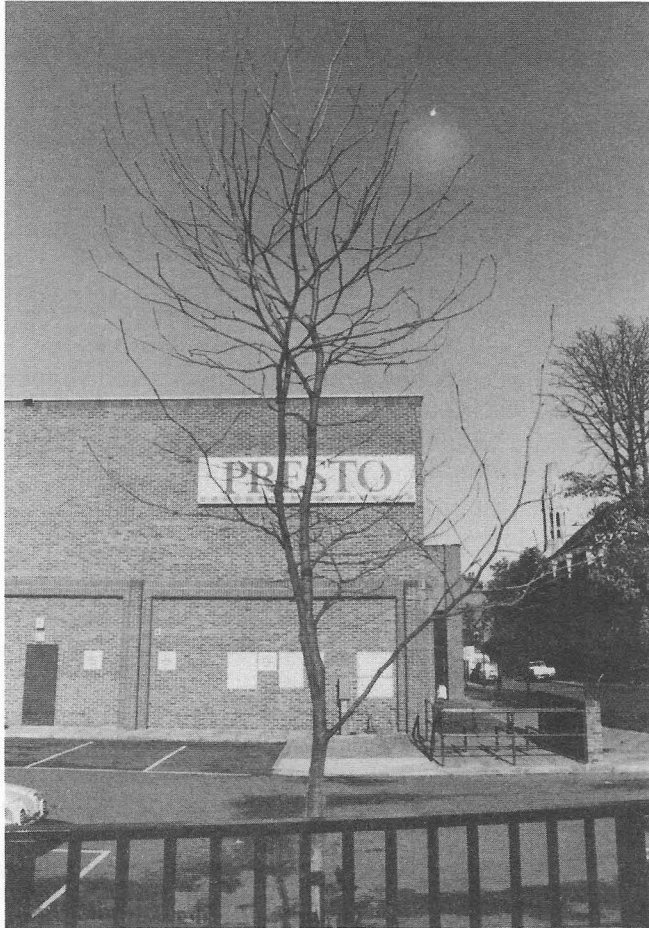
### Rubbish Collection in Kerfield Place

For four weeks out of nine (25 August – 27 October) Kerfield Place had no rubbish collection. As there is now only a weekly collection this meant that rubbish was left on the street for a period of 14 days in each case to be spread by cats and dogs, creating a health risk as the weather was warm during this period. Repeated complaints to Grove Vale depot brought the response that the refuse lorry could not get into Kerfield Place because of obstruction by badly parked cars. Could the depot make representations to the Council and the Police? "NO", they said, "it's not our job". It is now over a year since the Council accepted that some parking restrictions were necessary to allow vehicles free entry into Kerfield Place. Signs have been posted indicating that yellow lines will be painted but nobody knows when. Nobody in fact is prepared to take responsibility for the non-collection of rubbish in Kerfield Place. Two weeks ago the dustmen told one resident they were fed up with Kerfield Place and would make no effort to collect there.

The Council has a statutory responsibility to collect rubbish. If the collection is prevented by parking obstruction, then it is the Council's responsibility to act immediately to see there is no obstruction – by having cars towed away, by putting up warning signs and by getting the yellow lines painted. Trying to find an officer of Southwark Council responsible is

like trying to find a needle in a haystack. So over to Councillor Tony Ritchie, ward councillor for St. Giles who helped secure the original decision that yellow lines should be painted to prevent obstruction. He has been asked by the Society to spell out who in the Council is responsible for securing access for dustcarts.

An up to date report on rubbish collection in the next issue.



*Dead trees need replacing, shrubs need protection from vandals*



### **Presto Car Park**

There is still considerable dissatisfaction among Society members at the state of the Presto Car Park on three counts:

1. The lack of tree planting round the service area.
2. The amount of litter and general mess being generated in the Daneville Road area.
3. Noise from lorries delivering in the middle of the night. Overnight lorry parking.

All three of these problems are currently being discussed by the Society and the Council. Briefly:

1. The Society is asking for more trees to be planted as an effective screen to the service area, that dead trees should be replaced and that five foot railings should be placed round beds where shrubs have been planted and then stolen.
2. That Presto should be asked to be responsible for the litter now being generated by customers at the store by employing a sweeper (as McDonalds do at their take-away restaurants).
3. Requesting that deliveries via Daneville Road should be made at a civilized hour.

We can report that the Council is sympathetic to these points and is negotiating with EPIC and Presto.

There will be a report on progress in the next issue.

EPIC said no trees could be planted here because they would restrict the turning area for lorries. Apparently trolleys and crates do not. The trees planted at this end of Daneville Road by Wates are now thriving, in spite of a steady rain of cans and bottles at their roots.

*Stop Press:* One additional tree has been planted in Orpheus Street outside the Presto service area. We still hope there will be more trees.





## BURGESS PARK

A SUPPLEMENT TO CAMBERWELL SOCIETY NEWSLETTER No. 73 NOVEMBER 1986

*In his book, A Walk Around London Parks, Hunter Davies described Burgess Park as unbelievable. Over 100 acres of a densely occupied part of inner London has been cleared to form a new open space, part of the 'green lung' envisaged by Forshaw and Abercrombie in their County of London Plan of 1943. Yet how many of our members are familiar with Burgess Park, with its turbulent history and the uncertainty – in the demise of the GLC – over its future?*

*This supplement on Burgess Park has been compiled by Ron Watts who has been closely involved with its development. As a former secretary of the Camberwell Society, he helped to formulate the Society's views which were influential in the 1970/73 review of the development plans, and as Chair of Southwark's Planning Committee from 1973 to 1982 and a member of the Steering Group from its inception in 1978 to 1982 he was intimately concerned with the development of the park.*

Burgess Park is now at a particularly crucial stage. With the demise of the GLC, responsibility for the park has passed to Southwark Borough Council. Yet the GLC prepared a detailed paper concluding that a developing authority or agency, suitably equipped to cope with the numerous problems which have dogged the park for years should take over the Park and complete its development within 5 to 7 years. The purpose of this article is to paint a picture of the need for the park, some of the history and development, and the current position, all to enable informed assessment to be made of what can and should be done.

For those members of the Camberwell Society who have retained their copies of earlier newsletters, Newsletter No. 28 of January, 1976, carries a detailed article on Burgess Park and No. 13 of July, 1973, carries an invaluable report of a meeting held to discuss Burgess Park on the 29th November, 1972, at which Mr. J.C. Kennedy, then the Chief Parks Officer of the GLC, outlined the development of Burgess Park.

