

HERNE HILL

THE MAGAZINE OF THE HERNE HILL SOCIETY • ISSUE 136 • WINTER • 2016 • £2

A NEW PIANO FOR EVERYBODY



Bumper
Colour
Edition

► *Free Lessons at the Station - See Page 11*

MEET THE NEW LOGO

► *The Society moves with
the times – Turn to Page 3*

OUR LOCAL HERITAGE ASSETS

► *Are we doing enough to protect them?
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RUNNING RINGS ROUND LONDON

► *A road folly avoided – See Pages 14 - 15*

THE HERNE HILL SOCIETY



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MOVING WITH THE TIMES

Why the Herne Hill Society needs a new logo

A few years ago I would have said “we don’t!”. Because we already had a logo, which was suitable for printing on letterheads, book covers, banners, T-shirts etc. Why fix what ain’t broke? In those good old days an organisation could control how its logo was being used: where, in what context, at what size, and in what colour.

However, I did have some reservations about it. It was clever, but hard to interpret unless you already knew what it represented! Some Committee members, though not all, felt as I did. It was created when the internet was in its infancy, and that has become the key issue. The rise of social media websites, such as Twitter, Facebook and YouTube, has changed the way organisations and individuals communicate. All such platforms require their users to choose a name and upload a so-called icon (in the case of individuals, often a photograph; for organisations, their logo). These icons are obliged to be square



or circular, and they are very small when viewed on a smartphone. If you work for BMW, BP or VW, you don’t have to worry. Your logo, widely recognised throughout the world, is fit for purpose. The Society was not in that fortunate position.

When we opened accounts for the Society with Facebook, Twitter etc., we used, as a temporary measure, a monochrome block of a particular colour (hex #99cc33, for those interested). But of course there would be nothing to stop anyone else using the same plain green square, leading to confusion. And it does not work well on a letterhead. So something had to be done.

Then we were fortunate to gain the



The new design suits the screen and is recognisable even on a small device

interest of locally-based graphics and branding professional Philip Stavrinou (ergo creative consultants), who agreed to take on the job pro bono. We’ve now implemented the new design on the web, our letterhead and publications. As well as the green version (with or without the text), there is a monochrome option.

This is not about having a new logo for the sake of it. It genuinely does help us to look modern, outward-facing and consistent, and to communicate more effectively.

Colin Wight

Your Society needs you!

Rosalind Glover and John Brunton both told me some time ago that they would be leaving the Committee after the AGM in March 2017. They have done a huge amount for the Society, and for the community of Herne Hill in general. We are delighted that Martyn Hall, a resident of Herne Hill for the last 20 years, has recently agreed to take over as Treasurer. But of course Ros has been doing a lot of other things too, as do all our Committee members.

As well as dealing with licensing matters, John has for many years been closely involved with the Herne Hill Regeneration Project. With John’s great interest in local history, it’s largely down to him that the Society has built up its reputation as a publisher. He’ll be a hard act to follow, but no one person has to take on everything he does.

When Sheila retired as Chair, she agreed provisionally to continue running our ‘publications sales unit’! This involves

ordering stock, handling online orders, and liaising with our local bookshop. We urgently need someone to take this on.

On a personal note, I have got a huge amount out of being on the Committee. I’ve gained a much better knowledge of the area I live in, and developed friendships with people whom I would otherwise not have met. The opportunity to lend your time, experience and ideas to the community can be a source of great satisfaction and pride. I know many people in the Society already volunteer for other local groups, so one sometimes feels that the same 30 people are doing everything in SE24. New blood, new ideas and new talent would be especially welcome.

If you are interested, please contact me, **Colin Wight**. I would be happy to explain what is involved. You can email me at colin@hernehillsociety.org.uk. Think about it – we’d like to see people stepping forward before the next AGM. You won’t regret it.

MORE FUN AT THE PALACE

When we started our first Fun Palace at Brockwell Lido three years ago, we never imagined it would become an annual event the public have come to expect. A couple of weeks post our 2016 Fun Palace and we are already pondering 2017 and asking “what can we do next year?”.

In 2016, Fun Palaces took place in 285 locations, internationally and nationally, many new, and some returning, but all swelling with enthusiasm and commitment from their community and the many volunteers who contributed time during their own busy lives.

Our main worry was the weather, but the sun gods were on our side. It did my blood pressure no good, checking the forecast two months prior to and leading up to the day, luckily the Stroke Association was on hand to ensure my stats were okay!

This year 2857 people came through the Lido turnstiles to engage with our neuroscientists, swim fit team (it really is possible to learn



how to dive in five minutes!), join Silverfit cheerleaders or watch others play Eco games, sit down to a food quiz, see how long it takes to cycle away the

more science was on offer – whether CSI with real life SOC officers, or racing against a microbe and building a brain. The types of activities

“ Made by everyone, for everyone ”

calories in a square of chocolate or piece of fruit – a genius idea from Windrush triathletes. I took part in a workout with a physicist and scientific swimmer and I emerged from the cool water more knowledgeable about my stroke and how to improve.

Everyone agreed that this year, there was more public engagement, possibly because

promoted public engagement and questioning, rather than being only observer led. Even Barrie, our illusioneer, needed volunteers.

I was hugely proud of the mix of ages and cultures, a safe place where everything was available to all; class, money, ability didn’t come into it. And how often do you get to see a bat up close? One of the

highlights of this year’s Fun Palace were our bat carers, Joan and Roger. Health & Safety in place, but this batgirl, a Noctule called Rowan, was not going anywhere, remaining in Joan’s gloved palm, wide-eyed. Adults and children watched as she was fed worms. The Bat Conservation Trust was on hand for all things bat-related, providing activities and answering heaps of questions.

Outside the Lido, we welcomed the horses from the Ebony Riding Club. In the car park Lego at the Lido (in a VW Camper van) was super busy. Jack (Lego man) had been to our Fun Palace last year and this year wanted to be involved. This is exactly what the ethos of the Fun Palace is about – made by everyone, for everyone.

I hope to encourage new members of the community to participate in 2017, whether knitting a Lido or creating a choir, we just need YOU to come forward and say YES.

Anyone interested should contact shelleys@clara.co.uk www.funpalaces.co.uk

Shelley Silas

In memory of Dr Ruth Thompson

We are very sorry to announce the untimely death of Ruth Thompson, Chair of the Brockwell Lido Steering Committee (BLSC). Ruth, born in 1953, learned to swim in Oxfordshire rivers and was a passionate swimmer throughout her life. She became a regular swimmer at Brockwell in the 1990s and continued until two weeks before her death.

Ruth was a career Civil Servant who became Director-General for Higher Education in the Department for Innovation, Universities and Skills. She also worked in senior roles in the Department of Trade and Industry, HM Treasury and the Department of Social Security. Ruth was unstinting in giving her time and energy to numerous organisations in the public realm. She became an independent governor of Birkbeck, University of London and was the Deputy Chair of Governors at the time of her death. She was also Deputy Chair of the statutory watchdog London TravelWatch.

Ruth joined the BLU committee in 2009 and became Chair of BLSC in 2012. Those of us who attended BLSC meetings were in awe of Ruth’s qualities and skills. Her formidable intelligence, combined with a calm, gentle demeanour, made her an extraordinary leader. All her friends and colleagues will miss Ruth enormously.



KINDERLALA – WHAT IS THAT?

A new toyshop with a twist



Children, parents, grandparents, aunts and uncles – earlier this year we all felt the loss of a popular toy shop on Half Moon Lane, when Just Williams departed.

But lo! Toys came back to Herne Hill this summer with the arrival of another toyshop on Dulwich Road, just round the corner from the former Just Williams, whose premises are now home to a new wine bar and shop.

