

Walworth Road

Conservation Area Appraisal (Draft September 2015)

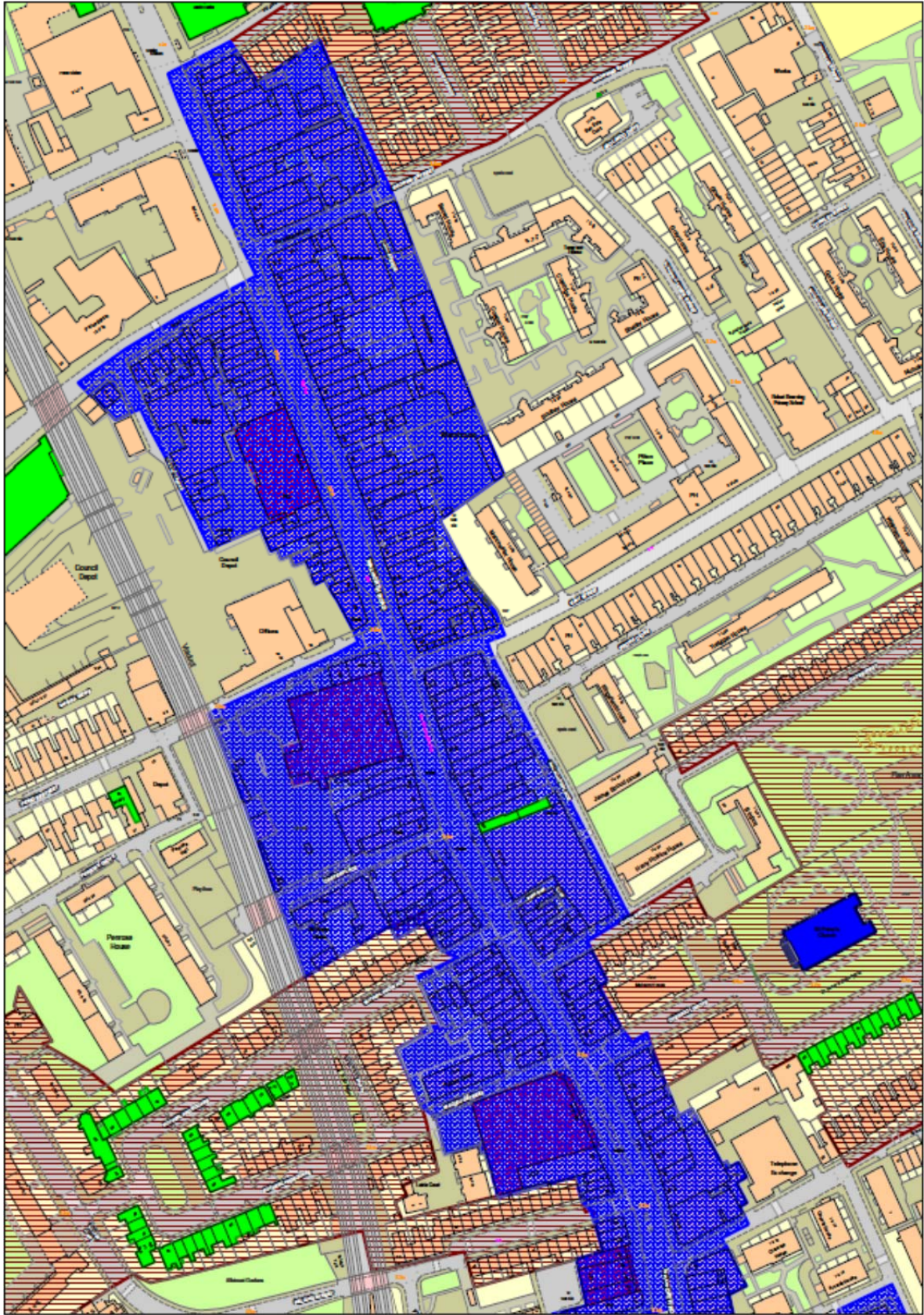
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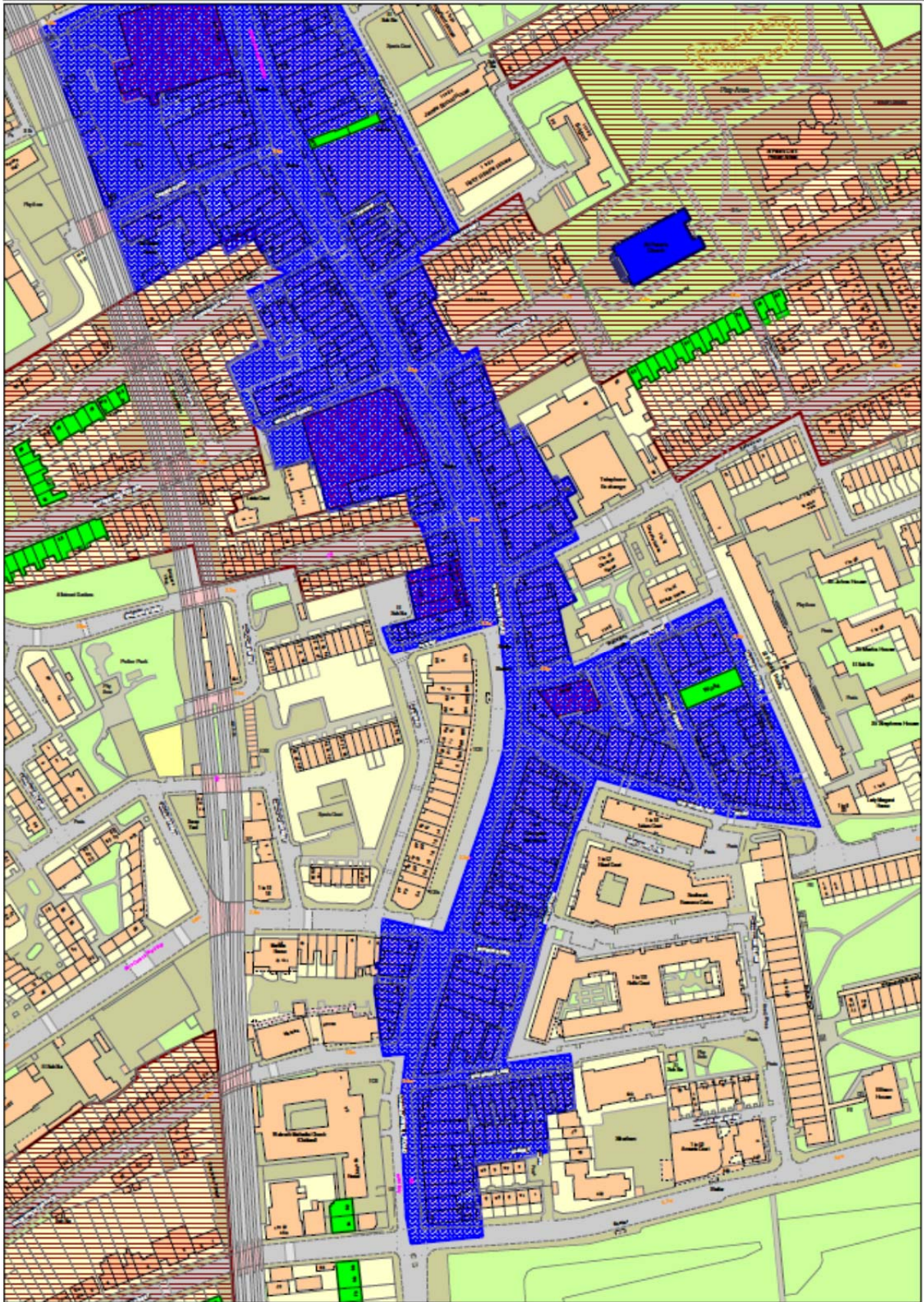
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Walworth Road Conservation Area North



Walworth Road Conservation Area South

1. Introduction

1.1. The Conservation Area Appraisal: Purpose

- 1.1.1 The purpose of this statement is to provide both an account of the Walworth Road Conservation Area and a clear indication of the Council's approach to its preservation and enhancement. It is intended to assist and guide all those involved in development and change in the area. Once adopted by the Council, this appraisal will be a material consideration when assessing planning applications.
- 1.1.2 The statutory definition of a conservation area is an "area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance." Conservation areas are normally centred on listed buildings and pleasant groups of other buildings, open space, or an historic street pattern. A town space or features of archaeological interest may also contribute to the special character of an area. It is, however, the character of an area, rather than individual buildings, that such a designation seeks to preserve or enhance. The most recent legislation dealing with conservation areas is the Planning (Listed Buildings and Conservation Areas) Act, 1990 (Sections 69 to 78). Guidance to the legislation is given in the National Planning Policy Framework (NPPF), published by the Department of Communities and Local Government in March 2012.
- 1.1.3 Planning legislation requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area. In doing this the emphasis will be on control rather than prevention, to allow the area to remain alive and prosperous but at the same time to ensure that any new development accords with its special architectural and visual qualities.
- 1.1.4 This statement has been prepared following guidance given by Historic England in their report *Understanding Place: Designation and Management of Conservation Areas* (2011).

1.2. Arrangement of this Document

- 1.2.1 Following the Introduction, Section 2 provides a brief history of the area and its development. Section 3 starts with a broad appraisal of its character and appearance, with reference to the range of materials, details and building types to be found in the area. Section 3 then goes on to describe the area with specific reference to architectural and historic qualities, views and townscape, the character and relationship of public and green spaces. Section 4 provides an audit of the features of special interest of the area, including listed buildings, particular groups of unlisted buildings, and any elements that detract from the conservation area. Section 5 provides guidelines for future management and change in the conservation area.

1.3. Walworth Road Conservation Area

Location

- 1.3.1 The Walworth Road Conservation Area is located within the Elephant and Castle Opportunity Area (as defined by Figure 13 of Southwark's Core Strategy 2011) to the south of the River Thames. It is situated south of Elephant and Castle town centre. The Walworth Road itself is a busy arterial road (A215), over one mile in length, lined by low rise buildings, which links the Elephant and Castle to Camberwell.
- 1.3.2 The Walworth Road Conservation Area is placed within the commercial core of Walworth and principally centres on the Walworth Road and the northern end of Camberwell Road. The civic centre of Walworth; the former Walworth Town Hall, Cumming Museum, Newington Library and former Walworth Clinic are located at the northern edge of the conservation area. The conservation area then stretches southwards focusing on the historic village of Walworth. South of the Old Lion Public House, the Walworth Road meets the northern section of the Camberwell Road, with its Edwardian Mansion blocks and remnants of an earlier Georgian townscape. The conservation area then terminates at Albany Road, with Burgess Park lying directly to the south and the post war Aylesbury Estate; currently under regeneration, to the south-east. The western edge of the conservation area is defined by the elevated viaducts of the mainline railway into central London. Low rise residential streets largely characterises the eastern side of the conservation area.
- 4.3.1 The Walworth Village Archaeological Priority Zone (APZ) covers an area from Manor Place and Larcom Street to the north, down to Carter Place and No. 301 Walworth Road in the south.