### Need

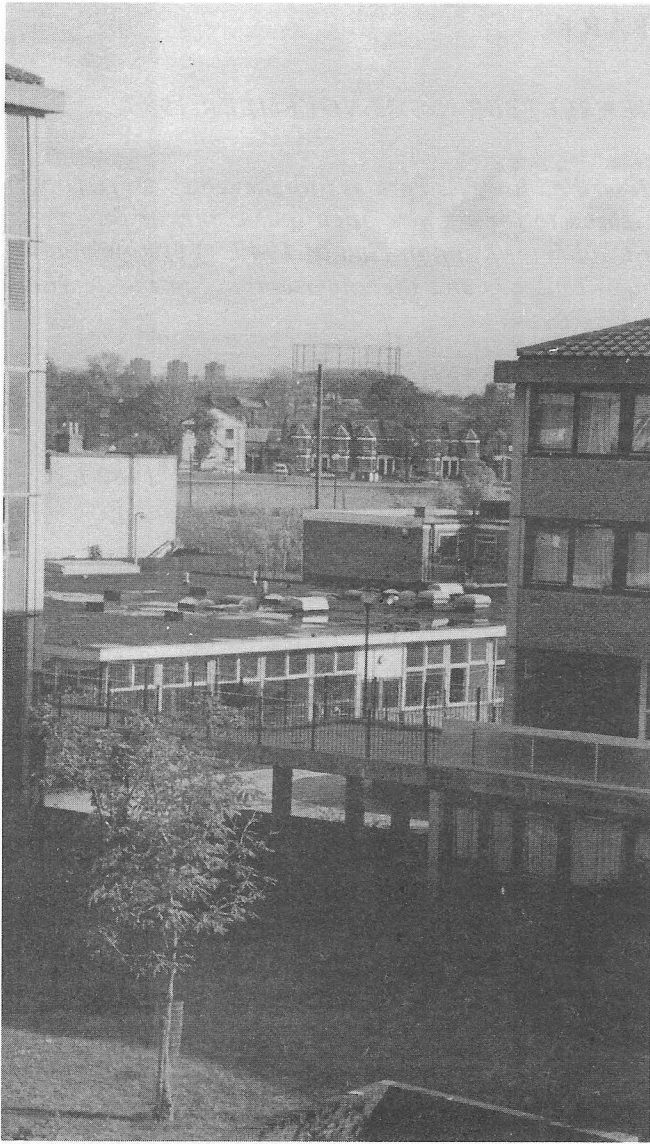
The need for a Burgess Park was identified well before the 1940/45 war. South London had developed into an unrelieved urban mass from the Thames between Greenwich and Battersea as far south as Camberwell Green. By way of the open space indices, a green band or area of open space for recreation was deemed to be necessary to provide for the large population of the area.

In the County of London Plan prepared in 1943, Forshaw and Abercrombie identified North Camberwell, in the vicinity of Albany Road, as the location for such a park and for some years it was known as the North Camberwell Open Space. After formal approval by the LCC, such a park was projected in the Initial Development Plan for London approved in 1955, carried forward into the Greater London Development Plan approved in 1976 and then the Southwark Borough Council's Mid and South Southwark Local Plan approved 1986.

The area to be covered by the park is about 135 acres lying south of Albany Road, between the Old Kent Road on the east and Camberwell Road to the west, back down to St. George's Way, and linking at the eastern end with the Peckham Linear Park. In

the early days this area consisted of bomb sites, mostly run down rented housing, quite a lot of industry and of course the Surrey Canal, which used to run from a basin just north of Addington Square, where the tennis courts are now, along under the Old Kent Road to the Surrey Docks, with an arm down to Peckham. After being filled in this arm is now the Peckham Linear Park. Similarly in the early days the park area was surrounded mainly by small rented housing. Over the years much of this housing has been demolished to make way for large estates such as Brandon, Elmington, Gloucester, North Peckham and Aylesbury to name some, but by no means all, which were designed with relatively few internal recreational facilities, on the assumption that all or most of these would be provided in the park. In fact Aylesbury was designed so that walkways would project over Albany Road into the park and provide easy and safe access to the park. This was perhaps a local and specific application of a much wider policy of the late 1960's, and possibly for decades before then, that such estates as these would be developed through the length of Southwark – which runs from London Bridge in the north to Crystal Palace in the south – linked by above ground walkways interspersed with parks or the like.

Burgess Park was thus planned to provide for the recreational open space requirements of an area encompassing most of north Lambeth, Southwark and Lewisham and, on some maps, even including part of the Isle of Dogs and other parts of Tower Hamlets. The Development Programme was envisaged as late 1940's to 2007. In the heady and confident days after the war it was presumably thought that there would be stability of local authorities and funding so that such a long development programme was feasible. In fact, as we all know only too well, there has been no such stability, whether in terms of the authority responsible for the park or provision of finance. Moreover it is now appreciated that such a lead time was manifestly absurd in relation to redressing the need for open recreation and dealing with the massive hardship heaped on the people whose homes and properties were to be acquired. The blight, dereliction and human hardship within the park area and the surrounding areas demolished to make way for the large concrete estates are a feature to be kept well



*Views from Padbury:  
(above) Looking over Walworth School Dining  
Centre, across the lake to Cobourg Road, and  
(below) to Wendover, one of the "large  
concrete estates".*

in mind in any assessment of what is now required to complete the park.

### **History and Development of Burgess Park**

As indicated, work on the park commenced in the late 1940's. In principle there had to be:

1. Land acquisition and clearance, road closures and ancillary improvements to adjoining roads to take displaced traffic.
2. Interim layout and management of the cleared areas.
3. Preparation of a development plan for the park as a whole and management of the plan including specific projects as they came along.
4. A financial package to underpin the above.

Over the years there have been numerous plans and reviews of development plans most notably in 1960, 1970/73, 1977/78, 1982 and 1984. By 1960, 34 acres had been laid out. By 1976, 50 acres had been laid out and the first major permanent facility — a play leadership building — which was the first stage of the park's major play complex in Albany Road near Wells Way — had been built. Since the mid 1970's the rate of open space acreage gain has increased threefold. There has been a 48 acre gain, including substantial elements of permanent layout. These included partial completion of the south west corner near Addington Square, phase 1 of the lake at the eastern end of the park, the major park entrance at the Old Kent Road, the green games table near Chumleigh Street, and start of the first phase of the new indoor and outdoor sports area complex centred on the renovated Chumleigh Almshouses. Thus by early 1986 some 95 acres (or 70% of the planned total) were in open space use with a further 17 acres actually owned by the GLC.

The GLC described the park in this way:—

i *Acreage*

95 acres divided into various sites. The park is still under construction and consists of fragmented





- sites between roads, houses and factories.
- ii *Staffing Authorised*  
Park manager and deputy.  
14 keepers, including lake supervisor.  
28 gardeners, etc.
- iii *Facilities – Sports*  
(a) Dinghy sailing (10 in number including 3 for disabled).  
(b) Angling.  
(c) Floodlit redgra pitches (1 full size or 2 junior soccer or 1 full size hockey).  
(d) Horse riding.  
(e) 2 x soccer.  
(f) 7 x tennis courts (3 overmarked for netball).  
N.B. 3 x soccer pitches – 1 cricket square and 2 artificial cricket wickets under construction but not taken over.
- Facilities – Recreation*  
(a) Lake (8 acres) with pedaloes and waterfowl.  
(b) 1 manned fitted playground and 3 unmanned.  
(c) 1 paddling pool.  
(d) 4 nature areas.  
(e) Glasshouse open to the public.  
(f) Information centre.  
(g) Concert bowl.  
(h) Playpark and 2 one o'clock clubs.
- iv *Other*  
(a) 2 x lavatory blocks.  
(b) 2 staff bothies.  
(c) Changing blocks at lake, Peplar Road and redgra pitches.  
(d) 3 staff lodges plus 1 flat (allocated to South Bank).  
2 Flats due for commission in October 1985.  
(e) Staff yard.  
(f) 2 lavatory blocks at lake (including 1 for disabled) due for commission November 1985.