Kinderlala has been opened by two German ladies, both mothers and both long-time residents of Herne Hill, and focuses (though not exclusively) on toys made in Germany and elsewhere in Europe – some even made in south London. What makes it different, people might ask.

Owners Bettina Sebek and Karina Krause are very keen to point out that the shop stocks toys at every price range, including a wide range of the obligatory “pocket money toys” as well as bigger and more durable items, many of them in the classic, well-made German tradition. There are certainly high-quality plastic toys, such as Playmobil (made in Germany, as it happens) alongside beautifully finished puppets, dressing-up outfits, games and traditional wooden toys. Older adults can be observed entering into a blissful trance-like state as they browse the crowded shelves.

A feature that many parents will applaud: widely publicised branded toys and games from companies like Disney are nowhere to be seen here - no Peppa Pig, no Frozen

- nor are there any electronic games and toys.

The shop doesn't sell children's books either, since Herne Hill already enjoys a spectacularly good children's bookshop on Half Moon Lane. With one exception – there is a small shelf of children's books in German, for the growing number of German-speaking parents and children living in and around Herne Hill.

Not many people know that.

Indeed, as Bettina and Karina point out, the German community in SE24 is probably one of the biggest in London, possibly second only to the community clustering around Richmond with its German government-sponsored secondary school. No one seems to know how many



German kindergarten schools (which Bettina started) in Railton Road and Red Post Hill, both with waiting lists, and the success of the Judith Kerr bilingual school on Half Moon Lane.

Is Brexit causing some concern among our German neighbours? It may be too early to say, except that the post-Brexit fall in the exchange rate means that toys imported from Germany now cost a little more. But they realise that Lambeth was one of the most pro-Remain voting areas in the UK, and many German families plan to stay here and bring up their bilingual children in Herne Hill, blessed with its excellent parks, interesting shops and good transport links.

Is Kinderlala a success? Well, most of us need a toyshop now and again, and people with children will be especially grateful that once more there's a good one right here in Herne Hill. The owners seem content with progress so far. It is busy at weekends when parents and children are free to pop in, and of course, like all toy shops, they hope to do well at Christmas. Herne Hill residents who need to buy toys for children in their family, or for their children's friends' innumerable birthday parties, will be grateful to have this shop on their doorstep.



German families are now living in Herne Hill but there could, says Bettina, be a few hundred, not all necessarily having two German parents, but most wanting their children to stay in touch with their homeland's childhood traditions and, of course, language.

This explains the success of the two

Kinderlala
147 Dulwich Road, London SE24 0NG
Tel: 020 7733 2111
www.kinderlala.co.uk

Patrick Roberts

PAVILION TAKES SHAPE



On Saturday 23 October, Herne Hill Velodrome was teeming with riders. The sun was shining, and Conamar was working on getting the Pavilion ready for early February 2017. Although still scaffolded, the building is recognisably what Mike Taylor from the Olympic Velodrome team designed, with six of the reconditioned cast-iron pillars supporting the new canopy, as they had the old one. After 125 years the Velodrome goes from strength to strength.

www.hernehillvelodrome.com

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DIARY OF EVENTS

WINTER 2016/17

FOR MORE INFORMATION, SEE
WWW.HERNEHILLSOCIETY.ORG.UK

Wednesday 14 December

“An Entertainer’s Life in London”

by Annie Gelly

Long-standing Society member Annie Gelly (AKA Annie Bright) tells some amusing tales of her 50 years in the entertainment business, and will show some clips of TV shows in which she has appeared. From working men’s clubs to continental casinos, prisons to palaces and pubs to backs of Army trucks, Annie has entertained all over the world. She has been a band singer, session singer, recording artist, backing singer, cabaret performer, swing-jazz singer – and has appeared on TV, radio, and worked on cruise liners and stage shows including pantomime.

Wed 11 January

“Maps and the 20th Century:

Drawing the Line”

by Tom Harper

Map historian Tom Harper gives an introduction to the exhibition which runs from 4 Nov 2016 – 1 Mar 2017 at the British Library. See how 100 years of mapping technology – from the original sketch of today’s London Underground to the satellite imagery of the 1990s – has monitored and shaped the society we live in.

Wed 8 February

“From Sumo to Ainu:

Traveller’s Tales from Japan”

by Peter Bradley

Lured by a desire to see weighty men wrestling and to discover more about its indigenous people, Peter Bradley paid a three-week visit to Japan in cherry blossom season. From calligraphy to cuisine and temples to toilets, he gives his own idiosyncratic take on the Land of the Rising Sun.

Unless otherwise stated, Herne Hill Society meetings will be at Herne Hill United Church Hall, at 7:30 (doors open) for 7:45pm. Please try to arrive before the speaker is introduced.

www.hernehillsociety.org.uk/events



THE HALF MOON RISES

Plan to reopen Spring 2017

One of Herne Hill's most prominent landmarks, the Half Moon, has been standing empty and neglected since the summer of 2013. But now things are moving. We can begin to look forward to this magnificent late Victorian pub reopening, not only to provide drink, food and possibly some occasional live entertainment for the residents of SE 24 but also to bring in customers from neighbouring parts of South London.

The closure and termination of the previous lease followed extensive flooding from a burst water main that filled the cellars and inundated the ground floor (though fortunately the important joinery at ground floor level has been allowed to dry out slowly and naturally). The decision to reopen the pub, agreed last year between the Dulwich Estate and one of Britain's leading family brewers, Fuller, Smith & Turner, was greeted locally with huge relief. But before work could start, the new operators had to seek planning permission and listed building consent from Southwark Council for much of the proposed work to restore this famous establishment as a modern public house whilst respecting its inherited character and its Grade II* listed structure.

In granting planning permission and listed building consent in April 2016, Southwark Council mentioned The Half Moon's "imposing presence on the streetscape derived from its scale and elaborate 'Jacobean Revival' detailing with red brick in Flemish bond with rubbed brick, artificial stone, terracotta dressings and ground-floor with polished granite columns." Southwark also drew attention to the fact that "Internally the public bar is largely intact with original panelling and coloured glass, etched mirrors of original design, some with painted decoration of good quality depicting birds and flowers. Upper floor facing windows also have leaded, painted stained glass windows

depicting bucolic scenes. The proliferation of ornament across the surface of this building gives the whole a sense of vital utility through their sheer number, a design approach characteristic of large public houses built c1895."

So it was obvious that any successful applicant would need to reassure the Council that these heritage features would be preserved and cherished, even while introducing some changes to make the building a commercially sustainable venue.

It has taken a while to reach the point when the work could start. The delay has not been caused by mere inertia: Fullers have explained that they needed to work with the planning authority to discharge conditions pertaining to Southwark's approval. This includes aspects such as how they are going to deal with any noise created by the venue, details of joinery repairs and the type of bricks and roof tiles to be used – they had to supply samples too, to make sure they fit with the listed building consent.

The Half Moon is now clad in scaffolding to allow the exterior remedial work to start, and decorative protective boards went up in mid-November illustrating what the outside of the pub will look like when work is finished. These have been designed by Ed from "Place in Print" to ensure they are in keeping with the other decorative murals in Herne Hill. Internally, refurbishment has been a little delayed because of the need to remove some asbestos – and of course the need to carry out some serious repairs on the flooded cellars, without which no proper pub could function. The all-important ground floor of the pub will be opened up, whilst preserving



the much-loved wood panelling and late Victorian glass work. There will be a garden and a separate and potentially very useful function room with its own bar. Upstairs, work will also start on converting the first and second floors into 12 hotel rooms: like the owners of the Crown & Greyhound in Dulwich Village, the Half Moon's new owners are confident that there is a local demand for hotel accommodation.

Fuller's are planning for a reopening in spring 2017 – possibly February, more probably March. They have already appointed a general manager, Matt Dutson, who will live on the premises and whom we hope to interview in a future edition of this magazine.