Topography

- 1.3.3 The Walworth Road Conservation Area, and the surrounding land, is located on low-lying ground. The area is between approximately 3.1 metres and 3.9 metres AOD in height, with the slightly higher land to the north. As a consequence of the conservation area's flatness and built-up nature, views out are restricted. The low lying nature of the conservation area means that historically roads were generally constructed in straight lines, without the need to avoid topological features. Apart from the immediately adjacent streets, views out of the conservation area to surrounding landmarks are limited. The exception being, Strata dominating views to the north and St. Peter's Church, views to the east along Liverpool Grove. The continuous line of the railway viaduct restricts western views from the Walworth and Camberwell Roads. Southern views, towards Camberwell, are inhibited by the curve in the road, where the Walworth Road meets the Camberwell Road.

Adjoining Conservation Areas

- 1.3.4 The Walworth Road Conservation Area abuts the boundaries of three conservation areas: Larcom Street and Liverpool Grove to the east and Sutherland Square to the

west. They were designated under the Civic Amenities Act 1967 on the 26.3.2013 (Larcom Street) and 12.1.1982 (Sutherland Square and Liverpool Grove).

1.4. Planning History

- 1.4.1 The Walworth Road Conservation Area was designated by Southwark Council on *****as a conservation area, under the Civic Amenities Act of 1967.

1.5. Planning Policies

- 1.5.1 There are a number of documents that are used to set out the Council's strategy for development and to make decisions on planning applications, collectively these are known as the Development Plan. At the time of writing this appraisal the Development Plan documents include: the Core Strategy (2011), the saved Southwark Plan (2007) and our area action plans, which all set policies for the borough. There are a number of saved Southwark Plan policies which seek to preserve and enhance the character of a conservation area, alongside policy 12 of the Core Strategy. Southwark Council will be replacing the Core Strategy and saved Southwark Plan with the New Southwark Plan over the next few years.
- 1.5.2 The National Planning Paragraph Framework (NPPF) came into force in March 2012 and sets out the government's national policies on different aspects of spatial planning and how these are expected to be applied. Section 12 of the NPPF concerns planning relating to the conservation of the historic environment. These policies are a material consideration which must be taken into account in the development and preparation of local and neighbourhood plans. Section 12 of the NPPF applies to heritage assets, that is to say those elements of the historic environment which have significance by way of their historic, archaeological, architectural or artistic interest. The policies in this section apply to heritage assets including those considered worthy of designation by way of their significance, these are set out under the Planning (Listed Buildings and Conservation Areas) Act 1990. The NPPF also covers heritage assets which are not designated but possess a level of heritage interest and are thus a consideration in planning decisions.

1.6. Area of Special Control of Advertisements

- 1.6.1 An area of Special Control of Advertisements is an area specifically designated by the Council because they consider that its historic, architectural and cultural features are so significant that a stricter degree of advertisement control is justified in order to conserve visual amenity within that area. Legislation requires that Areas of Special Control to be an area which appear to the Secretary of State to require 'special protection on the grounds of amenity'. Before any Area of Special Control defined by the local planning authority can be effective, the Secretary of State must approve it.

1.7 Further Information

- 1.7.1 This document is not exhaustive, and further advice and information can be obtained from the Development Management, London Borough of Southwark. Information on the

Southwark Plan, including electronic versions of the Council's planning documents, can be found on the Council's web site at www.southwark.gov.uk.

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2. Historical Background

2.1 Origins

- 2.1.1 The Walworth Road lies between two higher gravel sites that cut through the low-lying marshes on the south side of the River Thames. These gravel areas were used as the foundations for two Roman routes Watling Street (including the Old Kent Road) and Stane Street, which broadly follows the line of Newington Causeway and Kennington Park Road, to the north-west of the conservation area. Roman remains have been identified in the area of Camberwell Green and at Peckham, but it is most likely that the Walworth Road Conservation Area lay outside the known Roman settlements and roads.
- 2.1.1 Walworth is of Saxon origin and means *'farm of serf or Britons or where such worked'*. It was first listed in the Domesday Book (c.1086) as comprising: a manor house, church and 19 houses. This church is most likely to have been old St. Mary's Church, located at the northern end of Newington Butts. Hence the manor of Walworth was located in the Parish of St. Mary, Newington. During the Middle Ages Southwark formed the bridgehead of London Bridge, which remained the only bridge across the River Thames until the mid-18th century. Walworth was at that time one of a number of villages lying outside the city.
- 2.1.2 By the 17th century the nearby village of Newington had grown in stature and importance, this was in direct contrast to its neighbour, Walworth. Newington was located in a more prominent position on an important route out of the city. Historic maps provide us with an understanding of the development of Walworth from the mid-17th century onwards. The 'Plan of the Manor of Walworth' produced on behalf of the Dean and Chapter of Canterbury (c.1681) indicates the extent of Walworth at this time, which appeared to have changed little since the Middle Ages. The 'Plan' illustrates that Walworth comprised largely of fields, with a small hamlet at its core. The hamlet was centred at a crossroads with a north/south road (then known as Walworth Street) running from the city down to Camberwell. Running east (East Lane) and west (West Lane) off Walworth Street, lanes provided access to the common fields. West Lane (now Penrose Street) connected the Manor House to the centre of the hamlet. Also indicated are a number of lanes and field boundaries along the line of roads found in Walworth today: Westmoreland Road, Manor Place, Browning Street, Penton Place and Peacock Street. To the west lay Lattam-mor 'Lorrimore' Common and fishpond, and Walworth Common to the east. The map illustrates the settlement as having a small number of rented tenements, the Lord's pound for stray animals. Two clay pits and a "pitt acre" on the common field, indicates that Walworth was a source of brick earth as early as the 17th century.

2.2 18th Century Urban Development

- 2.2.1 Historical maps provide a pictorial insight into how Walworth further evolved in the 18th century. By the 1760s the principle road network in the Elephant and Castle area was in place, with the Walworth Road, New Kent Road, St. George's Road having been constructed. Walworth comprised of a Manor House with 22 settlements clustered around the village centre in John Rocque's map (c.1745). Orchards, market gardens and ponds are indicated amongst the open fields. A large open area 'Lock Field' is noted to the east of the Walworth Road. This area remained un-developed until the early 19th century when the streets forming Walworth New Town were constructed. The only other development apparent; is down at the southern end where Walworth Bridge and Camberwell Mill are also shown, surrounded by market gardens.
- 2.2.2 In 1800 Thomas Milne produced a colour-coded land use map of London and Walworth formed part of his survey work. Milne's map denotes that the majority of the land in Walworth was either used for arable, meadow or pasture and the area had not yet been impacted upon by the urban expansion seen elsewhere in London. Also indicated are a paddock, a number of market gardens and nurseries. To the south-west, John Bredel's Montpelier Gardens and Tavern once covered a 5 acres area of trees, shrubs and other plants. The gardens were established in 1770s, before finally closing in 1844. Milne's survey informs us that in the Georgian period, before the development of modern transport and cold storage, the occupants of the village of Walworth were able to source fresh food from the surrounding fields. The land lying between Walworth House and Montpelier Gardens had become known as the Walworth Gardens in the late 18th century. This was leased by James Maddock on which he established a nursery; this is known to have existed until c.1815.
- 2.2.3 Comparisons made of historic maps from the 18th and early 19th centuries confirm that Walworth remained largely free from suburban development until the end of the 1800s. The Toll Gate defined the edge of Walworth at that time, although the parish boundary ran along the southern edge of Walworth Common. At the turn of the 19th century the majority of surrounding land was still open or farmed, this continued until c.1830. The character of Walworth began to change with the construction of additional bridges (Westminster and Blackfriars) over the River Thames during the mid-18th century. This was followed by the draining of the land in the late 18th to early 19th centuries and together brought about an intensification of building principally for residential use within Walworth. Another contributing factor being that parcels of land began to be leased for development. In 1774 Henry Penton (who owned the lease of the Manor House), the Dean and Chapter of Canterbury and Thomas Brandon, obtained permission by Act of Parliament to let their land on 99 year building leases. A requirement of the 'Act' was that the houses were built of brick rather than timber. Following the old field boundaries, terraced houses began to line the Walworth Road, made from clay supplied from local pits. There were two scales of development which emerged during this period. At the centre of the village Crosby Row, Nos. 203-259 (odd) Walworth Road (c.1780-1820) were built. A series of artisan dwellings, relatively small in scale, up to 3 storeys on

narrow plots. A decade later a further four larger houses were incorporated into Crosby Row at Nos. 239-245 (odd) Walworth Road. Early development on Penton's own land occurred towards the west in the direction of the Manor House, along Manor Row, Penton Place and Amelia Row, from the 1770s. These first buildings no longer survive as they were subsequently pulled down and rebuilt in the late 19th century. The prevalence of relatively short leases, changes in architectural fashion or poor construction, meant that buildings were often upgraded on the expiry of individual leases. A map by Horwood (c.1799) marks the plots of the first residential Georgian terraces that spread along the Walworth Road on land owned and leased by Henry Penton to others for building. One of the earliest areas of development occurred at the village centre, around East Street and on the eastern side of the Walworth Road. Here during the 1780s buildings were first laid out in narrow plots. Mr Keen, a local landowner, built a terrace of seven houses on the Walworth Road south of the junction with West Lane known as Keen's Row. Adjacent to Keen's Row was Charlotte Row and opposite Beckford Row, a number of these houses still remain in part. Upon completion each group of buildings was given a name, sometimes that of the landowner, e.g. Keen's Row or after important local figures, Crosby or Beckford, both having been London Mayors. These names survived until the mid-19th century, when the street was re-numbered.