The GLC described the Development Programme (including staff) as follows:—

1. *Expenditure*
    - i Average actual capital expenditure (i.e. acquisition and layout) over period 1974/75–1983/84 ... £1.2 million per annum.
    - ii Funding through Arts and Recreation Committee on average level of £1.1 million per year approved in principle in 1978. Updated for inflation this would be £2 million per annum at 1985 prices.
  2. *Projected Costs* (Indicative Estimates at 1984 prices).

	£ million
i Acquisition of all outstanding property interests.	13
ii Demolition and service diversion following road closures.	2
iii Interim improvements (required to close remaining highways). Total cost including any Borough contribution.	2
iv Layout of all remaining non-public open space, land, including upgrading of interim layouts but excluding leisure centre complex (buildings only).	3–30
- Burgess Park Estimated Gross Revenue Expenditure was estimated for 1985/86 at £682,041.

Specific uses of the park as of 1985/86 included:

- Folk Dance Festival
- Kids Fun Day
- Programme of Children's Events (24 shows)
- May Festival
- Programme of Sunday Band Concerts (12)
- Greek Festival
- Royal Philharmonic Orchestra Symphony Concert
- Thursday Evening Concerts
- Walworth Festival
- Firework Display

The Camberwell Society first became involved in Burgess Park during the 1970/73 review. At that time there was little if any public or community involvement in the park. There was considerable dissatisfaction with the protracted length of the development programme, the considerable dislocation and blight, the disjointed bits of the park which had no coherent existence.

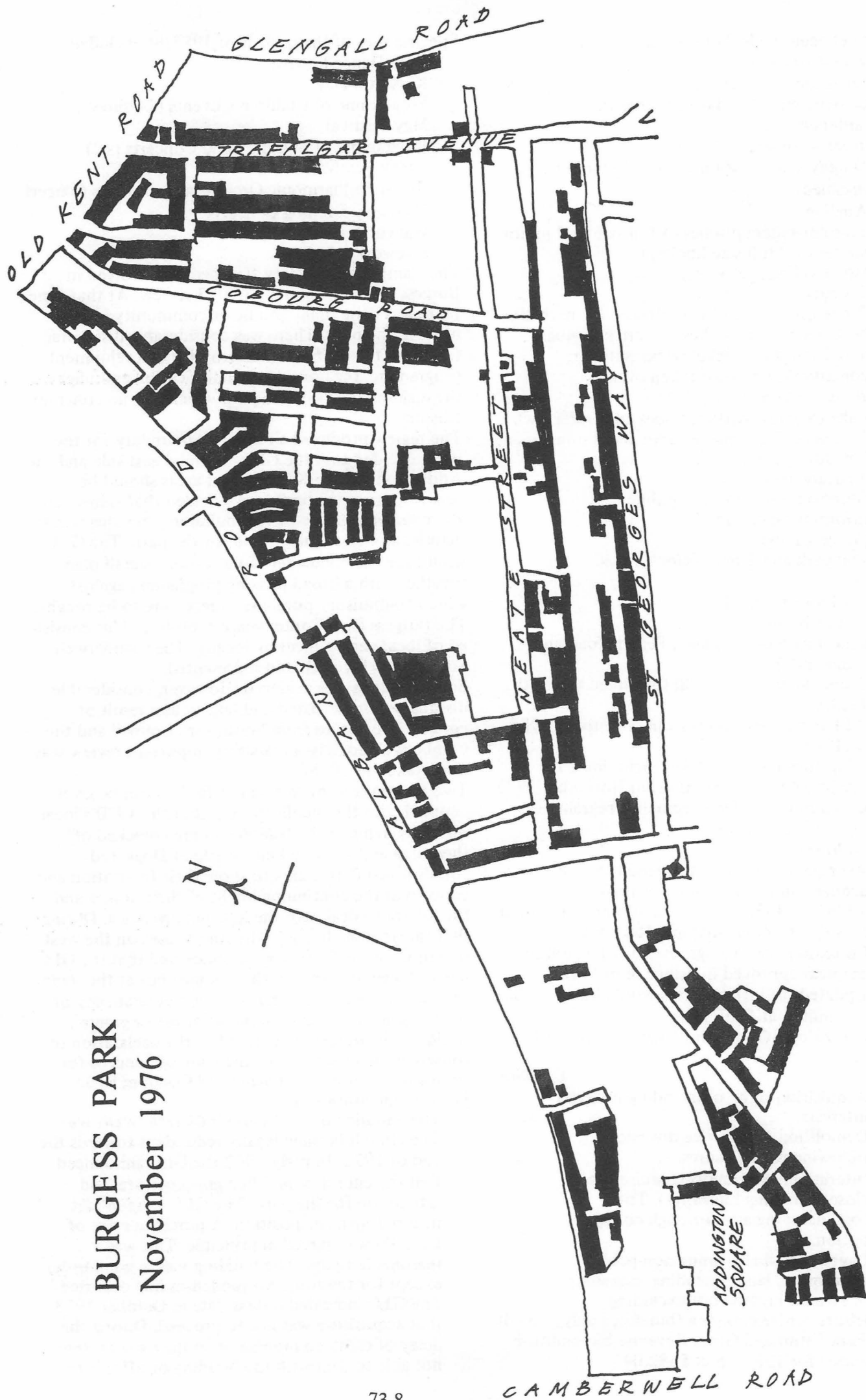
The review produced a definitive boundary for the park; decided that the Glengall Road east side and the Addington Square/Kitson Road areas should be removed from the park area; decided that subject to the retention of one or two buildings, the idea was to acquire and clear the ground for the park. The GLC would say the review set out a revised overall plan together with a broad phasing programme against which compulsory purchase orders were to be sought. The Burgess Park Forum was established. This consisted of local people meeting locally. The Camberwell Society was involved and represented.

Some progress was achieved. However, considerable dissatisfaction persisted and largely as a result of continued pressure from Southwark Council and the Camberwell Society a massively important review was undertaken in 1978.