Patrick Roberts

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NEW WARD BOUNDARIES IN SOUTHWARK

FROM MAY 2018 VILLAGE BECOMES DULWICH VILLAGE

The independent Local Boundary Commission for England (LBCE) have been required to perform a review of all Southwark's ward boundaries because of the significant shifts in population, mainly in the north of the borough, which have led to more than a third of the wards having more than 10% too many or too few electors compared to the average. As part of the review it was also agreed to take into account that the electorate is expected to increase by a further 13% by 2021.

There was general agreement that no additional councillors were required beyond the existing 63 and therefore the new boundaries would effectively mean more councillors would be required to serve the north of the borough at the expense of the south. At the moment all 17 wards have three councillors each; again there was acceptance that it would be unwise to have wards which covered too large a geographical area and therefore the creation of smaller wards served by only one or two councillors would be acceptable.

The draft proposals which came out in

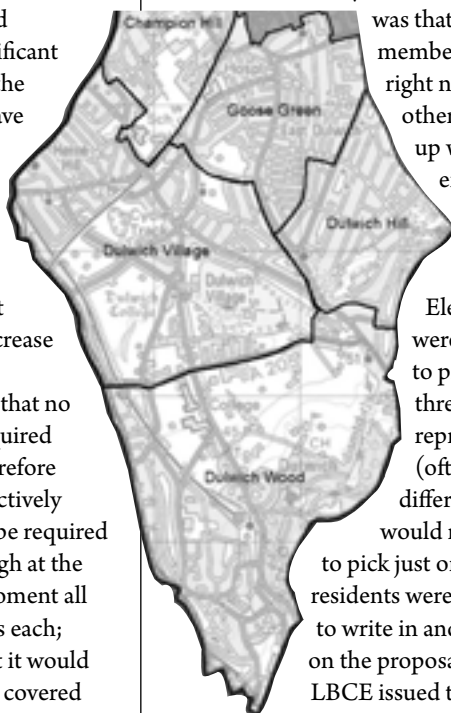
February created 17 three-member wards, 5 two-member wards and 2 one-member wards. What was beyond understanding

was that the 2 one-member wards were right next to each other and carved up what was effectively the current Village Ward.

Electors who were used to picking three local representatives (often of different parties)

would now get to pick just one. Local residents were encouraged to write in and comment on the proposals.

LBCE issued their final report on 19 July in response to submissions made by 69 local residents from across Southwark, and four local organisations - which included both the Herne Hill Society and the Stradella



and Springfield Residents Association. Almost all the comments were about the proposed changes in our area. LBCE listened and responded by agreeing to create a two-member ward instead.

You can see from the map that Southwark will now have four two-member wards and one three-member. Some wards look similar in size and shape to the old ones, but all have new names. College becomes Dulwich Wood; Village is now Dulwich Village; South Camberwell and East Dulwich mutate into Champion Hill, Goose Green and Dulwich Hill. Those of us who remember Lyndhurst, Bellenden and Alleyn Wards are resigned to the speed with which names come and go; however there is little doubt these frequent changes cannot help with building a sense of identity and community! At least residents of Herne Hill living in Southwark can look forward to continuing the proud tradition of being part of one of the most politically engaged communities in London. London has more than 600 wards and Ruskin/Village/Dulwich Village, call it what you will, is consistently in the top 10 for voter turnout.

Cllr Michael Mitchell
Village Ward

BROCKWELL LIDO USERS SPEAK THEIR MIND

It's hard to believe that less than 15 years ago our magnificent lido was under threat of permanent closure. Brockwell Lido Users (BLU) was formed to save the pool, and BLU continues to work with Fusion, the not-for-profit entity that runs it, and Lambeth Council to ensure that the interests of its users and the wider community continue to be represented in decision-making.

Members of BLU gathered for their Annual Forum on 24 September, to hear reports from Fusion and to give their feedback. Achievements included the new poolside sauna, the introduction of seven-days-a-week winter swimming, new spin bikes in the gym and a long list of successful events – the Crisis Winter Swim, the Fun Palace, schools programme and cinema

screenings. Admissions for the 2016 summer season was up 30% on the poor summer of the previous year, with September seeing record numbers.

However, users expressed an unprecedented level of discontent, highlighting turnover and shortage of staff, and lack of investment in both the pool and the gym. There was praise for the lido manager and staff, but

staff shortages led to unsatisfactory levels of cleanliness, poor communication, closure of half the pool, and a lack of gym supervision – particularly when staff were called upon to undertake lifeguard duties.

Fusion acknowledged the problem and outlined a plan of much-needed investment in gym and spa refurbishment, as well as in staff training and

retention. They intend to open the whole pool for summer and winter swimming. BLU will be participating in refurbishment consultation and will continue to monitor the level of service.

Our lido will be 80 in 2017. We hope you'll join us at some of the activities and events now being planned to celebrate this very special place.

Linda Casbolt

BOOK REVIEW

When one first comes across familiar names used for London streets and locations – Fleet, Tyburn, Westbourne and Walbrook – one could be forgiven for having no idea that these are the names of rivers. They are rivers that have long since disappeared underground. Now Jon Newman, manager of Lambeth Archives, tells the full and fascinating story of South London’s vanished river, the Effra. Rising in the Norwood Hills the river once meandered through agricultural fields on its way to join the Thames at Vauxhall. As London grew and the middle class discovered the delights of the flushing water closet the Effra fast became a health hazard. It was the fate of all Thames tributaries in London to become the receptacle of every sort of detritus. More than 100 years earlier Alexander Pope had

THE RIVER VANISHES

written of how the Fleet “with disemboguing streams / Rolls the large tribute of dead dogs to Thames”. It took outbreaks of cholera and the “Great Stink” of 1858, when the stench from the Thames assailed the noses of Members of Parliament, to make government finally decide that something had to be done and find the money to do it. (As we may now see with the third runway, political

to Deptford and Crossness. This book is excellently researched and written in such a way as always to engage the interest. Along the way – sadly perhaps – some well-loved myths are exploded, though perhaps not the right term to use for the coffin in West Norwood cemetery said

Available at Herne Hill Books or www.hernehillsociety.org.uk/bookstall for £9.50

will is all.) The hero of the hour was Sir Joseph Bazalgette, the great Victorian engineer, who devised a huge underground canalisation scheme with intercepting sewers that would take water further downstream

to have been dislodged by river water and washed all the way down the Effra to the Thames. Likewise the stories of King Canute and Queen Elizabeth travelling upstream to Brixton are authoritatively debunked

and Ruskin is brought to task for his etymological ignorance in claiming a Latinate origin for the Effra name.

In the later part of the book there is a very helpful itinerary, which traces the flow of the two principal branches of the Effra, using contemporary photographs to show where the river ran – and runs. This material derives from the exhibition on Water Lambeth held at the Morley Gallery last year and preservation of this material is particularly welcome. Copiously illustrated and with excellent maps drawn for the book by David Western, this is an invaluable and enjoyable addition to our knowledge of South London, past and present. **Laurence Marsh**

River Effra: South London’s Secret Spine by Jon Newman is published by Signal Books Limited 2016



A new mural in Brockwell Passage



As daylight faded on 17 November a happy group of children from St Jude’s Primary School, together with parents, teachers and artist Victor Szepessy, filled Brockwell Passage to greet the completion of new murals and see colourful lanterns switched on for the first time. The murals are the joint project of the artist and children at St Jude’s. Head Teacher Alexandra New did the honours by ascending a stepladder and switching on the lanterns. There were refreshments afterwards generously provided by the Florence.



The New People's Piano



music raises self-esteem and increases coordination, but children are much more likely to take music lessons in independent schools.