- 2.2.4 The second pattern of development came in the form of larger terraces such as Walworth Terrace, Nos. 140-142, and 150-152 Walworth Road. These grander houses were constructed in groups of terraced villas set back from the road with long gardens. They were typically of 4 to 5 storeys in height, with basements and raised ground floors. This terrace was also built on the land owned by Penton between 1772 and 1779, and partially survives at the northern end of the conservation area. Whereas Savile Row, a comparable terrace immediately opposite, was replaced in the late 19th century by a group of civic buildings comprising a Vestry Hall, library and museum. Behind Keen's Row, Mr Keen built for himself a larger residence, Walworth House. The house was also set back from the street with an extra-long garden and constructed after Carey's map of 1789, which depicted this area as open fields. Walworth House and Penton's Manor House are examples of two early singular houses. This pattern of development continued into the 19th century, when at the southern end of the conservation area, Nos. 73-91 (odd) Camberwell Road were built in 1817 as a terrace of ten houses. With the exception of Nos. 73-75, the houses remain and form part of a group of surviving Georgian terraces stretching southwards down Camberwell Road. These once majestic houses were home to successful professionals, who lived in the suburb of Walworth with their families and servants and commuted daily into the city. By 1800 horse drawn carriages were setting off hourly on weekdays from the Old Red Lion Public House into the city. In addition to these terraces which survive at either end of the conservation area, there are a number of grander Georgian buildings which are trapped in the centre of the terraces. These houses were locked in by subsequent industrial development to

the rear. This made access for change impossible, an example of this being Nos. 243 Walworth Road (formerly No. 21 Crosby Row). In contrast those buildings located at the end of the terraces, were much more easily updated and replaced.

2.3 19th Century Urban Development

2.3.1 In 1825, St. Peter's Church by Sir John Soane had been completed on the former Walworth Fields. Lying to the east and just outside the conservation area, the church was erected to meet the needs of the rising population, as Walworth had developed as a suburb in the Georgian period. Greenwood's map c.1830 charts changes to the area which had occurred by the beginning of the 19th century. By now both sides of the Walworth Road were lined by continuous development. On the western side open land still existed immediately behind the terraces, occupied by the: Montpelier Gardens, Beehive Tea Gardens and Royal Surrey Zoological Gardens. As a direct consequence, by the mid-19th century Walworth had become a leisure destination. Daily trams and carriages brought visitors to the Walworth Road on their way to these attractions. On the eastern side the development behind the terraces was interrupted by the three remaining fields: Walworth New Town, Walworth Fields and Walworth Common, although the size of these had been reduced due to encroachment by housing. Greenwood's map also shows that building had intensified not only along Walworth Road, but likewise around the Elephant and Castle and on Lock's Field. The map indicates that the prevailing pattern of growth was on the basis of construction on individual fields or parts of fields for housing, rather than wholesale redevelopment. By this time the urban grain was firmly established with a clear hierarchy of primary and secondary streets comprising mainly of terraced housing.

2.3.2 A comparison of Greenwood's map and Daine's 'Survey of the Parish of St. Mary and St. Peter' (c.1840) shows that a decade later some of the 18th century housing along the Walworth Road had begun to be converted into commercial uses at ground floor level. Daine's survey charts the expansion of shops into front gardens along: Crosby Row, Beckford Row, Penton Row and south of Bollingbrook Row. Only a small number had been extended and the front garden filled in with a single storey structure. Along with the Post Office Directory from the same period, these documents affirm that Walworth continued to be a leisure destination. During the 1840s, public houses were rebuilt in the late Georgian/ early Victorian style in order to accommodate the visitors to the gardens and at important transport interchanges, such as the Old Red Lion. Clustered around crossroads and stopping points, former timber structures were being replaced by brick-built ones; these tended to have smaller individual plot widths until leases expired and whole terraces could be redeveloped. The ends of terraces were usually punctuated by pubs, with yards and stables to the rear. Daine's survey indicates the presence still of the large mansions at Walworth Terrace and smaller dwellings: Crosby Row, Bethel Place, Beckford Row, Keen's Row, Walworth Row and Charlotte Row, which had been built in the Georgian period.

- 2.3.3 Greenwood map also records the arrival of the Grand Surrey Canal, which had been dug just south of the conservation area. Work had started on the canal in 1802 and the cut to Camberwell Road opened in 1811. Buildings began to appear to the north of the canal. Development along the strip of land connecting the common with the Walworth Road, to the north of the canal, was not completed until after the passing of the Walworth Common Inclosure Amendment Act in 1851. From 1857 the remainder of Walworth Common began to be developed. A series of streets, lined with terraced houses, running parallel to both the Walworth Road and Albany Road were constructed. Kelly's map conveys the extent of development in 1857 and pre-dates the arrival of the London, Chatham and Dover railway (c.1862) to Walworth. The map reveals that by then there was little in the way of gardens and open fields remaining. A small part of the Walworth Common had been developed, however Walworth New Town, behind York Place, remained open. This area was not developed until later that century developed, as part of the Yates' Estate. Immediately opposite York Place, the land behind Walworth Terrace was also still identified as open. The Surrey Zoological Gardens, as well land between King's Row and Westmoreland Row were the last of the gardens and open fields by 1857.
- 2.3.4 In the mid-19th century, additional bridges constructed across the River Thames and the associated new road system allowed wealthy Londoners to reside in the former villages outlying the city. They could now enjoy the cleaner air and less congested streets, whilst being close enough to London to commute to work in the city, first by coach, then in the 1850s by horse-drawn buses. Like other areas south of the River Thames, the improved links to the city initiated Walworth's change from first a rural village, then from a wealthy to poorer London suburb. Daine's survey starts to chart the impact of this rapid transformation of Walworth in the 19th century, with the need to provide housing, goods and food for the new inhabitants. Around East Street and the workhouse, smaller houses were being built. South of St. Peter's Church, the former of bowling green had already been developed in a similar manner. During this period an invasion of speculative builders began to impact on Walworth's remaining open spaces, which were eroded away due to the demand for working class housing. Maps drawn after the 1840 show how development intensified in Walworth, as houses were built in private gardens to the rear. To the west, the houses which form the neighbouring Sutherland Square Conservation Area were built on the former Montpelier Gardens. To the east; the houses within the Liverpool Grove Conservation Area began to be laid out. As demand increased, with the many new and poorer tenants that moved into Walworth, the quality of the housing began to decline. In 1814, the Parish of St. Mary Newington obtaining a local Act of Parliament to rebuild the old workhouse on land now occupied by the Gateway Estate. This was in order to meet the increase in demand, however by 1850, even this was no longer sufficient and a second workhouse established on the south side of Westmoreland Road.

- 2.3.5 The Post Office Directories and the Tradesman's Directory describe the pattern of use along the Walworth Road and northern end of the Camberwell Road during the 1850s. They demonstrate how people shopped locally and frequently for fresh supplies, prior to the introduction of refrigeration. This period also signified the rise of the chain store, with London based stores arriving in Walworth. Some of the shops that still occupy the Walworth Road were founded at this time, such as Schwar & Co. (1838) and Baldwin & Son (1844). By the 1850s the majority of the Walworth Road was given over to shopping with most traders being recorded in the 1851 Census as living above their shops, occasionally with hired help or domestic servants. They were predominantly working class families or traders making goods for sale. A large amount of shopping was also brought via street vendors, selling goods from a horse and cart and the origins of East Street market date from the 1860s.
- 2.3.6 The construction of the London, Chatham and Dover Railway in the 1860s had a significant impact on the character of the western side of Walworth. The line crashed through Sutherland Square, truncating the remaining undeveloped fields, by dividing them in two. Easy access along the base of the viaduct unlocked land for redevelopment and for the first time in Walworth's history larger scale manufacturing, transport, coal and construction yards became important feature of the area. This also led to the demolition and redevelopment of buildings at the southern end of the Walworth Road, to make way for the Walworth Road Station which opened in 1862. The station was constructed on Prince's Street, which today is the area south of Fielding Street. The railway took commuters in and out of town and brought workers to Walworth and to the Grand Surrey Canal. The Walworth Road Station was eventually closed in 1916. Weller's map which followed the arrival of the railway; indicates that by 1868 the only significant area of undeveloped land was the Surrey Zoological Gardens. The gardens remained undeveloped until 1872. By 1868 the two largest singular houses within the conservation area, Walworth House and Manor House were no longer in residential use. Walworth House had become a police station and Manor House demolished after becoming first a public house. The land to the rear of Walworth House was sold to the London, Chatham and Dover Railway for the building of a viaduct. Walworth House had previously been the home of Doctor Carter who had permitted Carter Street to be cut through his land. The police station was later rebuilt in 1910, but the garden (known as Carter Place Gardens) remained at the front until 2012 and is occupied now by No. 292 Walworth Road.
- 2.3.7 By the late 19th century the conservation area consisted of closely packed with streets of working class houses and shops over former front gardens. This was in direct contrast to the more formally laid out streets to the east and west. To the rear, as leases issued after the 1774 Act came to an end, the gardens of the former Georgian terraces were amalgamated and sold for re-development usually as industrial/ manufacturing buildings or builder's yard. The streets immediately north and south of Westmoreland Road became particularly crowded. Off the Walworth Road, small scale back land factories

were accessed either via historic lanes or the newly constructed access roads. The OS map 1876 provides an indication of the development of pattern that had resulted following the arrival of the railway. Gardens had become truncated and rebuilding had occurred in the hinterland next to the railway. Elsewhere, businesses off the main streets were often linked to the residential and retail shops on the Walworth Road itself or allied with each other, such as heavy industries: coal merchants with the iron foundry. More traditional industries; such as millinery, also continued at a smaller, domestic scale. Another impact of the arrival of the railway in Walworth was that wealthy inhabitants began to move away from the area. In their place a new mobile working class arrived in Walworth in increasing numbers. From the 1850s construction of housing, shops and industry occurred in Walworth, which saw the last of remaining open meadow land developed. This dramatic change in the overall character of Walworth is best illustrated by two historic maps drawn just over a decade apart, the first by Kelly (c.1857) and the second by Weller (c.1868). Together they chart the transformation of Walworth from a comfortable residential suburb with pleasure gardens to a working class suburb of the city. The poorer working class populations had moved into Walworth, having themselves been pushed out of central London by the development of factories, warehouses and the railways. The Kelly map indicates that in 1857 there were a few remaining open spaces and private gardens. However, a decade later the Weller map shows that development in Walworth had further intensified and where gardens remained, these were considerably smaller.