Two illustrations of this dissatisfaction can be given, coupled with the recollection that in the 1970's local residents living in the Nile/Peplar area blocked off their area and set up a kind of Isle of Dogs/Ted John's no-go U.D.I. area to show their frustration and concern at the continuing blight of their homes and the failure to deal with the housing problems. During that time people living in the fine houses on the west side of Glengall Terrace were concerned that the GLC would take no action on their houses but at the same time would give no assurance of any permanency of occupation so that improvement or repair grants could not be obtained. This led to the declaration of conservation areas to force the issue of concern for people in this part of Glengall and Cobourg Road. The two illustrations are:—

1. The handling of *St. George's Church, Wells Way*  
The church became legally redundant towards the end of 1972. In early 1972 the GLC announced that the church would become a cultural and arts centre for the park. The GLC were in fact negotiating its acquisition. A purchase price of £26,500 was agreed in principle. This was a reasonable figure. The building was in good order, except for the roof. No vandalism had occurred. The GLC indicated only as late as October 1973 that acquisition was not to proceed. During this delay of eighteen months or so the owners were not able to deal with the building or offer it to

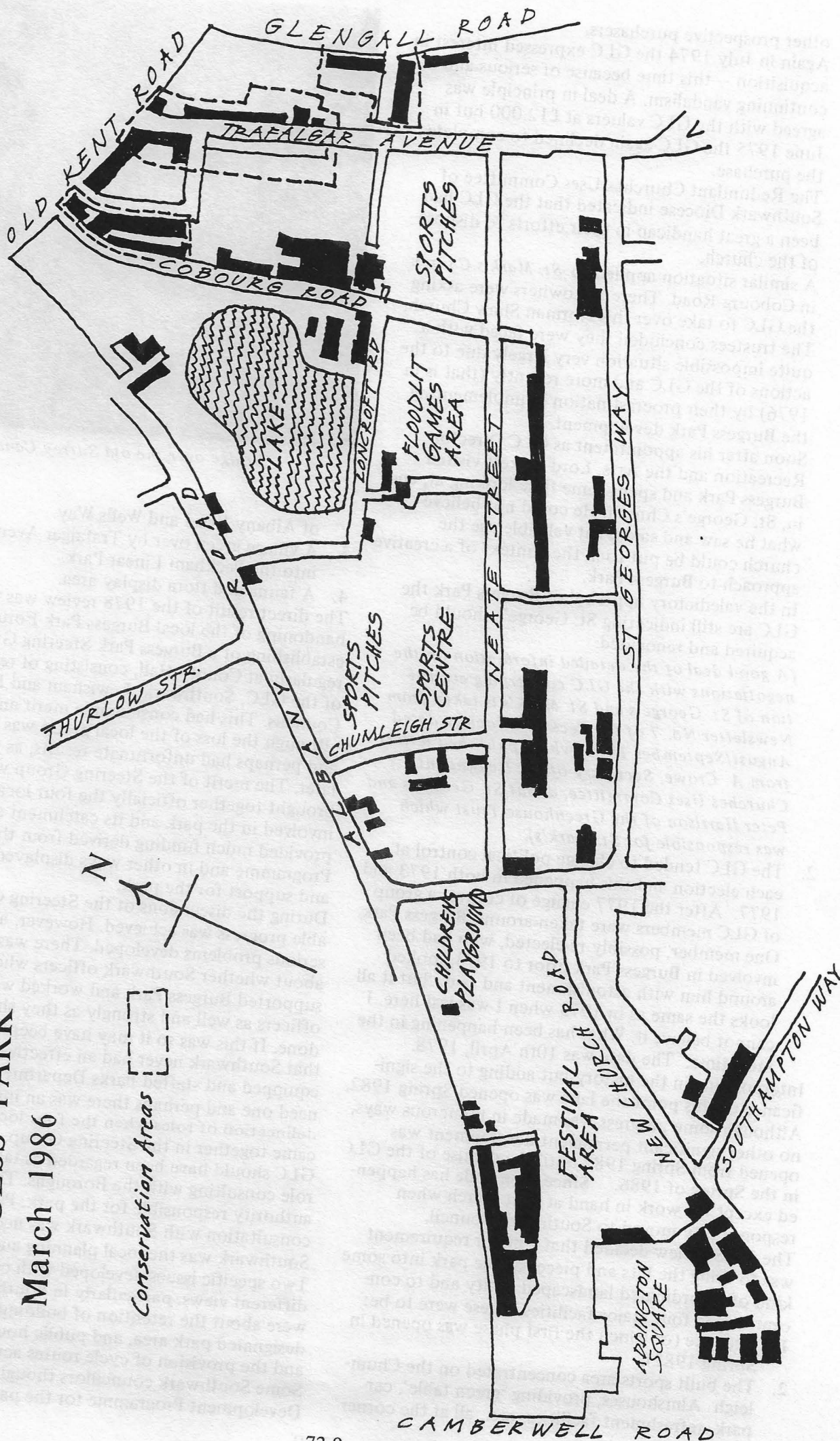
BURGESS PARK  
November 1976





# **BURGESS PARK** **March 1986**

Conservation Areas



other prospective purchasers.

Again in July 1974 the GLC expressed interest in acquisition – this time because of serious and continuing vandalism. A deal in principle was agreed with the GLC valuers at £12,000 but in June 1975 the GLC again declined to complete the purchase.

The Redundant Churches Uses Committee of Southwark Diocese indicated that the GLC had been a great handicap in their efforts to dispose of the church.

A similar situation applied to *St. Mark's Church* in Cobourg Road. There the owners were asking the GLC to take over this Norman Shaw Church. The trustees concluded they were faced with a quite impossible situation very largely due to the actions of the GLC and more recently (that is in 1976) by their procrastination in implementing the Burgess Park development.

Soon after his appointment as GLC Director Recreation and the Arts, Lord Birkett visited Burgess Park and spent some time looking at, and in, St. George's Church. He could not believe what he saw and said what valuable use the church could be put to in the context of a creative approach to Burgess Park.

In the valedictory appraisal of Burgess Park the GLC are still indicating St. George's should be acquired and renovated.

*(A good deal of the detailed information on the negotiations with the GLC concerning acquisition of St. George's and St. Mark's is taken from Newsletter No. 7 of the Peckham Society dated August/September 1976, which published letters from A. Crowe, Secretary of the Redundant Churches Uses Committee, about St. George's and Peter Harrison of the Greenhouse Trust which was responsible for St. Mark's).*

2. The GLC tended to change political control at each election and this happened in both 1973 and 1977. After the 1977 change of control a group of GLC members were taken around Burgess Park. One member, possibly re-elected, who had been involved in Burgess Park prior to 1973, looked around him with astonishment and said, 'but it all looks the same as in 1973 when I was last here. I cannot believe it. What has been happening in the meantime.' The date was 10th April, 1978.

Interpolating in the history but adding to the significance of this point the lake was opened Spring 1982. Although some progress was made in numerous ways, no other significant permanent development was opened from Spring 1982 until the demise of the GLC in the Spring of 1986. Since then little has happened except for work in hand at 31st March when responsibility moved to Southwark Council.

The 1978 review decided that a major requirement was to bring the bits and pieces of the park into some kind of co-ordinated landscaped entity and to concentrate on four major facilities. These were to be:

1. The lake (of which the first phase was opened in Spring 1982).
2. The built sports area concentrated on the Chumleigh Almshouses, providing 'green table', car park, refreshment facilities, etc., all at the corner



*Bridge over the old Surrey Canal*

of Albany Road and Wells Way.

3. A village green over by Trafalgar Avenue linking into the Peckham Linear Park.
4. A fauna and flora display area.

The direct result of the 1978 review was the disbanding of the local Burgess Park Forum and the establishing of a Burgess Park Steering Group meeting regularly at County Hall, consisting of representatives of the GLC, Southwark, Lewisham and Lambeth Councils. This had considerable merit and potential although the loss of the local group was regrettable and perhaps had unfortunate results, as will be seen later. The merit of the Steering Group was that it brought together officially the four local authorities involved in the park and its catchment area. Lambeth provided much funding derived from the Urban Aid Programme and in other ways displayed much interest and support for the park.