The Herne Hill Forum has proposed the ambitious idea of starting a Piano Academy, with regular slots where children can sit and learn with a locally-based teacher or practise on their own. 'Academy Scholarship Students' will be selected by local schools, and receive their lessons completely free. A local business will host a second "practice piano" in a quieter setting. Any funds raised that exceed the set-up and operational costs will go straight to funding free scholarship lessons. The more we can raise, the more free piano lessons there will be.

Once again the people of Herne Hill have demonstrated their generosity, this time by donating £5,000 for a new public piano and its ongoing maintenance. A Cheshire cat inspired design has replaced the increasingly unplayable old joanna.

Over the years we've heard some talented musicians, some of them very young, but could we go further and make piano lessons available to children who couldn't otherwise afford them? Playing

The Herne Hill Society and many local people and businesses have pledged a contribution to support the scheme. Could this be London's first railway arch conservatoire?

Find out more at

www.crowdfunder.co.uk/herne-hill-peoples-piano-academy

And particular thanks to photographer Tricia Keracher-Summerfield and her three children for the pictures for this story.

Sam King MBE

Sam King, community activist and one-time Mayor of Southwark, died on 17 June 2016 aged 90.

King was born in Jamaica on 20 February 1926. In 1944 he volunteered for the RAF. After arriving in Glasgow he went on to Filey for training, and was in due course posted to RAF Hawkinge, Folkestone, where he served as an aircraft fitter.

After the war, King returned to Jamaica. But the high level of unemployment encouraged him to sail back to England on

the Empire Windrush (originally a German cruise ship, then a troopship and acquired as a prize of war after World War II). Settling in south London, King worked for the Royal Mail for 34 years, starting as a postman and going on to become a manager. He soon became involved in community and union activism, and he joined the Labour Party, seeing it as a party that could improve the life of black immigrants.

King was among those who organised the first Caribbean-style carnival in London, laying the

foundations for the Notting Hill carnival. He became the first black mayor of Southwark in 1983, and in 1998 he was appointed MBE.

In 2009 a Southwark blue plaque was installed at 2 Warmington Road, Herne Hill, the King family home for 25 years. The Society's President, Bill Kirby, remembers him and his wife Mae as friendly neighbours whose children used to play with his own in the 1960s.

"I had the pleasure of sitting alongside Sam from time to time at St Paul's Church lunches for the elderly," recalls David Young. "He came across as a high principled but



friendly chap who was clearly quietly proud of his background and all he had achieved. He was also a devout Christian. "I've been much blessed", he said, and it was appropriate that his funeral service was held at Southwark Cathedral."

PLANNING & LICENSING

Planning

The Society's planning group have commented on the following applications:

5 Gubyon Avenue: The demolition of a garage and its replacement by a 2-storey dwelling using an interesting contemporary design was welcomed. We commented on the scale of the building, which could be somewhat larger in the particular context, and on the use of the area between pavement and building for car parking.

Land adjacent to 80 Half Moon Lane: A scheme to build three new dwellings on this site next to the railway line was welcomed. It is a challenging site and we felt that the scheme dealt with these problems in an effective and imaginative way.

57 Casino Avenue: We objected to an application to build a substantial full-width rear ground floor extension. Although such extensions are becoming commonplace this is not the case on the Sunray Estate, a conservation area and an important example of an estate built on "garden city" principles. It was felt that if the application were allowed such extensions would become the norm for the estate and there would be a steady erosion of the character that justified the estate's conservation status.

41 Herne Place: We objected to an application for change of use from commercial to residential, on the basis that a change of use application was being inappropriately used to potentially circumvent Lambeth's policies on protection for local employment. Lambeth has allowed the application.

Licensing

Brockwell Park: An application for sale of alcohol and recorded music at the forthcoming 5 November firework display also included every Saturday from then 4 November 2017. As this could open the way for regular and undesirable activities on the Park, we submitted an objection. The application was subsequently withdrawn.

Off the Cuff, 301–303 Railton Road: We objected to an application for a new premises licence covering the expanded premises and including extending the supply of alcohol, live and recorded music to up to 2.00am. Our concerns were that the increase in the number of patrons and later opening could cause disturbance to nearby residents. The application was approved by Lambeth but with the hours significantly reduced.

Laurence Marsh /John Brunton

HOLE IN THE ROAD



Over the last few months the hole outside Sainsbury's Local has been a source of constant interest. Men in high-vis jackets (was that Mr Osborne?), some with clipboards, have come and gone.

Plastic barriers have been erected – and flattened. When this photo was taken at the beginning of November some white lines had been sprayed, and spray (and grit) is what you got if you stood too close! Then more barriers. It took the Japanese very recently just a few days to fill a vast sink-hole fifteen metres deep ...

BREAKING NEWS – The hole is filled and the road surface restored (we hope!)

LOCAL EYESORE – SHOPS STILL SHUT

The row of empty, shuttered shops at the end of Railton Road in Station Square, overdue for redevelopment by Network Rail, has been an eyesore this summer, and a magnet for graffiti and rubbish.

The key issue causing delay in recent months seems to have

“ A magnet for graffiti and rubbish ”

been a dispute about the lease on the shop occupied by The Best Kebab. But that business has now relocated to premises just around the corner on Dulwich Road, so since September Network Rail have been in possession of the whole site.

In November specialist contractors went in to safely remove asbestos on the premises. Once that's done, redevelopment work will, we are told, start promptly. Network Rail's current estimate is that the project will be completed by next April. Let's hope so – and let us also hope that they can attract some interesting and useful tenants.

So, will it be Starbucks? Apparently not. Network Rail assured us earlier this year that two of the previous tenants –the baker and greengrocer – who relocated to Milkwood Road for the duration of the works have a right of return to a refurbished unit on Railton Road, should they wish. Any vacant refurbished units will be let to new tenants, and Network Rail have publicly said that this will not include national chains.

BLACK BRITONS IN SOUTH LONDON – UNTOLD STORIES

In October, historian Steve Martin told us about Lt. George K. Bemand, probably the first non-white officer to be accepted into the British Army.

Bemand was born in Jamaica in 1892 to an Englishman (George Sr) and his wife Minnie, a local black woman. The family came to Britain in 1908 on the Lusitania and soon moved to 66 Denmark Hill.

George went to Dulwich College, then on to University College to study Engineering.

In May 1915 he applied for a commission in the Artillery.

Bemand stated that he was of pure European descent on his application form; otherwise he could not have served as an officer. His form was countersigned by Brigadier-General Abdy, and Steve Martin speculated that Bemand's prowess at sport might have been a factor. Bemand became a Second Lieutenant in the Royal Field Artillery, and went to the Front in August 1916. On Boxing Day in the same year, he was killed in action.

His brother, Harold L. Bemand, joined the same regiment in the ranks. He died of his wounds in Belgium in summer 1917. Steve plans to visit the archives at Dulwich College to find out more about the Bemand's time there. But they were far

from being the only black people living in South London.

There were two distinct black communities in Britain at the time. One was of professional, middle-class people, such as the medical student Harold Moody and the composer Samuel Coleridge-Taylor (d. 1913). Many of these literate, politically-minded people would have known each other.

The other, much larger group, was of



Lt. George K. Bemand

mariners, servants and factory workers. During World War One there was a great demand for men from the colonies (especially India, West Africa and the Caribbean) to make up the British

“Probably the first black officer in the British Army”

manpower shortage. Many thousands answered the call. But when the war ended, two million soldiers returned looking for work to find ‘their’ jobs being done by black immigrants. 1918 was a year of Spanish flu, strikes and civil unrest.

There were violent race riots in the port cities (including Glasgow, Liverpool, Cardiff and London). The migrants pleaded their case, as loyal Britishers, to remain. However, Whitehall wanted them to go back, concerned that the riots might spread to the colonies. Some indeed did want to go home because they felt they were in danger, whereas others, with families, wanted to stay.