2.3.8 Along the Walworth Road, the changes to the pattern of development within Walworth coincided with modifications in the model of occupation within the residential accommodation above the shops. The large Georgian houses still being used as residential properties could only now be found at the northern and southernmost ends of the conservation area. The remainder of the large Georgian houses towards the centre of the conservation area had been converted to retail, with the top floor let out to staff or tenants. For example, it is known that Nos. 73-91 (odd) Camberwell Road were still being occupied by families up until the late 19th century. A comparison of the 1841 and 1891 Census compares the change from residential dwellings to being occupied by families who ran their businesses in the shops below. The Goad map demonstrates that by 1893 all these houses had been extended together, by the filling in of the front gardens. The raised ground floor levels created grand units, which towered above most other shops along the Walworth and Camberwell Roads. These units were referred to as 'The Promenade' on Goad's map and with the exception of No. 73 still exist as a cohesive group today. A new shopping centre had now emerged at the northern end of Camberwell Road, to serve the occupants of the new constructed houses on the former Walworth Common and around the canal. From the mid-19th century there had been a shift from artisans/ tradesmen, with their servants and families living above the shop, to the residential accommodation being separately rented out to others. This change during the 1860-80s occurred as the London based retail chains began arriving on the

Walworth Road. Their employees did not necessarily want to live above the shop and so the housing gradually became rented out to other working families. It was not uncommon for small scale drapery businesses to be run independently from the upper floors. The 1893 Goad map indicates that a number of single shops had been combined to make larger stores, either by knocking through or extending out at the rear, for example Grose Bros. The store was established in 1867 and the basis appears to be four Georgian houses on Charlotte Row, Nos. 338-344 Walworth Road. Charlotte Row had been laid out in the 1770s and the houses set back from the street with long front gardens. These had subsequently been filled in with single storey retail units, top lit with large glazed lanterns. Between the years 1876-1895 the Grose Bros. store extended further taking over Nos. 332-336 (evens) Walworth Road. Whilst the store was largely demolished in the 1950s to make way for a new purpose built Co-operative, a lantern and the Georgian house survive at Nos. 246-248 (evens) Walworth Road.

2.3.9 Where Georgian terraces still survived such as: Crosby Row, Bethel Place, or earlier houses were located in the centre of terraces, like at: Beckford, Keen's and Charlotte Row, by the late 19th century these properties had become locked in by industrial development to the rear. Their remaining gardens and yards now completely inaccessible from the back. With the retail units on the Walworth Road in constant use, wholesale redevelopment of these buildings was prevented. In contrast at the end of these terraces, where access was still possible, the buildings were rebuilt during the last decades of the 19th century. Tenement blocks replaced the smaller scale Georgian housing, for example Nos. 240-252 Walworth Road (c. 1880s) and Williams Place Nos. 34-42 Camberwell Road (c. 1875). At four storeys these blocks were often a storey higher than their Georgian neighbours. For the first time the retail units were purpose built and therefore flush with the upper floors. Separate access to the upper floors was incorporated into the shop front. These blocks were in the popular Gothic Revival style with Ruskin inspired polychromatic brickwork and stone detailing. At this time local banks arrived on the Walworth Road, for example Barclay Bank (c. 1888). These banks were located on prominent corner positions, where it was possible to construct new purpose built buildings.

2.3.10 The late 19th century also saw the emergence of civic and administrative buildings in the area. By 1865 Savile Row, the Georgian terrace at the corner of Wansey Street and Walworth Road had been demolished and replaced by a Vestry Hall for the local government parish of St. Mary Newington. The building was later extended along Wansey Street in 1900 to create the Southwark Town Hall. The Metropolitan Borough of Southwark had been formed that year by the amalgamation of four old parishes: Newington, St. Saviour's (Southwark Cathedral), St. George the Martyr and Christchurch (Blackfriars Road). Adjacent a public library was added in 1893, following a public campaign. The civic group was completed in 1906, with the construction of the Cumming Museum and all three buildings are Grade II listed. Immediately outside the

conservation area in Manor Place, the public baths were opened in 1895 for the people of Walworth.

- 2.3.11 In the fields to the east of the Walworth Town Hall, a local builder Edward Yates had acquired a lease and began developing the land for housing. By the time of his death in 1907, an estate of just over 2500 houses, a church and school had been built, to meet the needs of an increase in the population of Walworth. Today, the streets constructed by Edward Yates form part of the Larcom Street Conservation Area. Similarly, to the north-west James Pullen built another speculative estate c.1886-1901, many of the tenement blocks survive and form part of the Pullen's Estate Conservation Area.
- 2.3.12 Between the years 1886-1903 Charles Booth; the philanthropist and social researcher, under took a survey into the 'life and labour' of the people of London and Walworth was surveyed c.1898-99. In Booth's survey identifies the buildings fronting Walworth Road and Camberwell Road as '*middle-class, well-to-do*', whereas those immediately behind as '*fairly comfortable*' or mixed '*some comfortable others poor*'. Interspersed there were pockets where the areas were described as poor, for example around Westmoreland Road and East Street. Charles Booth also recorded a variety of social and living conditions around Walworth. He attributes the rise in a poorer working class in Walworth down to the reduction in the train fares and fare boundaries and describes the deprivation of those living in the yards and closes around East Street and the Red Lion Pub. He also charts the relative decline of the wealthy inhabitants to the west of the Walworth Road, around Sutherland Square and Lorrimore Square.

2.4 20th Century Urban Development

- 2.4.1 By 1900 The Metropolitan Borough of Southwark had been formed, with Walworth at its heart. The genteel Georgian residential neighbourhood with its pleasure gardens had been replaced with tightly packed streets, filled with factories, warehouses and crowded houses. During the previous century the middle classes had moved out and been replaced with a population who were either working class or poor. The first decade of the 20th century, witnessed large scale redevelopment of the Georgian housing. Around 1905, at Nos. 347-387 (odd) Walworth Road, the entire block was cleared away and the present Edwardian buildings constructed. Nos. 347-351 (odd) Walworth Road were built in a neo-Luytens style. Nos. 349-351 (odd) Walworth Road were both badly damaged in the war and had to be partly rebuilt. Adjoining is a group of 12 buildings in an Edwardian Renaissance 'Freestyle', Nos. 353-387 (odd) Walworth Road. Nos. 389-409 (odd) Walworth Road, are a group of seven Edwardian buildings built in 1900. As with Nos. 347-387 (odd), the whole block was redeveloped rather than piecemeal, with the frontage on the Walworth Road completed first, followed by the building behind. The ogee dome of No. 389 dominates southern views down the Walworth Road. Other notable Edwardian developments include, Mark and Spencer which was opened on the Walworth Road in 1913. Marks and Spencer took over the Rutter Bros drapery store, although the existing shopfront dates from the interwar period and the building was

substantially rebuilt after the war. On the western side there are fewer Edwardian buildings, however the single storey Natwest building (c. 1918) and the former Carter Street Police Station (c. 1910) are of particular note. Both are purpose built buildings in the 'Free Classical' style. The police station replaced the 18th century former Walworth House, whereas the bank replaced an earlier 18th century building which had been part of Keen's Row.

- 2.4.2 In the years before the Great War private builders had supplied virtually all new housing in Walworth. The war changed everything not only in Walworth but across the country, due to a shortage of homes and a new social attitude towards improved housing. In 1904, around St. Peter's Church, Octavia Hill and the Ecclesiastical Commissioners for England had first begun to develop a large estate to the north east of the conservation area. Walworth's slum housing was demolished and slowly replaced with cottages and blocks of flats. Similarly after the Great War, the small terraced houses lining the streets between Westmoreland Road and Merrow Street were cleared away by the Church Commissioners and Church Army for new municipal housing projects. This housing had been identified as 'poor' in Booth's survey two decades earlier. In 1925 the Church Army constructed on Arnside Street, residential blocks of two storeys with shared gardens and courtyards. In a comparable Arts and Craft inspired vernacular style, the Church Commissioners built three storey blocks set around communal courtyards, nearby on Horsley Street and Queens Row.
- 2.4.3 By 1938, a quarter of Walworth's housing was considered to be unfit for human habitation. On 25 September 1937 the Health Services Department of the Metropolitan Borough of Southwark was opened on the corner of Larcom Street, adjacent to the library. Known as The Walworth Clinic, the new building brought all the borough's health services under one roof. The building was designed by the borough engineer Percy Smart in the Moderne style. A red brick building with artificial stone dressings in a jazzy Deco style, the statues of the mother and child on the roof indicate the clinics association with family health. The Walworth Clinic was one of a series of pioneering health centres built at the end of the 1930s. This was far in advance of the 1946 National Health Services Act which made their construction a duty of health authorities. The building sustained some damage in the war with the parapet rebuilt in brick and the original metal windows replaced prior to statutory listing in 2010.
- 2.4.4 There are a number of other notable interwar buildings in the conservation area. The former Kennedys Sausages at No. 305 Walworth Road is a single storey building with a timber shop front which retains an Art Deco stain glass sunburst design (c. 1923). The building was listed Grade II in 2008, because of its surviving interior and shop front. The shop is one of the earliest branches of a small chain of South London butchers. The building has recently been converted to a pizzeria. Another notable interwar building is the Red Lion Public House, constructed circa 1930 in an Art Deco style. There has been a public house on this site, which marked the boundary between

Walworth and Camberwell, since the beginning of the 18th century. It is thought that the building was designed by the Truman Brewery in house architect A.E. Sewell and still retains its panelled Art Deco bar interior.

- 2.4.5 The bombing of Walworth in the Second World War was severe and the immediate area was tremendously affected. Small areas such as around the Elephant and Castle suffered disproportionately, with a third of the buildings lost. The bombing took place mainly between September 1940 and May 1941, with a second wave towards the end of the war in the summer of 1944 and March 1945. The London County Council bomb damage maps chart the extent of the damage ranging from total loss to blast damage. After the Second World War the surrounding areas saw widespread redevelopment, with the construction of the Heygate Estate to the north and the Aylesbury Estate to the east, completed in 1974 and 1977 respectively. The redevelopment was comprehensive in these parts of Walworth, but only partly as a result of wartime bombing and largely due to the post war powers the Government had acquired. Along the Walworth Road and those sites immediately behind affected were slow to be redeveloped, with the exception of the electricity works on Penrose Street which had been urgently required. The current form of East Street was laid out in 1952. The OS maps of 1951 and 1952 show a number of sites as ruins, for example behind Nos. 244, 310, 403 Walworth Road, around Arnside Street (Nos. 21-25) and behind No. 389 Walworth Road. Similarly at the southern end of the conservation area, the former 'Clubland' cinema site at No. 55 Camberwell Road and immediately opposite, No. 73 had yet been redeveloped by the 1951/52 surveys. The replacement buildings that followed, whilst largely reflecting neighbouring building heights have tended to have a horizontal emphasis in the composition, rather than the prevailing verticality of the existing buildings on the street. Examples include: Nos. 277-279 (odd) Walworth Road (c. 1960), No. 294 Walworth Road (c. 1950s) and the Former Employment Office at Nos. 224-236 (evens) Walworth Road (c. 1950s), 1958 partial rebuilding of the Mark and Spencer Store at Nos. 317-319 (odd) Walworth Road, the former Co-op building Nos. 332-344 (evens) Walworth Road (c. 1950s) and Nos. 331-333 (odd) Walworth Road (c. 1962-8). The site behind Nos. 258-260 (evens) Walworth Road has remained undeveloped and today forms the Penrose Street entrance to the Council Depot.
- 2.4.6 Since World War II there has been a steady decline in the number of public houses to be found in the conservation area, a trend which has continued to this day. Off the main shopping street the former public houses have more recently been converted into residential accommodation. On the Walworth Road the public houses have been turned into either betting shops (The Horse and Groom and King's Head) or retail units (Temple Bar and Prince Alfred). Shops and street markets along the Walworth Road, Camberwell Road, East Street and Westmoreland Road also went into decline in the post war years. This followed the growth of supermarkets in the area. Whilst East Street has remained a focus point for street traders, the once vibrant market on Westmoreland Road has now disappeared. The national chain stores had first arrived

in Walworth around 1910, with Boots, Marks and Spencer and Kennedy's this continued throughout the late 20th century, the last major introduction was the construction of a supermarket (now Morrisons) at Nos. 264-274 Walworth Road. Set back from the historic building line, the supermarket was constructed in the 1980s and resulted in the demolition of eight 19th century buildings, which once formed part of King's Row. In recent years, other than incremental change to buildings largely at ground floor level and public realm improvements, there has been little developmental change during the 21st century. The exception being at No. 292 Walworth Road, where a 4 storey building has been constructed on the former Carter Gardens in 2012.