During the discussions of the Steering Group considerable progress was achieved. However, a number of serious problems developed. There was some doubt about whether Southwark officers wholeheartedly supported Burgess Park and worked with the GLC officers as well and strongly as they should have done. If this was so it may have been due to the fact that Southwark never had an effective and fully equipped and staffed Parks Department. It did not need one and perhaps there was an inadequate delineation of roles when the four local authorities came together in the Steering Group. Certainly the GLC should have been regarded as taking the lead role consulting with the Boroughs. The GLC was the authority responsible for the park. Particularly close consultation with Southwark was necessary because Southwark was the local planning authority.

Two specific issues developed with councillors taking different views, particularly in Southwark. These were about the retention of buildings within the designated park area, and public houses in particular, and the provision of cycle routes across the park. Some Southwark councillors thought that the Development Programme for the park should be re-



drawn to retain rather than remove the public houses even though they were located in the centre of the park, e.g. one in Neate Street and one on the site of the approved sports centre, as well as on the periphery. Retention of these public houses was seriously supported even though there were numerous public houses immediately outside the periphery of the park and refreshment facilities were to be provided at the sports centre overlooking the green table containing the cricket and football pitches.

Whilst this was an issue in its own right it also displayed an attitude from Southwark, for a time supported by some GLC members, that the Development Programme was wrong and should be changed to provide smaller green areas with many more buildings and houses integrated into the park area. This attitude became even more apparent after the 1982 Borough Council elections.

The cycle routes were programmed by Southwark Council to run through the park. Of course pubs and cycle routes have their place, but the basic issue was whether they should be programmed in conflict with Burgess Park and the approved developments and Development Plan or complimentary to them. In fact these views were in conflict with the views of local people. As mentioned the local forum had been disbanded and so the views of local residents were not available to be taken into account.

The effect of these proposals was seriously to prejudice the carrying forward by the GLC of important elements of the park, particularly the design of the sports centre in Wells Way. It may be those responsible hardly realised the full implications of what they were doing. Certainly it is doubtful if they anticipated the demise of the GLC and what implications that would bring. However serious damage was caused to Burgess Park and this continued well after the 1982 borough election.

A survey of local public opinion was carried out by the GLC in Spring 1982 to test whether people wanted pubs retained. The short answer was no. People wanted gardens, special events and the like. Cycle routes were a serious danger, particularly to the old, disabled and the young and why they were proposed to run across the designated park area beat a lot of people's understanding.

After the 1982 election Southwark proposed retention of even more buildings, officially supported the cycle routes across Burgess Park and decided that Trafalgar Avenue would be retained as a through road thus cutting the park at that point from the eastern sector of the park and the Peckham Linear Park.

In endeavouring to assess Burgess Park, its potential and future development, it is essential always to keep in mind the configuration of the park area. It is long and narrow. In order to make provision for many of the envisaged facilities it is essential to maximise the north/south width all along the park from Camberwell Road to the Old Kent Road. This was why, for example, it was and remains a good idea to close New Church Road between Southampton Way and Wells Way to enable the park to run from Albany Road to the back of the buildings fronting Parkhouse Street, for Neate Street to be closed as soon as ever possible and for the Old Fertlemans site to be cleared and grassed forthwith.

Southwark's attitude was said to have become so opposed to that of the GLC that for some time prior to Spring 1986 effective GLC consultation with Southwark ceased altogether.

### **Current Situation**

It is against this kind of history that the implications of the proposed demise of the GLC ought to have been approached by Southwark. Even allowing for the obvious problems within the GLC – which are described in the GLC's own account – the GLC did have considerable financial resources and did make available to the park a team of skilled landscape architects and skilled management/maintenance staff. Thus Burgess Park made some progress, however slowly and erratically. The periods 1973/77 and 1982/86 were particularly hazardous for the park.

Although Southwark had for some years been in increasing conflict with the GLC and the GLC had not been as dynamic and supportive as they should have, thereby causing delay to individual projects, road closures and so on, it would have been sensible for Southwark, seeing that the Government were proposing responsibility for the park to transfer to Southwark, to prepare for this event, preferably in co-operation with the GLC. In fact, no preparation of any kind was made.

Southwark did not have and indeed did not require a parks department of the kind that could take over and manage the GLC park programme in Southwark, bearing in mind the GLC had responsibility for Dulwich Park as well as Burgess Park and had carried through the design and execution of the Kings Stairs extension to Southwark Park. Southwark Park was and remains a Southwark responsibility together with Lucas Gardens, Belair, Brenchley Gardens and Peckham Rye. None of these compare with Burgess and Dulwich and some people argue that Peckham Rye declined after its transfer to Southwark in the early 1970's.

It would have been sensible for the essential teams responsible for the design, development and management of Burgess Park to transfer to Southwark. Very few of these staff did transfer, certainly none of the design and development staff transferred and neither did the park manager, who had played a crucial role in the management of Burgess Park and in generating the wide community use mentioned above.

Arguably Southwark does not have the financial resources to carry forward the Burgess Park programme delineated above, even if it wants to, given the cut back in local government resources and the other calls on its resources given it is such a deprived area.

It was these considerations and the problems over the years that led the GLC to the conclusion that a single-minded development authority was required to undertake Burgess Park equipped with adequate resources both manpower and finance charged with completion inside 5 to 7 years.

### **What have Southwark done? What is required?**

Southwark have taken over Burgess Park and declared support for completing it whilst recognising it does not have the organisation, management and resources to complete the job. Indeed it has in mind the possib-

ility of selling off parcels of land to finance the cost of the remaining programme. Moreover during this summer there has not been the recognition and support for the considerable community use of the park generated by the GLC.

It may help to set this in some kind of perspective by stating that under the GLC the Park Manager apparently had greater revenue spending authority per year, that is over and above the main GLC programme, than Southwark are able and willing to give to the park.

Southwark, having taken over the park, must:—

1. Declare it will complete the park.
2. Establish the necessary organisation and skilled staff to prepare and execute the development plan and manage the park in its current state, including supporting and continuing the community and other uses of the park encouraged and supported by the GLC.
3. Allocate resources to the park.
4. Bring Lewisham and Lambeth into the park in the same way that they were involved with the GLC and Southwark.
5. Campaign for full government backing for Burgess Park and adequate financial support.

The road closure programme is a major priority. Having agreed to complete the sports centre in Wells Way, which is fundamental to any confidence in Burgess Park, Southwark must complete the road programme for Wells Way, including the junction improvements with St. George's Way and Albany Road. New Church Road needs to be closed between Southampton Way and Wells Way and Addington Square closed at the New Church Road end and Kitson Road closed to through traffic. These measures, coupled with total clearance of the land at the corner of Addington Square and New Church Road and New Church Road and Southampton Way would facilitate completion of the sports centre and completion of most of the park west of Wells Way.