Steve Martin concluded that Lt. Bemand's story is but one of many, and that there is much research still to be done in the National Archives.

He recommended a very amusing book by A.B.C. Merriman-Labor entitled *Britons through Negro Spectacles* (1909). You can read it online at tinyurl.com/zrdgq5z

Colin Wight

NO PERILS AND DANGERS IN THIS FESTIVE EVENSONG

Even through my years of backsliding from church, evensong has been my favourite service. Not Evensong (Said), you understand, but Evensong (Sung) and that is the worship I am most likely to attend.

I became familiar with it when I spent a short period in a Durham church choir as a boy and became so beguiled that even now, at 80+, once the proceedings are under way I can

bumble my way through without the assistance of the prayer book. It was a real treat, therefore, to hear a polished and joyous version of this ancient rite of the Anglican canon at St Paul's Church as part of the Herne Hill Music Festival.

The performance of the joint choir of St Paul's and St Saviour's in Stanford's setting of those ecclesiastical evergreens the

Magnificat and the Nunc Dimittis was absolutely wonderful, as it also was in the anthem “Rejoice in the Lord Always”.

Laurels, therefore, to those orchestrating the event: Ruth Holton, director of music at All Saints, West Dulwich; Alan Littell, organist; and Penny Whittingham – and, of course, the choristers themselves.

Evensong must have brought great solace to worshippers in turbulent times down the ages and even in more recent strife, such as the Blitz

and doodlebugs in the Second World War. Its collects are so relevant and powerful to people living with fear. This is not the only one but possibly the best-known example of sending a congregation home with some reassurance:

“Lighten our darkness, we beseech thee, O Lord, and by thy great mercy, defend us from all perils and dangers of this night.”

A clear and compelling sermon by the Revd Gill Tayleur on the importance of love and

sacrifice for the cause of others reminded us of our side of the bargain and she struck just the right chord for a celebratory evening.

A collection was made for the Friends of King's College Hospital Fund - and then, to the appropriate sound of the organ voluntary Marche-Sortie (Dubois) we filed out for generous refreshments and then into the not-so-dark night air feeling replete, happy and secure. Well done, everyone!

David Young

LONDON'S FOLLY: 'RINGWAYS'

London's town planners had struggled for many years to solve the problem of overcrowded roads, ill-designed for the volume of traffic in the latter part of the 20th century. There had been a government proposal, the Greater London Plan, published in 1944, to rebuild parts of London destroyed during the bombing raids of the Second World War.

The transport section of the scheme sought to improve road access by separating London

This year is the 50th anniversary of the publication of one of the most bizarre plans ever conceived for London – 'Ringways'

A review by **Simon Taylor**

to connect the SCR to the M23 in Streatham and continue over

residential streets along the route from Clapham to Camberwell.

Of most concern to the community was the GLC proposal to demolish most of Brixton town centre, as the motorway route ran eastwards towards Coldharbour Lane and along the railway line to Herne Hill and beyond.

Seizing this opportunity for change, Lambeth Council's planning department, led by Ted Hollamby, published its own Development Plan in 1968 for the rebuilding of the centre of Brixton, including at least 12 50-storey tower blocks.



traffic onto different levels – ground and elevated, but the UK's post-war economic problems curtailed this ambitious idea.

Revisited again by the new Greater London Council (GLC) and published in 1966, the transport plan was now called 'London Ringways', and consisted of building 4 six-lane elevated ring roads around and through the city.

Ringway 1's South Cross Route (SCR) was the innermost motorway, linking the new M4 being completed in the west to the new M2 to be built through Kent.

The 'Balham Loop' was added

the A23 to Tulse Hill. Motorway traffic then had the option of heading north, towards Brixton, or south, following the railway line through West Norwood, Crystal Palace and onwards towards Addington.

Community and local authority impact

The effect on London's residents would have been significant, with 60% of them living within two miles of an elevated motorway. In south London the SCR plan proposed widespread demolition of houses on the smaller

Hollamby's model was displayed at a public exhibition at the Town Hall.

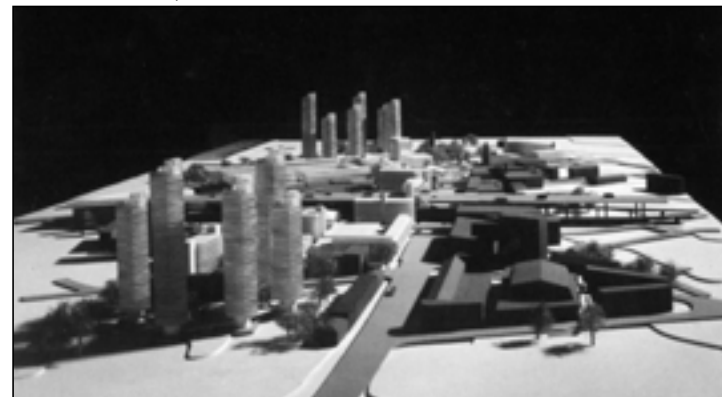
Model for the redevelopment of Brixton town centre seen from above Brixton Road looking south. Designed by Ted Hollamby, Lambeth's Chief Architect, the proposal included a flyover above the railway line and a series of 50-storey blocks of flats. Photograph by Sydney Newbery (Lambeth Archives).

In the last issue, the Chair's review of the recent Society talk, 'Lambeth Architecture', mentioned Edward 'Ted' Hollamby, Lambeth Council's Chief Architect and influential Director of Architecture and



Planning from 1969 to 1981. A left-wing visionary, Hollamby designed and helped build many of London's modernist, high-rise post-war housing estates in London, including the Brandon Estate in Kennington.

The tragedy of the collapse, in 1968, of the Ronan Point



Brixton Development Plan 1969



Brandon Estate in Kennington

22-storey tower block in east London put an end to the Lambeth housing plan. National

London, the GLC moved forward with the development. Ringways 1 and 2 were budgeted at over £2

billion (about £25 billion today) and work began in 1969 on the new Westway link in Paddington. The GLC, which was serious enough to start buying up vacant land in the 1960s, planned to start the southern Ringway work by the 1990s.

By 1970 opposition was growing, with a new national political movement group, Homes before Roads,

building regulations were changed and councils were advised against building any more residential high-rise tower blocks. Hollamby left Lambeth Council in 1981 and retired in 1985. He had spent most of his life in the public sector and was awarded an OBE for his civic work.

campaigning against the plan, alongside many local community groups.

I lived at the time in Tulse Hill with my family and remember my parents going to countless public meetings as part of a local opposition group. My mum tells

Objections

Meanwhile, the GLC pressed on with their roads plan, and by 1969 had received over 22,000 objections. Wildly ambitious, Ringways didn't have the support of the Treasury, which was expected to fund it, or the Department of Transport.

Despite opposition from local councils and most residents in



Croydon - motorway to nowhere

me that some of the Lambeth ones frequently descended into chaos, as official speakers

struggled to be heard above the noise of protesters.

Ultimately it was a combination of politics and community opposition that doomed the whole project. In 1973 Labour took control of the GLC and immediately dropped the idea. By then, investment in public transport was seen as a priority and the grand scheme was quietly forgotten.

Legacy

Some remnants of this ill-fated venture remain. To give you an idea of how it would have affected the lives of those living next to

“ By 1970 opposition was growing ”

now ends in the middle of the countryside, just south of Coulsdon in Surrey.

The Brixton Rec Centre was uniquely designed to sit alongside the raised motorway. With a troubled history – it took more than 12 years to build – today the centre's future is once again under threat owing to a lack of funding.

Also locally, Southwark House in Coldharbour Lane – the Barrier Block – was designed and built to



Brixton Rec - Designed to fit the motorway

it, you only have to consider the parts of the Ringways programme that were built.

Westway was the first Ringways

deflect motorway noise from the building.