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3. The Character and Appearance of the Area

3.1 Broad Context

Definition of Special Interest / Significance

- 3.1.1 The Walworth Road Conservation Area is notable as a surviving piece of 18th century street patterns and plot widths; built along old field boundaries, overlaid with late 18th and early 19th century building lines. The Georgian fabric was first built up as housing which had long rear gardens and open fields and lanes in behind. This was the result of leases being granted on land for building following an Act of Parliament in 1774. This development spread from the historic village centre, firstly north and then southwards. During the 19th century as gardens were filled in with development to the rear and ground floor retail extensions at the front. In the mid-19th century, following the construction of the new railway line, land became readily available for industrial and manufacturing uses. In the late 19th century existing ground leases were reallocated, making new building plots. This led to new development to the rear of the terraces and the introduction of purpose built shopping parades with residential above, at the turn of the century. The urban form exemplifies the pressure on land from the 18th century through to early 20th century to accommodate the increase in population. Elsewhere in the conservation area, although altered and integrated in with later Victorian developments there is nonetheless a significant collection of 18th and early 19th century buildings surviving, ranging from grand terraced townhouses to smaller artisans dwellings.
- 3.1.2 The Walworth Road Conservation Area is mainly defined by one principle arterial road (A215) linear in character, which exhibits roadside buildings (housing, retail and civic) from all stages of its historical development from the late 18th century through to mid-20th century. In contrast, the character of the streets off the Walworth Road and the northern section of the Camberwell Road are defined by 19th and early 20th century housing. The railway line, constructed in the mid 19th century, runs parallel with the Walworth Road has defined the western side of the conservation area. Open land and former gardens were filled in with predominantly industrial and manufacturing uses, in a small number of locations this character has been retained. The busy commercial streets; Walworth Road and Camberwell Road, differ in character from the cohesive residential streets of the adjoining conservation areas of: Sutherland Square, Liverpool Grove and Larcom Street.

Urban Morphology

- 3.1.1 As Section 2.0 illustrates, much of the area today consists of development dating from the latter half of the 18th century through mid -20th century. The layout of the conservation area is structured by the Walworth Road and the northern section of the Camberwell Road. Along the 1.5 mile length, the same pattern of development is

recognised, although each of the 4 sub-areas is characterised by different phases or aspects of the growth of the area. These wide roads provide a strong linear character, which largely extends one plot depth back from the street. There are narrower secondary routes leading off Walworth Road, where the urban grain is finer with small and frequent street blocks and plot subdivisions. The lack of open space; reflects the intense pressure on land during the latter part of the 19th century, when the last of the market and pleasure gardens had been built upon. In terms of urban design and movement, the character of the Walworth Road Conservation Area is one of a busy transport artery, dominated by buses, cars and commercial traffic. The Walworth Road and to a lesser degree the Camberwell Road is a key pedestrian route with a high levels of footfall associated with the retail offer. The route provides a connection with the quieter streets of the surrounding areas to the east and west. A particular characteristic of this conservation area are the public houses, particularly those located on corners and key junctions. The majority of these are now given over to new uses, however there are a few still in use as a public house, such as The Red Lion.

- 3.1.2 From Anglo-Saxon times, there has been a north-south road out of London in this location. The earliest settlement focused around the area between East Street and Penrose Street (West Street). The layout of the conservation area still reflects the early road pattern, with minor 'lanes' which transverse the principal road. The built form found within the conservation area is varied according to the period of construction. Many of the original late 18th century plot widths, when the terraces were first built along the Walworth Road and Camberwell Road, are still with evident. These buildings are typically 3 storeys in height, with the upper floors set back 7-10 metres from the road. During the mid-19th century these residential buildings were converted into retail uses at ground floor, with both front and rear gardens redeveloped, largely as the townscape appears today. Where new buildings were introduced in the 19th century, they followed existing prevailing building heights and plot widths. It is these original 18th century buildings interspersed with many later additions that constitute the overall character in terms of materiality, height and urban grain. South of the junction with Liverpool Grove the Georgian terraces were replaced in the early 20th century with mansion blocks, with exception being Nos. 73-91 (odd) Camberwell Road, where the Georgian buildings remain. These Edwardian mansions are typically a storey higher than the earlier Georgian and Victorian buildings, are built up to the back of the pavement with an integrated shop front. Off Westmoreland Road the early 20th century church housing drops down in scale again to between 2 and 3 storeys. The former industrial buildings on the northern fringes of the conservation are also lower in scale at 2 to 3 storeys. Whilst the post WWII redevelopment generally occurred just outside the conservation area, where pre-1939 buildings have been lost, the replacement buildings are lower than their predecessors, with a horizontal rather vertical emphasis to the facades.

Land Use Pattern

- 3.1.3 The Walworth Road Conservation Area predominantly comprises retail on the ground floor with a mixture of shops including: national multiples, food supermarkets, independent shops and market stalls (around East Street). There is also a wide range of other uses to be found in the conservation area, which include: takeaways, restaurants, office, financial services, betting shops, hotel and public houses as well as civic and community at the northern end around the Walworth Road/ Wansey Street junction. On the upper floors there is a mix of ancillary accommodation to the retail, residential, offices and a gym. Residential predominates on the streets off the main arterial route, with a limited amount of light industrial remaining on the fringes.

The Setting of the Conservation Area

- 3.1.14 The rail corridor forms the western boundary to the conservation area and was built through the fine grain of existing streets and plots. The cutting of the railway involved selective demolition of residential plots. The latter was gradually eroded away around the railway line with the development of commercial sites and depots. This resulted in larger plots and coarser grain. In recent years there has been a return to residential along the edge of the railway corridor, with the construction of new taller and linear residential blocks typically 9 to 10 storeys, as the viability of small scale commercial uses has declined. Elsewhere on the western side the built form is varied in terms of materials and styles, with new developments lower at 2 to 3 storeys. The quality of the public realm in the areas just outside the conservation area is generally poor.
- 3.1.15 To the north and the south east, the redevelopment on the former Heygate and Aylesbury Estates forms a major part of the setting of the Walworth Road Conservation Area. The Heygate Estate has been demolished and is currently hoarded for redevelopment purposes. The Aylesbury Estate with its 1970s slab blocks pays no regard to the 18th/19th and early 20th century fabric of the conservation areas it abuts. The estate has eradicated the traditional street structure, by erasing through-routes. The townscape of the Gateway Estate and Chatelaine House to the immediate south-west and north-west, and Manchester House to the rear of the Walworth Road is also of low architectural quality and provides a poor conservation area setting. The building types, materials, architecture and scale contrast significantly with the high quality and cohesive townscape of the Walworth Road and neighbouring conservation areas.

3.2 Sub-Area 1 – Walworth Historic Village Centre

- 3.2.1 This sub-area encompasses the civic centre at the northern end of the conservation area, towards the historic village centre of Walworth, as far down as No. 301 Walworth Road on the eastern side and No. 332 Walworth Road to the west. The sub-area includes a number of Grade II listed civic buildings at its northern edge: Walworth Town Hall, Cumming Museum, Newington Library, and the former Health Centre. Also forming part of the group are the surviving sections of the Walworth Terrace, Nos. 140, 142, 150, 152 Walworth Road. The other Grade II listed building is located at the

southern end and of the sub-area, the former Kennedy's Sausages at No. 305 Walworth Road. Sub-area 1 focuses on the historic centre of Walworth, based on the c.1681 'Plan', as defined by the APZ. Around the centre of the village the 18th century building lines and plot widths are still evident. At the crossroads, where Penrose Street and East Street meet the Walworth Road, the historic street pattern is obvious despite later road widening. It was from this historic core that development spread firstly north and later south in the 18th century. The surviving Georgian buildings are mostly simple, constructed of stock brick, with little in the way of decorative detail. Where ornamentation occurs, it is in the form of red brick, modest stone or stucco detailing. Whereas the later Victorian and Edwardian buildings are richer in their applied ornamentation, predominately constructed in red brick, with stone, terracotta or a contrasting brick decorative detailing. All the 18th through to early 20th century buildings have a vertical accent, in contrast the post war infills are mainly lower in height, with a horizontal emphasis.

- 3.2.2 The character of sub-area 1 is largely defined by the original 18th and 19th century terraces, formed groups of almost identical 3 storey buildings with singular shops being built out into their front gardens from the 1840s. Some terraces such as Crosby Row and the Walworth Terrace have their origins in the 18th century. Whereas Penton Terrace, King's Row and York Place are 19th century redevelopments of 18th century terraces, which have incorporated earlier plot widths and building lines. Together these terraces form cohesive groups of buildings. Individually they retain a number of original details and features, although rooflines appeared to be altered and chimney stacks lost. In contrast Keen's Row, Beckford Row and Charlotte Rows broadly retain their 18th century building lines and plot widths as well as the 19th century protruding shop units. However the rhythm of these terraces has been broken by post war infills, which are typically lower than their historic neighbours. Generally it is in the centre of the terraces that the old fabric can still be found, as historically access to regenerate these sites was difficult. Nos. 283-287 (odd), 304 and 314-320 (evens) Walworth Road are all examples of late 18th century buildings, with No. 320 retaining its original sashes, and later Victorian replacements at No. 282. The townscape of sub-area 1 is further characterised by public houses these include: the former King's Head (No. 204), the Horse and Groom (No. 262), the Ship and Sun (No. 267) and John Smith House (No. 197). The two purpose built bank buildings dating from the late 19th to early 20th century are notable contributors to the character of this part of the conservation area, Barclays Bank, No. 256-260 (evens) Walworth Road and NatWest Bank, No. 290 Walworth Road.
- 3.2.3 The crossroads, where East Street and Penrose Street intersects with the Walworth Road marks the historic Walworth village centre, as indicated on the 1681 'Plan of the Manor of Walworth'. The 'Plan' denotes a small number of buildings positioned close to the four corners of the junction where West and East Lanes met with Walworth Street. These lanes running perpendicular with the main north-south route provided access to

the common land behind. Despite subsequent road widening and replacement of buildings, the original pattern of development is still evident at this crossroads. At the corner of Penrose Street and the Walworth Road is the former Horse and Groom Public House, No. 262 Walworth Road. The current building dates from the late 19th century, although it is known that a public house has existed on the site since the 18th century. No. 262 has a distinctive curved corner despite having lost a storey post WWII and retains its relationship with the one storey building to the side, on Penrose Street. On axis with Penrose Street is the former Beaten Path Public House, No. 267 Walworth Road. This late 19th century building, in an Italianate style, also replaces an earlier public house in that location. Historical maps indicate that the historic village centre underwent significant regeneration towards the end of the 19th century. No. 273 Walworth Road appears to be earlier than its immediate neighbours and pre-dates the road widening scheme. The building is of particular note as it retains an original double pitch roof profile and is an important reminder of the artisan buildings that once occupied the centre of the village. No. 273 was originally built as a pair, but the building to the north was demolished following damage in the war.