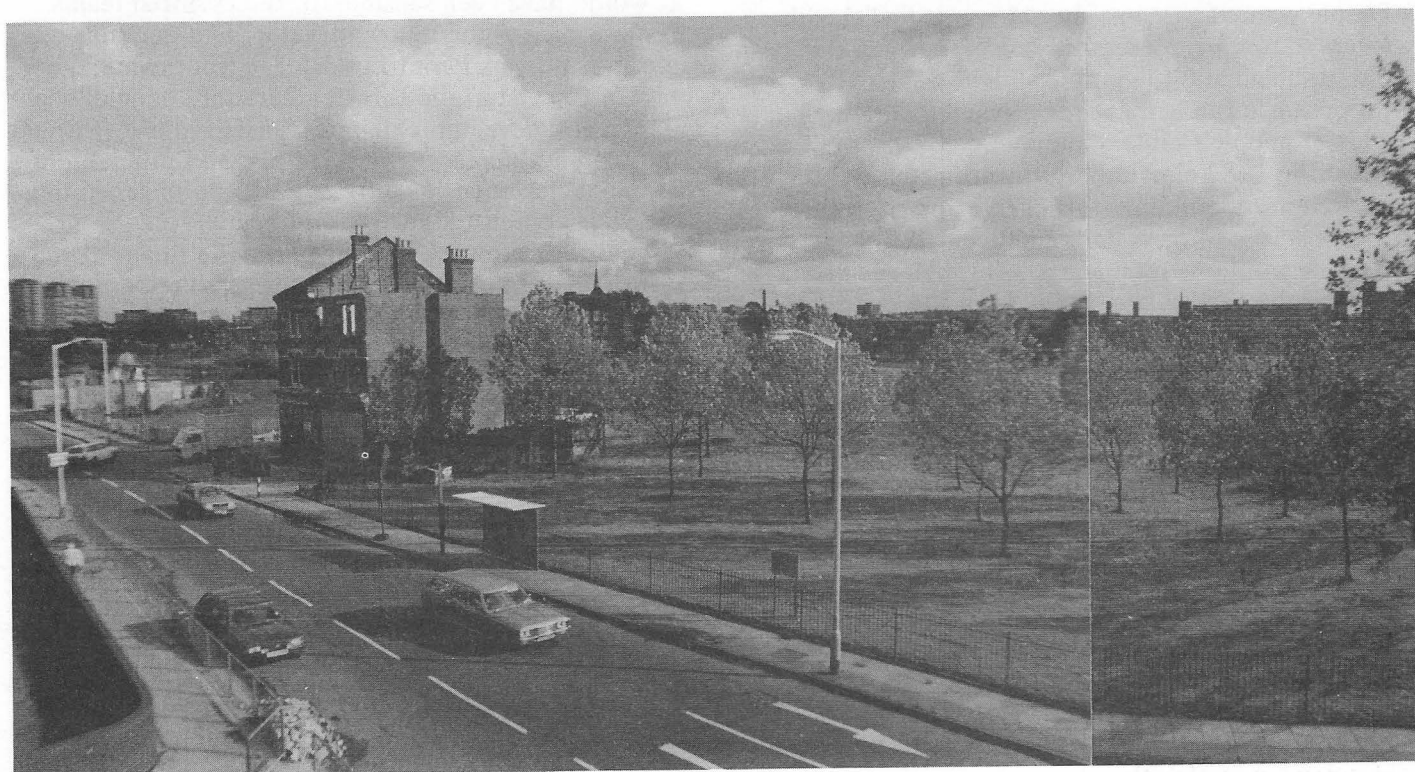
This should be followed by clearance and lay out of the land south of Albany Road between Camberwell Road and Wells Way.

This package will be relatively cheap and bring a considerable area of the park into early use and so make abundantly clear its real potential as a whole. Then it would be possible to move into the more expensive parts of the park east of Wells Way. Early clearance of the old Fertlemans factory would bring considerable benefit. This site is available now. Recently the old Black and Edgington site has been cleared and the laying out of this site in conjunction with the Fertlemans site would be major progress. Laying out of the land fronting on to St. George's Way would open up the park even more obviously to Gloucester Grove and the estates further south. There is no doubt that completion of Burgess Park within 5 to 7 years is a feasible proposition so long as Southwark and the other local authorities put their backs into it.

### Conclusion

Burgess Park is much needed. The community and recreational use already made of the park demonstrates both this and the tremendous potential to Inner South London of achieving completion of the remainder as soon as possible. Complete commitment from Southwark is essential. This is the big question mark over the park and indeed over Southwark Council. Hunter Davies, in his book *A Walk Around London Parks* wrote that 'Burgess Park is unbelievable'. Is that too strong a word? I think not. I would go further and call Burgess Park the most incredible park in the whole of London, probably in the world. Hunter Davies was right when he perceived the role and value of Burgess Park and the ways it could benefit the area it is intended to serve. The issue now is whether Southwark sees it this way and what Southwark is going to do about it.

Ron Watts





## SYDENHAM HILL WOOD

The London Wildlife Trust was founded in 1981 and is now protecting over 30 nature reserves. Sydenham Hill Wood is one of these and is one of the most important wildlife sites in London, a remaining fragment of the ancient Great North Wood which once covered the area, and a unique haven for plants, mammals, birds and insects. In order to allow access for study and recreation, with minimal disturbance of the natural habitat, the London Wildlife Trust has marked a nature trail. This is not a well kept formal park but a small nature reserve situated in a London Borough, conserving the natural environment of a wide range of wildlife.

In May 1985 we reported the concern being expressed at the possible destruction of this woodland if Southwark Council's plan to build over about a third of it went ahead. Now that the Council has withdrawn the major part of its development scheme, the wood is again under threat, this time from the Estate Governors of Alleyn's College of God's Gift, Dulwich, who wish to develop the adjacent site known as Beechgrove. The Estate Governors are appealing against Southwark Council's refusal to grant planning permission.

The woodland is a site of ecological importance, with educational and recreational use, quite irreplaceable, and bound to be affected by any development in the vicinity. Car parking space, roads and pavements and 36 flats cannot fail to disturb this quite exceptional nature reserve. The LWT and other local societies are fighting to preserve the whole of the remaining woodland.

In the Spring we hope to have a speaker from LWT at one of our monthly members' meetings. In the meantime if anyone wants to know more about its work, or become a member, the address is London Wildlife Trust, 80 York Way, London N1 9AG.

## BRITISH RAIL – WILL WE GET THERE?

Recent Newsletters have had much to say about the only railway station in our area, at Denmark Hill. Its rebuilding was good news, and British Rail's own restoration work is now making it a more attractive place. But good news about services has been hard to find. Even the few improvements have lacked publicity. The colourful package put through our letter-boxes last June, welcoming us to "Network SouthEast", enclosed a sectional timetable and related publicity, none of it covering improvements made in our inward service to Blackfriars or outward services to Kent. BR also missed the chance of advertising that they had at least partially reversed their dismal policy of cutting back our Victoria service. On Mondays to Fridays we now have peak-hour trains from Dartford and Lewisham running via Denmark Hill and thence non-stop to Victoria, and one off-peak main line train per hour between Bromley South and Victoria stops at Denmark Hill. This poor publicity is particularly regrettable at a time when the South London Boroughs, including Southwark, are being pressed by BR for

a subsidy from the rates to run a South London Orbital Rail Service from east of Lewisham through Denmark Hill to Battersea, Clapham Junction and perhaps Kensington.