When road control in London passed to TfL in 2000, it inherited



The Barrier Block Brixton

construction – and opened in 1970, creating an area of wasteland underneath that has only just been transformed after 40 years of neglect.

Croydon's odd collection of short flyovers and underpasses were designed to link to the M23 motorway, which instead

all the old Ringways land deeds from the GLC and discovered it still owned the area around the Catford one-way system, which had lain empty for more than 50 years. This was finally sold off only recently for housing development – an ironic end to the Ringways folly.

A PEEP INTO THE PAST

This picture of Herne Hill between the wars has a romantic air about it. It has been used in their publicity by estate agents Burnet Ware, of Half Moon Lane, and when I popped in to show an interest in it they generously provided me with a copy.

As in many old scenes much has stayed the same, yet so much has changed. The vehicles on the left, for example: two tall stately saloon cars are being led along Half Moon Lane by a dashing three-wheeler - so typical of the era. I've no idea about the cars but the three-wheeler could be a BSA (introduced in 1929) or a Morgan then,

as now, a sporty model of its day. Facing us is a sedate open-topped tourer (could it be a Humber or a Sunbeam or some long-forgotten marque?) being overtaken by a cycle with a straw-boated rider (perhaps a Dulwich College boy) and a motorcyclist wearing not a helmet but a flat cap. Halcyon days! A robust traffic island and refuge with a central lamp standard are the forerunners of today's junction traffic lights and pedestrian crossing points.

Barclay's Bank is prominent on the left and a canopy just beyond the bank reads "Ranger Bacon Specialist" - at least I think that's what it says for it's not too clear. But vintage Herne Hillians will surely know. The cloche and trilby hats scream out Thirties style. And the tobacconist (right) has a sign reading De Reszke Cigarettes, a product which at the time carried the advertising slogan "the aristocrat of cigarettes". Well, what else would you expect in stylish Herne Hill?

David Young



THE PECKHAM SOCIETY – FORTY YEARS ON

Little did I realise that as a young planner working for Southwark Council in the mid 1970s my name would appear 40 years later in a special issue of the Peckham Society News to commemorate its 40th anniversary. I moved to Peckham in 1973 and, as I was very much of the "retain and restore" viewpoint rather than the "knock 'em all down" school of thought, I was attracted by the main aim of the Peckham Society, which was set up initially to oppose the Council's plans to demolish Clifton Crescent, a splendid terrace of red-brick houses just south of the Old Kent Road. The terrace has now been restored, but the

Society went on to campaign energetically against major road building and demolition. I was a founder member and, after moving to Herne Hill in 1981, became a founder member and committee member of the Herne Hill Society when it was launched by Patricia Jenkyns in 1982.

This magazine is a fascinating narrative of some of the major issues to have affected Peckham, in particular the (now almost forgotten) proposal to route the Channel Tunnel rail link through Peckham. The Society had gone through a difficult patch in the mid 80s with few members and limited funds,

but this proposal galvanised the community. The plans were later dropped, but the impetus gave the Society new life and members began to publish booklets on local history, pubs, Nunhead Cemetery, and get more involved in a wide range of local issues, later giving birth to Peckham Vision, which has taken a very active role in promoting regeneration in the town centre and the station. The Herne Hill Society has been fortunate to hear at past meetings about many of the issues affecting Peckham from Peter Frost, chairman for over 25 years, and from Benedict O'Looney, a local architect very involved with Peckham Vision.

Peckham has now become a trendy place to live, at least certain parts of it have, and one can speculate on what might have happened to the area if some of the Council's plans had come to fruition and not been thwarted by opposition from the Society. The magazine paints an evocative picture of campaigns, submissions to parliamentary committees, live Any Questions from the North Peckham civic centre, and is full of little known facts such as that Heinz's first factory in the UK were in Peckham.

We all wish the Peckham Society every success over the next 40 years.

David Taylor

HERITAGE BUILDINGS UNDER THREAT

Is your Local Authority doing enough?

Lambeth Planning's Conservation Team have been working really hard on producing an updated Local List of heritage assets of local architectural or historic interest, designating a large tranche of additions to this register in July 2016. Locally-listed buildings do not enjoy the same level of protection as buildings on the National Heritage List (Grade I, II* and II listed buildings) but their local heritage designation is a material consideration given significant weight by planning authorities and the planning inspectorate in determining planning applications. Locally-listed buildings are sometimes elevated to national listed status. Lambeth's initiative accords with the efforts of Historic England (formerly English Heritage) to increase the engagement of



as to how to create or expand their Local List to strengthen the role of local heritage assets in the planning process.

Lambeth have given particular priority to designating pubs as locally-listed buildings - new entries include the Prince Regent (1890) on Dulwich Road and The

Commercial Hotel opposite Herne Hill station (1876, enlarged and refronted in 1938). The Florence (1867) and the Tulse Hill Hotel (c.1845) have been locally listed since 2012.

Other Herne Hill landmarks designated as locally-listed buildings in recent years

include The Quadrangle (built in 1911-17), the former sorting office (now the South London Dance Studios, c.1925) and the former Fire Station (now Sainsbury's, 1906) - all on Herne Hill, St George's Residences (c.1885) at 80 Railton Road, the former Pullens next to the railway

The former Fire Brigade Station, on Lambeth's List of Heritage Assets of Local Architectural or Historical Interest since 2010

station, No.10 Dorchester Drive (an art deco house) and the bandstand in Ruskin Park.

The situation is very different over the borough boundary in Southwark, now the only borough beyond the central core of Kensington & Chelsea, Westminster and the City of London which has so far failed to adopt a Local List. Although a well-researched and compiled draft Local List was drawn up by officers several years ago it has gathered dust on the shelf, leaving important historic buildings without any recognition. A recent casualty was the Deptford Slipper Baths of 1915 which were demolished in 2013 despite being identified as a local heritage asset. Entries on the draft list in and around Herne Hill include St Faith's Church Hall on Red Post Hill and Dulwich Hospital. A happier outcome has been the recent restoration of long derelict Victorian houses on Windsor Walk adjacent to Denmark Hill Station. The adoption of this Local List is long overdue and should be given top priority.



The Quadrangle at 34 Herne Hill also locally listed

local communities in managing their local historic environment and protecting and promoting local heritage assets that contribute to our sense of place, reinforce local character, distinctiveness and civic pride. He published new guidance in May of this year to advise local planning authorities

LETTER FROM THE PAST – ANNIE GELLY ADDS A POSTSCRIPT

I was very interested to read Ron Crisp's 'Letter from the Past' in the summer edition of the magazine. Referring to various names, including Frederick Pyne, he asks "Where are they now?" I can say that Frederick Pyne (Freddie to his friends) is alive and well, and now living in central London.

I first met Freddie in 1969 when my husband Dave and I went to live in a flat in a large Victorian house near Crystal Palace, and Freddie (and his partner James Morgan) lived next door in the same house. In 1972 Freddie got the part of Matt Skillbeck in



Annie Gelly (aka Annie Bright)

Emmerdale, and he used to come into our flat to watch the afternoon episodes twice a week, because we had a colour telly and he didn't! We always got invited to their parties, which were very popular, especially because James was a fantastic cook!

In around 1975 the house was up for sale so we all had to move out. Dave and I came to Herne Hill and Freddie and James went to Streatham, where Freddie bought an

Italian deli; James managed it and made his specialities to sell in the shop. After I won New Faces on ITV I toured around the country, topping the bill in night clubs and theatres. Whenever I was appearing in Yorkshire Freddie invited me to stay in his 'second home' (a converted farmhouse) near Leeds. He took me to visit the village used as the setting for Emmerdale, and I sat in on some of the scenes and met the cast. I am still friends with Jean Rogers, who played Matt's first wife Dolly.