- 3.2.4 The northern end is characterised by group of Grade II listed buildings, which are representative of both the area's civic traditions and Georgian past. The buildings here are larger in scale, typically 3 to 4 storeys, with basements. The earliest of these buildings Walworth Terrace (Nos. 140-142 and 150-152 Walworth Road) were designed by a local architect Hurlbatt on land leased from Henry Penton, between 1793-9. The buildings are constructed of yellow stock brick with stucco dressings, the pediment to No. 152 was added in the 1970s and is a simplified version of the original design at Nos. 140-142, which contains a medallion with relief figure in tympanium. The portico to No. 140-142 dates from the 20th century. Originally the buildings formed a terrace of 12 houses, only 7 of which survive; the others were destroyed in WWII. The remaining houses were remodelled and altered in 1978 to form the then Labour Party Headquarters. More recently Nos. 150-152 have been converted into a hotel, whereas Nos. 140-142 are currently vacant and in a deteriorating condition. As a group these buildings are of significance in that they are a legible reminder of the Georgian mansions which once lined the Walworth Road.
- 3.2.5 Opposite Walworth Terrace is a group of civic buildings, which replaced earlier terraces on Chatham Place. No. 151 Walworth Road the earliest of the group, built c.1864-65 by the architect Henry Jarvis as a Vestry Hall for the Parish of St. Mary, Newington. It is the second oldest surviving Vestry Hall in London. No. 151 Walworth Road is an eclectic mix of French Second Empire and High Victorian Gothic, the red brick building has white brick trim and stone dressings and a distinctive mansard roof, with fish scale slates to the pavilions. Around 1900 the building was extended along Wansey Street and remained the Town Hall for the Borough of Southwark until 1965. No. 151 Walworth Road housed the municipal offices for Southwark Council until it was badly fire damaged in 2013 and is currently being restored. Adjacent to the municipal offices,

are the Cuming Museum and Southwark Central Library at Nos. 153-155 (odd) Walworth Road. The library was built c.1892-1893 and the museum slightly later c. 1902-1906, by the architect Edward l'Anson. The buildings are also red brick with stone and terracotta dressings in a Dutch Renaissance Revival style. Completing the group is the Walworth Clinic, Nos. 157-163 Walworth Road. This building was designed in 1937 by the Borough Engineer, Percy Smart and is in the Moderne style. The Walworth Clinic retains a number of Art Deco details; of particular note is the plaque and sculpture at roof level, representing the building's original focus on the health and well being of the borough's mothers and their children. Despite being constructed over a 70 year period, together these civic buildings have an important townscape value. They are also of particular historical importance, in that they represent the change from parish authority in the late 19th century, to the emergence of the Metropolitan Borough of Southwark and provision of public services at the beginning of the 20th century.

3.2.6 After the junction with Larcom Street, there is a group of 3 and 4 storey buildings all of which date from the late 19th and early 20th centuries, Nos. 169-195 (odd) Walworth Road. The current buildings replaced the terrace of 10 houses which once formed York Place, but the original building line which was established in the 1700s is discernible. Horwood's map c.1799 indicates 10 individual building plots constituting York Place, made of houses of varying size, including 3 with substantial gardens, however it is noted that the plot widths of the current buildings on the site do not reflect the earlier development pattern. Nos. 169-173 (odd) Walworth Road is a group of three buildings, set within the original plot of a large Georgian house. The houses appear to have their origins in the 1870s when the Yate's Estate was laid out. The façade to No. 169 was crudely rebuilt following WWII, whereas Nos. 171 and 173 remained a cohesive pair, retaining a number of original features. Nos. 175-179 Walworth Road is a former post office building which was constructed in the 1930s and replaces two earlier Georgian houses. The design of the property is typical of post office buildings of that date, flat roofed, symmetrical with two storey bay windows. The building is constructed of a brown brick with a red band running across the windows and a profiled stone dentil course. The original eight paned timber windows exist, albeit in a poor condition. The original 1930s post office shop front has been replaced with a poor late 20th century design. The building bridges the difference in height between the late Victorian properties at Nos. 171-173 (odd) and the turn of the century building at No. 181-183 (odd) Walworth Road. Work to redevelop the earlier buildings on the site of Nos. 181-193 (odd) Walworth Road began in the 1890s and was completed in 1903, when No. 181 and an infill building at No. 187 were finished. The group is less flamboyant than those turn of the century buildings found in sub-area 3, but in terms of materials and their design, they still form a cohesive group. Decoration for these commercial 'Queen Anne' styled buildings comes in the form of a contrasting red brick band running across the facades between first and second floor levels. The

group retains some intact corbels, vertical pilasters and an original shop front at No. 187A. Nos. 183-185 (odd) has shallow segmental arches and wider windows than the neighbouring properties. The property retains a double 'M' pitched roof, with a distinctive gable. In terms of height Nos. 181-187 (odd) are 4 storeys dropping down to 3 plus an attic storey at Nos. 189-193 (odd) Walworth Road, before rising up again to 4 storeys at the end of the row. No. 195 on the corner of Browning Street dates from 1902 and was originally opened as the Browning Club and Tavern, which sold coffee as an alternative to the local pubs. The red brick building has distinctive Dutch style gables and retains its original fenestration patterns with a mix of arched and bay windows, which include multi-paned glazing. The shop-front has an entrance on the corner and a cornice with a plaque dedicated to Charles Booth. The building is also of social and historical significance as it was once part of the Robert Browning Settlement who provided medical treatment, social and educational activities to local poor children. As a group Nos. 169-195 (odd) Walworth Road represents an intact and coherent piece of late 19th century townscape and No. 195 has particular townscape merit, in addition to its historical and social significance.

- 3.2.7 On the opposite side of Browning Street to No. 195 is No. 199 Walworth Road, which represents the start of the former Crosby Row. On Horwood's map the No. 1 Crosby Row (now the site of No. 199 Walworth Road) was occupied by a building smaller than the others on Crosby Row, although set within generous grounds to the front and rear. It is known that around 1846, the former residence was occupied by a boot and shoe factory, but by 1857 the building was in by a drapery company. Then in the 1880s, the current imposing Queen Anne style 4 storey mansion block was erected. The mansion block was constructed following the end of the first 99 year lease. The building is constructed of a combination of stock and red bricks and still retains its decorative door cases, brick panels, cornices and window heads. On the Browning Street elevation, there is a central pedimented entrance, flanked by two shop fronts. The property has townscape merit despite having lost a central gable and a chimney stack. One of the window bays on the Walworth Road elevation is plainer in detail and was rebuilt after the war. The adjoining property Nos. 203-235 (odd) Walworth Road, originally known as Nos. 3-19 Crosby Row. Horwoods map indicates that in 1799 there was a group of 18 equally sized terraced houses located here, with gardens front and back. Apart from No. 199-201 the original plot widths and buildings lines have been retained along the remainder of the terrace, although the rooflines vary, as do the chimney stack locations. It is thought these houses were built or modified in groups of 3 to 5, but together these are one of the most earliest and comprehensive group of Georgian buildings in the conservation area. Of all the former Crosby Row houses, Nos. 203-207 (odd) Walworth Road are the most complete, due to inherent access problems which made redevelopment difficult. The origins of the next group, Nos. 235-245 (odd) Walworth Road (formerly Nos. 18-22 Crosby Row) lay back in the late 18th century. When William Austin obtained a lease for 61 years to build houses on the particular

piece of land. It is thought that the current buildings date from c.1810-1380. They are a bay wider than the preceding group, which were two bays wide, and taller with an additional attic storey. Of this group No. 243 is the most complete building and retains a curved bay window to the rear, at ground floor level and double hipped roof running parallel to Walworth Road. By the 1880s No. 243 was no longer in residential use and listed as a corn chandler, with a two storey warehouse constructed to the rear. The next group Nos. 247-253 (odd) Walworth Road marks the southern end of this part of Crosby Row. Whilst Nos. 247-249 (odd) Walworth Road originates from the early 1800s, this building had its front façade replaced at the beginning of the 20th century. Unlike its Georgian neighbours the façade has been constructed of red brick with a castellated parapet at roof level. The passageway which once provided access to the rear, can be seen between Nos. 245 and 247. The next buildings in the group Nos. 251-253 (odd) Walworth Road are narrower than adjacent properties and appear to be of a comparable: date, design, scale and plot width, to the group at Nos. 203-227 (odd) Walworth Road. By 1893 Nos. 251-253 (odd) had been combined and extended to rear, following their use as a drapery store. The alterations to these buildings reflect the impact of London based retail chains arriving on Walworth Road in the late 19th century. The final group of buildings along this stretch of Crosby Row are Nos. 255-273 (odd) Walworth Road. Horwood's map describes buildings without front gardens on these plots. The building line is indicated much further forward than the rest of the terrace and the terrace was split in two by a small lane, Cottage Place. From the mid to late 19th century the entire terrace was rebuilt on a piecemeal basis. For example, No. 267 replaced an earlier mid-19th century public house in 1880 and No.275 Walworth Road was demolished in connection with the widening of the East Street junction. Its neighbour No. 273 is of particular note, as a surviving 19th century small scale artisan cottage. Other alterations to the group have been as a consequence of bomb damage and subsequent post war rebuilding. In summary, as a group the artisan roots of Nos. 199-273 (odd) Walworth Road are a legible, with their retained 1700 building line, scale and plot widths. Whilst they have been significantly altered to the rear, on the Walworth Road elevation they retain a visual continuity and it is their value as a complete terrace that is recognised.