With this background I had to be assured I was not dreaming when I heard the September meeting of the London Regional Passengers' Committee being told that the biggest new rail development in London for many years is on time for opening in 1987. (I would have cheered, but it would have sounded a little thin with only three in the public gallery, all from amenity societies like our own!) But we are indeed assured that *Thames Link* will open in October 1987, with a fuller service from May 1988, using brand-new trains specially designed to take power either from the third rail south of the river or from the overhead lines to the north. The link will be through the re-opened Snow Hill tunnel, joining Blackfriars to Farringdon and cutting out Holborn Viaduct, at any rate on its existing site. Six to eight trains an hour, with more at peak times, will terminate in the north at West Hampstead, Bedford or Luton and in the south probably at Croydon, Gatwick, Bromley or Orpington. A few trains may be routed eastward through London Bridge Station after crossing from Blackfriars, but most will come through Elephant and Castle and then either Denmark Hill or Loughborough Junction.

The exciting prospect for us is that BR have accepted in principle the conclusion of a GLC study which showed "high latent demand" for new stations to be served by these new trains at Camberwell, Walworth and possibly also Union Street in North Southwark. With access to the full service at Camberwell, as well as to part of it at Denmark Hill, we could quickly reach the District and Circle lines at Blackfriars or Farringdon, the main and Underground lines at King's Cross/St. Pancras, and possibly even further linkages which are now being planned.

There are, however, two problems about a new station at Camberwell – its capital cost of probably over £1m. which BR want Southwark Council to bear, and its location. When it first became a possibility we asked members (on page 12 of Newsletter No. 65) to suggest the best location. Should it be where there was a Camberwell Station before 1916, opposite the Sorting Office in Station Road, or somewhere else? There was no response until – as briefly mentioned on page 5 of Newsletter No. 70 – the closure of the Walworth Bus Garage opened up the possibility of using that site and possibly accommodating a bus interchange too. Southwark Council favours it for the rail station because it is nearer main roads and shops. It is also nearer more of the existing bus stops; this is an important consideration as the case for bringing all services into one bus station may be rejected, or accepted for some routes only, because of operating and financial difficulties. Co-existence with commercial development of all or part of the site might be a further complication.

The Executive Committee of the Society has therefore told all concerned that our primary objective, which nothing else must be allowed to prejudice, is to get a

quick decision to construct a new rail station for Camberwell. If we get it there will clearly be major changes in bus usage by local residents, by local workers, and not least by commuters through Camberwell, many more of whom we hope would become users of public rather than private transport. London Regional Transport seems reluctant to plan ahead for these changes, but we shall be pressing them to do so in consultation with BR and Southwark Council.

The outcome as we go to press is not easy to predict, but an initiative by the Society has led the London Regional Passengers' Committee, the statutory body representing users of London transport services by rail and road, to go on record as favouring a new rail station at Camberwell. Decisions affecting both the rail station and a possible bus interchange are likely to be taken by a Southwark Council Planning Committee meeting on 24 November. Camberwell has had more than its fair share of disappointments – the latest being that if the Bakerloo line is extended it will not be to Camberwell Green but eastward to link with BR lines which used to serve the Bricklayer's Arms Goods Station. It would be good to know that when the *Thames Link* trains arrive we shall be able to board not just some of them at our proudly restored Denmark Hill station but any of them at a new station near the heart of Camberwell.

*Norman Hutchison*

*Convenor, Traffic & Transport Sub-Committee*

## POLICE CONSULTATIVE GROUP

Newsletter No. 69 reported a year ago on Lord Scarman's 1981 recommendation for Community/Police Consultative Groups, the impasse that had developed between the Council and the Police in Southwark and our Community's need to resolve the difficulties quickly so that the Consultative Group can get going to provide the constructive criticism and support the Police need.

Since then there have been prolonged negotiations concerning the constitution of the Group between representatives of the Council and the Police under the mediation of the Bishop of Woolwich and the Rev. Watson of the Methodist Church in Camberwell Road. A constitution was 'agreed' last July and brought to the first Annual General Meeting of the Group held on 1st September 1986 for adoption. The composition of the Group will be:

- The three M.P's for the Borough;
- The Southwark representative on the London Fire and Civil Defence Authority;
- One Southwark elected representative on the Inner London Education Authority;
- Not more than 10 Southwark Borough Councillors;
- Not more than 4 Police Officers to include at least one from each Police district within the Borough;
- Not more than 20 representatives of bona fide, formally constituted community bodies which represent a significant number of local people having a substantial and enduring interest in the policing of Southwark, to be elected every second year;
- In addition to the elected community representatives, any other similarly-constituted Community Group may submit an application for membership at any time

between elections and can be admitted to full membership on two thirds of the votes of the elected community representatives present and voting at the next AGM.

Discussion of the proposed constitution centred upon the number of community representatives to be elected. Deputy Assistant Commissioner Siggs (in charge of Metropolitan Police Area No.3 which extends from Bermondsey to Bromley) said that all the proposals he had submitted in the negotiations had stressed 'there shall be not less than 20 representatives,' as it was the open-endedness of the representation that had been in contention all along. After much discussion and emphasis by Cllr. Wanamaker and others of the need for a spirit of co-operation between the Police and the Council, DAC Siggs' amendment was voted out. This puts DAC Siggs in an invidious position, as he remains accountable to the Home Secretary, whose guideline on Consultative Groups includes *that representation shall be open to any bona fide Community Group*.

The meeting then moved to the election of additional community representatives. Fourteen nominations had been received from 500 groups said to have been circulated and three were elected by the nine voting members present. These three replace two members who had died and one who had resigned during the year, leaving the total number of elected representatives at twenty. The Camberwell Society's nominee, Elizabeth Betts, received only four votes, two short of the necessary two-thirds majority.

The Annual Report of the Group, received at the September meeting, reviewed the discussions held at some half dozen meetings of approximately seventy members of the Group and the public, covering negotiations on the constitution, proposals for lay visitors to police stations (to see that detained persons are well treated, a scheme welcomed by the Police), crime prevention in Southwark, legal advice at police stations, drug abuse, racial harassment, property marking in Southwark, and a report by Lorna Lucas who secured damages in the courts for ill-treatment at Carter Street Police Station.

The meeting on September 1st went on to set up a working group on methods to improve service provision (i.e. milk and postal deliveries, G.P.'s visits etc.) to the North Peckham Estate where such visits are now impracticable because of lawlessness. The final item on the agenda was an attack by Cllr. Wanamaker and others on the way the Police at Carter Street and other stations treat detainees. DAC Siggs fielded most questions quietly: he will give the information the Group wants provided it is within Police policy to do so; individual complaints against the Police are matters for the Police Complaints Authority, not the Consultative Group; the nature of the discipline meted out to individual officers is an internal Police matter.

Probably the only material question raised during a long and vicious discussion was by Richard Balfe, MEP: what proportion of the resources nominally available to Police in Southwark is actually available to Southwark and not drafted to other areas? All meetings of the Southwark Police Consultative Group are open to the public, who may contribute to



the discussions but not vote. The Society has been represented variously by Iris Oldridge, Elizabeth Betts and Michelle Henderson, but we would welcome a wider participation by members. Further meetings have been announced for 11th November, 1986, 4th February, 1st June and 5th August, 1987 (7 p.m. at the Town Hall). Dates are liable to change, so check first (703 6311 ex 2152, Mr. Mudge). The next election of community representatives will presumably be in August 1987. Members of the Society may like to consider the future extent of the Society's involvement with the Group. It is there and should be made to work.