In 1984 Freddie encouraged me to stand for the Equity Council, the union's ruling body. In the mid 90s Freddie was elected as President and in 2000 I was elected as Vice President. Jean Rogers



Frederick Pyne

followed me as VP in 2004. This year, after 32 years of unbroken service, I finally decided to step down, as I thought it was time to give way to younger members.

What became of James Morgan? I'm afraid he died a few years ago, following a bout of illness exacerbated by Alzheimer's. He ended his days in a care home as he needed round-the-clock care. I recall that one day when Freddie was chairing a Council meeting he suddenly got a message that James had been

found wandering about at Heathrow Airport and he could only be identified by details written on a piece of paper in his pocket. So Freddie had to leave the meeting to go and pick James up, and I, as Vice President, had to take the chair.

James, an American, was a skilled stage set designer, but couldn't get a work permit, so he offered his skills to the South London Theatre Centre in West Norwood where he became a highly-valued member.



Herne Hill, at the foot of Brockwell Hall Lodge. - To be SOLD by AUCTION by Mr. GEORGE ROBINS, at the Auction Mart, on Thursday April 30, at Twelve, by order of the Administratrix of the late K.A. Mould, Esq., deceased

A SNUG RESIDENCE on a petite scale. It is very delightfully situated

AT HERNE HILL.

at the foot of the hill, and in a neighbourhood quite as recherche as any within the immediate outlet of the great metropolis. It is parallel with **BROCKWELL HALL PARK,**

THE LATE SEAT OF JOHN BLADES, ESQ

and in every direction are villas of a corresponding character.

The little abode in question does not pretend to partake of similar advantages; it is a quiet retreat suitable only to a very circumscribed family with two small stable and suitable offices, a garden, refreshed occasionally by a rivulet that forms one of its boundaries. It is leasehold, for a term unexpired of 37 years, subject to the original ground rent of 40l.

It can be viewed by cards, and from ten till one, or three till six o'clock. Particulars may be had 21 days prior to the sale, at the Half Moon Inn (which is close at hand) of Messrs. Naylor, Solicitors, Great Newport-street; and in Covent Garden.

KATE MACINTOSH – PIONEER IN THE DESIGN OF SOCIAL HOUSING

The architects of large housing estates have long been the target of criticism. Already in 1957 Wilmott and Young’s seminal study *Family and Kinship in East London* argued that families who had been moved into high rise blocks from the “slums” of the East End, formerly happy and close, living in terraced housing in integrated communities, became unhappy and alienated. Crime levels rose and mental health problems proliferated. The reputation of the new architecture was not helped by the Ronan Point disaster, when a tower block in Newham collapsed in 1968 owing to faulty construction.

The argument of Kate Macintosh, who delivered a talk to the Society’s very well-attended September meeting, was that not all architecture of this period was damaging to its residents. Quite the opposite – people loved living in her buildings. Kate worked for the Boroughs of Southwark and Lambeth, and she spoke with passion about the impressive work being undertaken by both Boroughs at this time.

Kate’s described two projects in detail. The first was Dawson’s Heights on Overhill Road, Southwark. Kate said “The generators for the Dawson’s Heights design were first and foremost the fabulous views. Looking North towards the city you can see the docks, Primrose Hill and, on a clear day, Parliament Hill. To the South, the North Downs, Crystal Palace etc. I wanted to exploit this. I designed it as a



Leigham Court Road in Lambeth

pair of interlocking ziggurats, staggered to minimise the blocking of sun and view, varying in heights from twelve to three storeys”.

In 1969 Kate moved from Southwark to Lambeth. There she worked on a smaller scheme of 44 flats built in the garden of a substantial Edwardian property at 269 Leigham Court Road, Streatham. All first-floor flats were given a south-facing roof terrace and the ground floor flats all had semi-private outdoor space.

Communal facilities, near the entrance encouraged neighbourly relations. These facilities were linked by a covered way, which was designed with increasing width

at certain points, so that people could linger and chat without obstructing the passage of others. Kate’s design ensured that not a single tree had to be taken down, leaving a beautiful garden area. This scheme was recently threatened with demolition.

Kate was delighted

not only that a campaign of resistance to Lambeth’s plans was launched by the residents, their friends and relatives but that, after the last election, it was

“ People love living in Kate’s 60s houses ”

Grade II listed. Kate went on to describe the work of her partner, George Finch, who also worked for Lambeth and who designed Lambeth Towers near Waterloo. At this time Lambeth’s Architects and Planning Department was led by Ted Hollamby, already a well-known figure in the profession when he joined Lambeth in 1964. He was a member of the MARS group (Modern Architectural Research), where he had met Sir Ove Arup, one of the foremost structural engineers of our time. In setting up the Lambeth office Hollamby ensured they had their own landscape architects and graphics section. He also approached Arup and asked him to second a member of his staff, a structural engineer, to the Lambeth office, which ensured a high standard of structural design. The Cressingham Gardens Estate was designed by Hollamby’s team during this era.

It is gratifying to know that work carried out by Lambeth and Southwark in this period is now highly valued, not only by the architectural community but also by those who live on the estates.

Val Suebsaeng



Dawson’s Height on Overhill Road in Southwark

ROYAL CARRIAGES COLLIDE IN HALF MOON LANE

EGYPTIAN PRINCES IN DITCH

In the summer of 1869, Ismail Pasha, the self-styled Viceroy or “Khedive” of Egypt, was making his second visit to England seeking funds to support his modernisation plans for the country. The French-backed Suez Canal was to open later that year and the British Government was keen to make sure that the Viceroy and members of his family, including his two sons, were properly entertained. On 29 June they were the Prince and Princess of Wales’ guests of honour at a huge celebratory event at the Crystal Palace. Upwards of 33,000, according to the South London Press, turned up to greet the royal party and attend a concert (including a choir of no less than 3,000) with fireworks to follow.

The fountains started at 8pm and were of a standard that “even famed Versailles can hardly rival”. The royal party then sat down to a dinner of seven courses “which not even the refreshment department of the Crystal Palace ever surpassed”. The Royals appeared on the balcony for a few minutes

at 9:45 and, after waving to the crowd, the fireworks began. The spectacle include the illumination of the whole of the grounds, and water temples, by coloured fires, a great



The Khedive of Egypt

set piece in honour of the Viceroy (with grand salute of coloured signal lights), a salvo of shells with silver and golden rain,



Crowds greet the royal guests at the Crystal Palace

a “battery of saucissons” and a brilliant illumination of the centre and upper fountains by coloured lights. The grand finale was a girandole of coloured rockets.

The Royals departed at about 11:30pm. It had been a good party. It was late at night, there was little traffic and it may have been that the Prince of Wales and his Egyptian guests decided to have some fun racing each other along Half Moon Lane, or



The Prince of Wales

perhaps it was just an accident. Either way, in trying to overtake the Egyptian princes the Prince of Wales’ carriage collided with it and the princes’ vehicle overturned into the ditch.

The Prince ordered his carriage to stop immediately and he and his retinue went over to help. Fortunately, the occupants were unhurt, though shaken up, but their coachman sustained severe bruising. The Prince of Wales left instructions for the injured man to be attended to by a surgeon, invited the Egyptian princes into his carriage and proceeded back to town.

Captain Parker, a local resident, whose house was opposite to where the accident occurred, was recorded as rendering every assistance, lodging the horses and the shattered carriage in his stables till they were collected the following day.

Also reported during this state visit was the fate of a Thames rower called Hudson who had been training for the race for Doggetts Coat and Badge when the Khedive’s procession went over Vauxhall Bridge. Apparently he was distracted by the noise of the people cheering, collided with a barge, fell into the river and drowned.

Ian McInnes

THE VISION OF VAN DE VELDE



Dulwich Picture Gallery has a knack of rescuing superb artists who have fallen into the shadows and bringing them back into the light. Adriaen van de Velde (1636–72) is the latest example; and art lovers will be very grateful to discover, or re-discover him.