- 3.2.8 At the turn of the 20th century the entrance to East Street was widened and the market traders were relocated from the Walworth Road to East Street. This had followed an increase in the number of trams using this main arterial route. By the 1914 OS map the four terraced houses on East Street, by the junction with the Walworth Road, had been rebuilt with and five integrated narrow retail kiosks. The glazed brick piers between these early 1900s kiosks survive. Adjoining these stalls are a group of late 19th century buildings, No. 3 East Street is a simple 2 storey building and Nos. 5 and 7 East Street are a storey taller in height. With the exception Nos. 277-279 (odd) Walworth Road, the buildings on the south side of East Street (Nos. 2-8) were constructed c.1875. Nos. 2-8 (evens) East Street once formed part of the former Triall and Co. corn merchants and

still retains part of their original shop front detailing. Together with Nos. 3,5 and 7 East Street they are a reminder of the prevailing character of East Street in the late 19th century. The main Triall and Co. building was originally located at No. 277-279, but was replaced by the current 1950s building following bomb damage. Whilst the post war brick building respects its context in terms of height, No. 277-279 lacks the vertical emphasis of the neighbouring 18th and 19th century properties.

3.2.9 Nos. 277-279 (odd) Walworth Road occupies a site on the former Beckford Row. This part of the conservation area was already occupied by buildings as early as 1681, but not formally known as Beckford Row until the 1774 Act. Originally at the southern end it accommodated larger houses, with smaller properties to the north. Today, within this one terrace there is a full variety of examples of retail architecture from the 18th century through the 20th century. Together they tell evolving story of Walworth Road as an inner city high street. Along the former Beckford Row, as on Crosby Row, many of the shop units built out into the front gardens demonstrate the scale and characteristics of more locally founded artisan trading which evolved during the 1840s and 1850s. Earlier in the 1830s classical designs for shop fronts were the fashion. Delicate Georgian ornamentation and Regency simplicity had been replaced with a bolder neo-classical language, half or three-quarter columns supporting heavy entablatures. During the 1850s the fashions in shop front design changed again with prominent classical columns and entablatures were replaced with simpler pilasters and fascias terminated in consoles or blocks supported by brackets, shops would display advertisements of the goods they traded in. Then in the 1860s with developments in class manufacturer window panes would have become taller and narrower. These developments in retail design are illustrated by 19th century engravings of the shops on the Walworth Road, which survive. Late 19th century and 20th century developments involved complete rebuilding with purpose built retail units at ground floor. The architectural impact of the first chain stores after 1910 can be seen through the arrival of Boots, Marks and Spencer's and Kennedy's Sausages. Bomb damage and post-war clearance has also had an impact on the character of the group, with these buildings being typically lower than their 18th and 19th century neighbours. The historic building line and plot width is maintained from East Street as far down as No. 307 Walworth Road, although the repetitious development seen on other terraces along the Walworth Road is not evident here. Following considerable WWII bomb damage there are a number of late 18th and early 19th century houses surviving. In the mid-19th century the entire terrace was built up to the pavement edge. No. 305 Walworth Road, the former Kennedy's Sausages is the only statutorily listed building at the southern end of the conservation area. The building was listed because of its original interior and surviving 1920s shop front. Earlier on Horwood's map of 1799 No. 307-309 (odd) Walworth Road are shown as a pair of larger Georgian houses sitting forward of its neighbours and with a substantial garden to the rear. Nos. 311-319 (odd) Walworth Road was occupied by houses smaller in scale. In the late 19th century this group of buildings were taken over by Rutters

Drapers. No. 309 was demolished following the war and the present single storey extension added. Further long a two storey extension to Marks and Spencer's was constructed at Nos. 317-319 (odd) Walworth Road. Nos. 305-309 (odd) Walworth Road are also considered to be of significance as they demonstrate the impact of national chain stores have had on the pattern of development within the conservation area. Beckford Place was a narrow pedestrian passage, which once had small dwellings along its length. The houses remained until WWII when they were demolished as part of the Marks and Spencer's post-war expansion. The alley retains its original paving, entrance scale and form of the 18th century. In the 1820s, Nos. 321-329 (odd) Walworth Road was a group of five buildings located between Beckford Place and Cadiz Street, formerly part of Trafalgar Street. The current tenement building dates from 1889 and is in the Queen Anne style. The building is constructed of stock brick with red terracotta decorative panels and has a hipped roof with lively pedimented dormer windows, with their vertical articulation continuing down through the front façade. There are cornices and stone dressed windows with pairs of half fluted columns sitting in front of the fenestration, although none of the original windows exist. At ground floor level there are surviving shop front details. Adjacent and on the corner with Cadiz Street is a 1950s building, which is lower than then tenement block and lacks the decoration and articulation of its late Victorian neighbour. Nos. 341-345 (odd) Walworth Road is an interwar building, squatter than its neighbours and was constructed following the closure of Sutherland Chapel, situated immediately behind. No. 331 Walworth Road, at the other end of the group is a 1960s redevelopment of a bomb site, which again does not correspond in height with its neighbours. Between the two sets of buildings are two 3 storey buildings, Nos. 335-337 (odd) Walworth Road, which were constructed on the alleyways which once provided access to the chapel and Cadiz Street behind. The pair are a legible reminder of the mid-19th century building line, which once ran across this group. Behind the former Beckford Row, is Walworth Place, which runs parallel with the Walworth Road and connects with both East Street and Cadiz Street. The rear gardens to the original 18th century properties on Beckford Row were altered to accommodate stables during the 19th century. With the exception of Nos. 4-8 (evens) East Street and an early 20th century warehouse, located just outside the conservation area, all the other buildings were replaced after WWII. On Cadiz Street the single storey, mid-19th century former tripe factory retains a number of features, including the remnants of an original shop front. Laid out following the issue of the first building leases after 1774, the former Beckford Row preserves the original building line, location, scale and plot widths up to No. 307 Walworth Road. Nos. 281, 283, 285, 287 Walworth Road together are good examples of late Georgian housing. Nos. 283-287 (odd) Walworth Road being of particular note with their surviving detailing and consistent height. Adjacent to the group is Nos. 289-291 which is a lower post war infill. Whilst the building is less ornate than its immediate neighbours, the building reflects prevailing parapet heights and façade proportions. The Georgian housing then continues at Nos. 293 and 295 and the group are completed by a late Victorian public

house, the former Sir William Walworth at Nos. 297-299 (odd) Walworth Road. To the rear the original arrangement of the Georgian houses can be seen including the 'saw-tooth' parapet details and full height bays. Overall the original rhythm and articulation of the 18th/ 19th century terrace is still evident despite the post war redevelopments.

3.2.10 On the western side Nos. 204-260 (evens) Walworth Road were laid out after the 1774 Act, when Henry Penton leased the land he owned to others for building. The original terrace of 18 plots was shortly named after Penton before being renamed King's Head Row. As with the other terraces of a comparable date, the houses on Penton Row were set back from the street with gardens to the front. The historic split in the building line is still evident today between Nos. 238 and 240. The entire terrace was rebuilt in the 19th century to increase residential density and provide purpose built shops at ground floor. In 1914, Nos. 220-238 (evens) were demolished to make way for a Labour Exchange building. The present Labour Exchange building was constructed in the 1950s, at Nos. 224-236 (evens) Walworth Road. Adjacent, Nos. 220-222 (evens) Walworth Road is a simple 1930s purpose built store. North of Nos. 220-222 is a group of late Victorian properties (c. 1876) Nos. 206-218 (evens) Walworth Road, which have narrower plot widths and form a cohesive group. The buildings have a number of surviving shop front elements, including corbels and pilasters. At first floor level the group have semi-circular brick arched windows with keystones and the slender recessed arched detail separates each house. No. 206 also retains an original timber and glazed shop front. The run is completed by the former King's Head Public House, No. 204 Walworth Road, which is located at the junction with Manor Place. Like with so many of the other purpose built public houses in the conservation area, the King's Head replaced an earlier building. The current building was constructed between c. 1860-80. It is a 3 storey stock brick Italianate building, with pedimented palazzo style windows and stucco window surrounds at second floor level. Despite no longer in use as public house the frontage has been retained, the brown glazed tiles incorporating curved window sills and the original window frames with curved corner detailing still exist. On Manor Place, the two storey extension and the archway into the former stable yard at the rear, now form part of a separate doctor's surgery. At the southern end of the terrace, at the junction with Penrose Street, there is another complete group of buildings, which were constructed during the last decades of the 19th century. They were erected further back than the 18th century building line, in order that the junction between the Walworth Road and Penrose Street could be widened. The group includes a purpose built bank at No. 260 Walworth Road, which is located on a prominent corner at the junction with Penrose Street. Barclay's Bank (c. 1918) is a distinctive Jacobean Revival styled building of 4 storeys plus an attic storey, constructed of yellow brick with stone dressings. The original steep gabled roof was destroyed in the war and replaced with the current mansard arrangement. The adjoining property No. 254, was rebuilt as a 2 storey building and matches the bank in its overall detailing. Adjacent to No. 254 is a Venetian Gothic style terrace of 3 to 4 storey buildings, Nos. 240-252 (evens)

Walworth Road. The group have Gothic arched windows with moulded plaster and terracotta details and elaborate polychromatic brickwork, topped with an overhanging fluted cornice with acanthus leaves. The façade of the terrace was built in two parts to allow for access to the former stables at the rear. No. 246 was altered at the turn of the 20th century, to incorporate the now redundant alley and increased to four storeys in height. There are subtle differences to No. 246 compared with the other properties, such as the lack of decoration under the eaves and different pattern of fenestration to the rear. At No. 250 (Schwar & Co) there is also a notable example of a complete late 19th century shop front with a curved glass, incorporating thin decorative cast iron mullions. It is considered that despite several phases of redevelopment King's Head Row is important, as at both ends it marks the two historic east/ west crossing points with the Walworth Road at Manor Place (to Manor House) and at Penrose Street (West Lane to Lorrimer Common). Overall the staggered building lines and the plot widths, first set out in the 18th century have been retained and the terrace is also home to a number of notable buildings and groups of buildings, rich in detailing, which together have considerable townscape value.