Elizabeth Betts

*The Society welcomes views on any points raised in the above article*

Editor

## EDUCATION: FROM THE POLITICAL TO THE PARTICULAR

It is always a pleasure to hear someone speak with enthusiasm about their job and this was, in spite of some determined questions by one person present, the experience of the somewhat select audience at the first members' meeting of the season addressed by Lesley Bulman, Head of Kingsdale School. Are there really so few members of the Camberwell Society interested in education?

Ms Bulman began by saying that education has always been a political issue. People want their children educated in the best possible way to go out into society and, because people are divided in the way they think this aim is best achieved, opinions on education vary widely.

Her talk was divided into three sections: major issues, local issues and My School. Her expression "I live education" immediately made her listeners sympathetic to her although, as she continued, perhaps not always sympathetic to all her views. Everyone clearly agreed that the curriculum is not just the timetable but "arrival time, breaks and lunch-time as well as lessons. It is not just irregular verbs and Ohm's Law, but what they learn all through the day". How important this ideal is — and how great was the disruption there-of by the industrial action of last year.

Lesley Bulman has been Head of Kingsdale for a year and has always worked for the ILEA. In spite of recent troubles she emphasised several times in the evening that London teachers want to teach in London because of the bubbly characteristics of London children (certainly not for money or an easy life), that they are challenging people to work with and totally committed.

As a scientist herself she had enjoyed the collaboration between the independent and state sectors at the time of the development of the Nuffield projects. It seemed a pity that she could now make such a sweeping statement that "the move of private schools to enlightenment has stopped" and that she should feel the "gulf is getting wider all the time". She has no doubt that it is the curriculum which is "the huge divide" between traditional (i.e. independent schools, still teaching separate subjects, the main aim to pass exams) and comprehensive (i.e. comprehensive

schools, teaching combined subjects, with more emphasis on learning skills than on memory). She is determined that all her pupils must be educated for life. As someone who has taught in independent, voluntary aided and state comprehensive schools, I am sure that all good schools see the value of education for life and that this divide is between good and less good schools, not between the independent and state systems. But Ms Bulman is an inspired spokesman for the ILEA and recommended for reading the Hargreaves report, *Improving Secondary Schools*.

After giving more details of the curriculum at Kingsdale (there were prospectuses of the school to take away and an invitation to the next Open Day) Ms Bulman spoke of the problems of ethnic minorities, of girls in mixed or single sex schools and of the move to more technical and to, what is now called, pre-vocational training.

The big problem in London is falling roles. Between 1980 and 1990, 63000 pupils will have been lost, 30% in Southwark. This means a short fall of 374 pupils per year and there are certainly too many schools. Five schools were put together to create Warwick Park. It is still not full. The ILEA, thankfully, still insists that every school has the same ratio of banded (i.e. different ability) children, but there is no determined ratio of boys and girls in a mixed school. Kingsdale has about a thousand pupils, sixty in its Sixth Form. Ms Bulman said that Southwark and the Labour Party are committed to tertiary education. She knows she would not like to be without her Sixth Form but admits that, if the range of subjects is greater at a Sixth Form College, the loss may be inevitable.

In Southwark 3000 pupils are educated in private schools, 5000 in voluntary aided, 8000 in state schools. Ms Bulman deplores the fact that any amalgamation is most likely to happen in the last category. She also regrets the assisted places scheme which is taking the "brightest children into private schools". It was interesting that she also regretted losing the parents of those children — those parents who would show most interest, help their children, "give them a push". The role parents can play is emphasised in Kingsdale's prospectus.

Ms Bulman's pride in her school was very evident and the meeting could feel her own bubbling interest: the "fabulous art department, the first class music department", the National Youth Drama award. Even more particular was her pleasure that a blind boy is doing well, and is totally integrated, as a member of the Fourth Year Science group. About the future of Kingsdale she is "very optimistic".

In the discussion that followed there were more questions on co-education, perhaps teachers do have a subtle effect on sex discrimination in class: to girls, "Is it hard? Can I help?" to boys, "Come on — get on with it!". Ms Bulman admitted that girls' exam results were usually best and her overall average would look better if she had more girls.

She appreciates the valuable advance in primary education in that young children are now taught to find out for themselves, as students at the tertiary stage must again do. Perhaps a fault in secondary education is that pupils are too often "just told". In trying to sum up, this modern minded Head of a

large local school said that she wanted people leaving school to be "conscious human beings who can take decisions for themselves". All heads, teachers, parents, citizens, even children, would surely agree. Perhaps the greatest compliment to Lesley Bulman was her remark that many of her pupils come to her with the request (granted) "please Miss, will you listen ....." For the general good of society many people should find again this ability to listen. Hopefully, for the future of Camberwell society all our local schools will produce citizens who are conscious human beings, aware of their environment, able to take decisions, but also themselves able to listen.

*Mary Rose Seldon*

## King's Scanner Appeal



King's Scanner is on order! but the final total has yet to be achieved and fund raising is still as essential as ever.

On FRIDAY, 5th DECEMBER, at 7.30 pm in King's College Hospital Chapel, in aid of the Scanner Appeal, a concert of unaccompanied vocal music will be given by the Ionian Singers, conductor, Timothy Salter. The programme will include an Advent Sequence, Bach Chorales, English Madrigals and Folk Songs and works by Bruckner, Scheidt, Warlock and Cornelius. Admission is by programme, price £2.50, which includes refreshments, available from the Scanner Appeal Office, phone no. 236 1395, or at the door, from 7 pm.

## CAMBERWELL SOCIETY CARDS

It is hoped that our new cards will be on sale at the next members' meeting. The larger ones, 8in. x 6in., (similar to our earlier ones) are reproductions of coloured prints of Camberwell. The subjects are:

Old house on Camberwell Green  
Fountain Cottage, Camberwell  
The Camberwell Free Grammar School  
Opening of the new Headquarters of  
the First Surrey Rifle Volunteers  
in Camberwell

The smaller cards, 6in. x 4in., are reproductions of prints which have not been coloured and an early photograph. These are:

The view of the Coldharbour Lane Triangle  
St. George's Church Camberwell  
(different from the earlier card)  
The South East View of Camberwell  
Church (a less well known print of  
St. Giles)  
Camberwell Green (the popular "trams  
and drinking fountain" photograph)

Many of our earlier cards are still available although there are only a few left in some cases. Billie Densumbe, phone no: 703 4824 should be contacted but they can usually be obtained from the Passage Book Shop or Great Expectations.

All members are cordially invited to meet together at the  
DECEMBER MEETING ..... BY TRADITION A

# CHRISTMAS PARTY

*Entertainment*

*Buffet and Wine*

THURSDAY, 11th DECEMBER 7.00 – 10.30 pm  
S.C.F. DACHELOR HOUSE (Grove Lane entrance)

*All offers of help with the Buffet to  
Vanessa Norman 703 7226  
or  
Serena Ansell 701 9565*

This is an expensive occasion – please make a realistic contribution towards Society funds on your arrival.

The Committee hopes to see you to wish you  
A HAPPY CHRISTMAS