The son and brother of celebrated painters of ships, naval battles and coastal scenes, Adriaen began producing remarkable paintings of his own by the tender age of 17. Some of his early pictures carry on the family tradition of seascapes; but as fine as the grand views are, it is often the small details that draw us in, e.g. dogs asleep on the beach, scampering on the sands or fetching for wading boys. He peoples his scenes with day trippers with their stockings off or enjoying an outing in a coach pulled by four white horses. In “The Beach at Scheveningen”, the 22 year old painter presents a vast view, with a man staring out into the distance; the viewer can identify with this man and

imagine we are standing in his place. Return to this painting and notice a little starfish washed up on the sand, a tiny, telling detail.

Young Adriaen did not remain on the shore, however, but moved inland to begin painting assured landscapes. “A Farm with a Dead Tree” contains a wealth of detail. Birds nest high up in the ivy-covered tree, under which farmyard animals stand, while distant figures carry the eye further afield.

The exhibition gathers works from a great number of sources, bringing preliminary sketches and red chalk drawings together with finished paintings, thus giving an insight into the artist’s working methods. Studies of

animals and people in various poses are used, re-used or altered to suit the needs or design of larger works. It is fascinating to see how elements come together. For example, “Seated Woman with Basket” is a charming study. She had been used a decade earlier in a joint work with Jan van der Heyden, reappears in mirror image in another drawing, and was finally incorporated into the beautiful 1671 painting, “The Hut”. The evolution of that painting from many elements on display is a revelation.

Renowned as a landscape painter, Van de Velde brings his scenes to life by featuring figures; his animals and human

Catholic, he produced some religious pictures, for which “Kneeling Female Nude” and “A Young Man Playing the Harp” are fine studies.

Imagination and observation combine perfectly in Van de Velde’s work. His brilliant use of light and realistic depictions of southern scenes give the impression he knew Italy, though in reality he probably never left the Netherlands. One reason for his fall from grace in the last century was that he was considered neither Dutch enough nor sufficiently Italianate for prevailing taste. However, his pastoral and Dutch Arcadian scenes are second to none.



figures are masterly. Not all of his figures found their way into larger works; but drawings like “Standing Male Nude”, “Two Studies of a Resting Shepherd”, or “Two Studies of a Seated Young Man” are excellent in themselves.

A Protestant married to a

Van de Velde died aged only 35; this exhibition of some 60 examples from his short career, is the first ever devoted to the artist. Spend an hour or two in his company and find the peace and tranquillity so much needed today.

Jeffrey Doorn

Adriaen van de Velde: Dutch Master of Landscape, which opened 12 October, continues until 15 January 2017
Open Tuesday – Sunday and Bank Holiday Mondays 10am–5pm. Entry: £12.50 (including voluntary Gift Aid donation); seniors £11.50; students, unemployed, disabled £7; children and Friends free.

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If we receive several fully correct answers a winner will be drawn at our February public meeting.
The winner's prize will be a copy of Jon Newman's *River Effra: South London's Secret Spine*.

BALLOON ASCENT AT BROCKWELL PARK

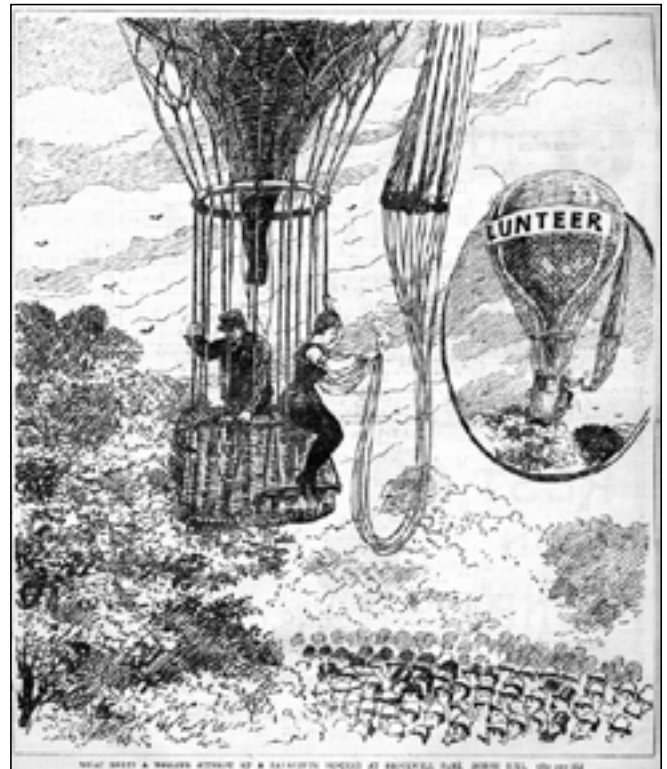
“ All eyes were strained to see the young lady descend ”

To the Editor of the Daily Graphic

I send a sketch of a balloon ascent which took place at Brockwell park on Saturday afternoon. At five o'clock the public were awaiting the appearance of Captain Dale, who was advertised to descend from a parachute at that hour, when out stepped from a little tent, not Captain Dale, but a young lady dressed in a purple velvet costume. The parachute was thereupon attached to her person by means of a ring passing under her arms. She then took her seat on the edge of the car, waving a pocket-handkerchief, her feet resting on a pendant board. On the signal to let go being given, the balloon appeared to rise but slowly, and was seen to be making for a clump of trees. In spite of the throwing out of ballast by the aeronaut, he was not in time to save the balloon and car from brushing over the top of the trees. It continued to rise but slowly, and drifted away for miles. All eyes were strained to see the young lady descend, but she had not loosed her hold when the balloon sailed finally out of sight. Doubtless, a sufficient altitude was attained at no period of the ascent.

Yours obediently
A.B.
Denmark Hill, S.E.

From the Daily Graphic, 16 September, 1890
We are grateful to Kevin Kelly for spotting this.



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Environmental Contacts

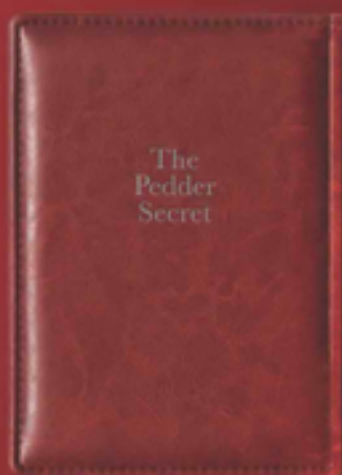
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A moment frozen in time – the Herne Hill entrance to Brockwell Park in a postcard posted in 1914. Note the sheep grazing in the background.

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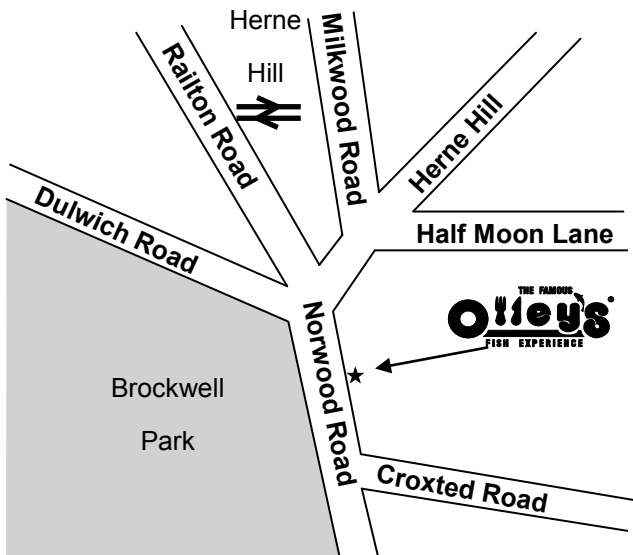
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