- 3.2.11 Nos. 262-290 (evens) Walworth Road were originally laid out as part of the 17th century Walworth village centre, as terraced buildings built up against the pavement edge, with short rear gardens. It is known that there was a terrace of 17 houses in this location, known as King's Row, at the time of Horwood's map in 1799. However, the entire terrace was replaced c.1840 and then again partially two decades later, the 19th century building line and plot numbers are still discernible. The southernmost building in the terrace was demolished when Carter Street was cut c.1827. The NatWest Bank at the junction with Carter Street was added in 1918. The most recent redevelopment was in the 1980s, when the Morrisons Supermarket replaced eight 19th century houses at Nos. 264-274 (evens) Walworth Road. Nos. 278, 280 and 282 date from c. 1840 and are built on narrow long plots, without rear access. By the end of the 19th century both Nos. 278 and 280 were in industrial use as leather and piano factory respectively. Their front facades have also been rebuilt; set back from the previous building line. Of the group No. 282 appears to be the oldest building, with windows from the 19th century that survive. No. 282 is particularly important as the property provides an indication as to the 18th century plot width and building line. Originally King's Row has two public houses, the former Temple Bar (Nos. 284-286 (evens) Walworth Road) and the former Horse and Groom (No. 262 Walworth Road) both now having alternative uses. The former Temple Bar is a 19th century building replacing an earlier 18th century public house. The building was modified at the front and rear during the 20th century, the Tudorbethan façade dates from the 1930s. Then in 2011, the Temple Bar was converted into Poundland, the pub interior was stripped out and the façade altered at ground floor level. The former Horse and Groom with its classical stucco façade pre-dates the Temple Bar and also replaces an earlier 18th century building. The pub was reduced by a storey following bomb damage during the war and the 19th century

frontage lost, when and the current shop front was added. The single storey rear extension on Penrose Street dates from the late 19th century. Despite the loss of the pub frontage and second storey, this corner building still has presence on this important historic crossroads. At the other end of the group is No. 290 Walworth Road, the NatWest Bank, a single storey Edwardian building in a neo-Georgian style. The small scale building has considerable townscape merit and is constructed of alternative red brick and stone banding on the front façade, with an overhanging decorative stone cornice. Abutting the bank on Carter Street are two early 19th century cottages, which are a remnant of an earlier street pattern. There are two post war buildings within the terrace. No. 288 Walworth Road is a single storey post war replacement building. Nos. 264-272 (evens) Walworth Road is currently occupied by Morrisons. The 1980s building is considered to have a neutral impact on the conservation area and lacks the visual interest of the pre-war buildings. The supermarket replaced a 1860s terrace on the Walworth Road and a tram works and car garage to the rear. Overall the former King's Row is less cohesive than other groups of buildings within the conservation area, as the building line and plots have been altered more than in other parts. Of the group Nos. 282 and 290 Walworth Road are the most notable buildings. No. 282 is significant as it is representative of the former development pattern, which once prevailed along this part of the Walworth Road and No. 290 as a positive contributor to the character conservation area.

- 3.2.12 Further south and set back from the main Walworth Road is the former Carter Place Police Station, which replaced Keen's own residence, Walworth House. The building was designed by John Dixon Butler, who was responsible for a number of Metropolitan Police Stations at the end of the 19th century. The building is typical of Butler's preferred architectural language for the police stations he designed, 'austere Free Classic'. It is constructed of red brick with stone dressings and has prominent double bay windows on the east elevation, which prior to the construction of No. 262 directly faced onto Walworth Road. The pitch of the mansard roof is particularly steep, with pedimented dormers set above a distinctive stone dentil course. On the Carter Place elevation, the rhythm of the façade is interrupted by an off centre entrance porch, with a triangular pediment supported on brackets. The building is domestic in its appearance and has considerable townscape merit despite having more recently been converted into apartments.
- 3.2.13 South of Carter Street is No. 292 Walworth a modern development, located on the site of the former Carter Gardens. The apartment block is nondescript and reflects its 1950s neighbour (No. 294) in design rather than the prevailing 18th and 19th century buildings. The buildings are located on the site of Keen's Row, which has its origins in the late 18th century. Keen, a local landowner built a terrace of seven houses, as identified on Horwood's map in 1799. Six of the original plots remain, with one sacrificed to widen Sutherland Street (now Sutherland Walk) in the mid-19th century. The original three storey Georgian houses at Nos. 296-302 (evens) Walworth Road, are

identifiable. Nos. 296, 298 and 300 Walworth Road have two windows across their front facades, with rubbed brick flat segmental arches. The group also retain their double pitched 'M' roofs and two tall chimney stacks on the party walls. No. 302 is a bay wider than its neighbours and as a result has more elegant proportions. No. 304 once formed part of a pair houses slightly set back from the main terrace, but has been significantly altered. The rear of No. 304 was developed in the 19th century, to build a terrace of three houses on Sutherland Walk; the other half of the pair was demolished to widen the street.

- 3.2.14 At the southern end of sub-area 1, is a row of buildings on the site of the former Charlotte Row. These were once a terrace of nine plots, with small front gardens and backed onto the former Montpelier Tea Gardens to the rear. Whilst the building line and plots widths remain the original terrace was replaced in the 1850s. Nos. 318-322 (evens) Walworth Road all have their origins in a large singular house (formerly No. 13 Charlotte Row) which was converted into the three dwellings in 1868. At the same time four houses were also built in the back garden. No. 13 Charlotte Row had been extended at the front to accommodate retail units prior to 1868. Nos. 314, 316 and 324 Walworth Road, all have 18th century origins as single plot width terraced houses, but all have been considerably altered overtime. No. 314 still retains a double pitched 'M' roof running parallel with the street. It is likely that No. 314 was built as a pair with No. 316, with a shared chimney stack, centrally placed but offset from the party wall. Both buildings have rubbed brick flat arches to the windows and together display the typical characteristics of a vernacular 18th century house. Records show that for 100 years No. 316 was in use as a public house 'The Crown', before reverting to a retail use. No. 324 Walworth Road is the less complete having been rebuilt at the rear, following its previous use as a Tobacco factory. The factory was demolished in the 1980s and the rear façade subsequently rebuilt. The building has also had its original 'M' roof replaced with a flat one, although the chimney stack has been retained. No. 310 Walworth Road is of interest, as it is comparable to No. 273 Walworth Road, with single window at the front indicating that it is one room wide. However, the roof and chimney stack have not survived, so the exact date of the building can not be ascertained. There are also a number of these buildings which have been rebuilt but retain the original plot widths. Nos. 304 and 326, which are post war rebuilds, No. 306 constructed in the 1980s and Nos. 308-312 (evens) Walworth Road, which appear to date from the late 19th/ early 20th century. Overall the former buildings on Charlotte Row and Keen's Row are consistent with the other terraces in the sub-area despite the 20th century additions, the historic plot widths and building lines are evident in part and in the centre of the terrace fragments of the original Georgian houses remain.
- 3.2.15 The character of sub-area 1 has also been defined by the industrial hinterland, particularly behind the former Crosby and Penton Rows. During the late 19th century the back gardens and stables to the Georgian (Crosby Row) and Victorian (Penton Row) properties were sold off and converted to manufacturing sites and builder's yards.

These back land areas to the east accommodated a mix of heavier industries and were accessed via Browning Street and a passageway at No. 237 Walworth Road. The western side has since the late 19th century been used as a council depot accessed off Manor Place and Penrose Street. Whilst the terraces on Walworth Road and the smaller scale buildings such as St. Mark's Church Hall and Soddy's Baking Powder Factory on Browning Street, the Coroner's Court on Manor Place survive, the larger scale manufacturing buildings on the hinterland have either been cleared away or due for residential redevelopment. The former Japaning Works on Occupation Row and former Marchland Builders Yard and Pickle Factory Warehouse on Colworth Grove are surviving examples of the 19th century hinterland industrial buildings. These small scale buildings, typically one to three storeys in height, bridge the scale between the buildings on the Walworth Road and the late 19th century residential streets, just outside the conservation areas boundaries. The buildings are stock brick utilitarian buildings, with the only decoration in the form of a contrasting red brick.

3.3 Sub-Area 2 – The Extended Village Centre

3.3.1 This sub-area stretches southwards along the Walworth Road from the crossroads with Liverpool Grove and Macleod Street, down Camberwell Road terminating at the junction with Boundary Lane. The boundary line signifies the point at which the earlier 18th century terraces were rebuilt using new purpose built designs. These replacement buildings provided retail at ground floor and aimed to increase the density of the residential provided above. The need to re-provide the housing and changes in shopping fashion had driven the redevelopment of this part of the conservation area. The buildings in sub-area 2 are typically a storey higher than sub-area 1. The building line on the eastern side steps forward flush on all floors, deleting any traces of the former gardens. The building line also reflects turn of the century road widening schemes implemented in an attempt to ease congestion along the busy arterial route. Sub-area 2 also signifies the arrival of large retail chains to the Walworth Road.

3.3.2 At the junction of the Walworth Road and Camberwell Road is the Red Lion Public House. The site is of historical significance as it marked the edge of Walworth village. Prior to mid 1700s there was little in the way of built form outside the historic village centre, although there has been a public house on this site since the early 18th century. The 'Old Red Lion' was rebuilt in c.1824; however the current Art Deco building dates from 1930. Immediately opposite to the Red Lion Pub, on what is now No. 1 Camberwell Road, the toll gate once marked the parish boundary. Up until the mid-19th century the sub-area was defined by the Old Red Lion, a coaching inn, the toll gate and the Newington Workhouse, which was located on the site of the present Gateway Estate. As identified on Daine's Survey (c.1840) these buildings were surrounded by small scale workers housing on: Bolingbroke Row, Queen's Row and King's Row which stretched down towards the Walworth Common. In contrast the houses further north on Beckford and Charlotte Rows were grander, set back from the road in terraces or stand alone houses. The built character of the sub-area changed after the passing of the

Walworth Common Inclosure Amendment Act 1851, with new roads laid out to the east. On the western fringes the former pleasure gardens were eventually built upon. In the 1850s the workhouse was demolished and a new one constructed on Westmoreland Road. The toll gate abolished, following an Act of Parliament in 1865. These sites were subsequently redeveloped and by the end of the 19th century sub-area 2 was characterised by closely packed streets of working class housing. As a consequence of WWII and post-war clearance little in the way of this 19th century urban form remains.

- 3.3.3 The eastern side comprises grand Edwardian blocks typically 4 storeys, which were constructed following the demolition of 18th century houses on: Beckford Row, Mount Place and Bolingbroke Row. This occurred at the beginning of the 20th century, as building leases expired. Coupled with the formation of the London County Council in 1889 an opportunity had arisen to afford Walworth with new municipal housing. These Edwardian blocks were designed to increase housing density, whilst re-providing commercial uses on the ground floor. At Nos. 347-387 (odd) Walworth Road, the entire block (Beckford Row) was cleared away and the majority of the present buildings constructed. As a group the Edwardian buildings appear taller than their Georgian and Victorian neighbours and this is attributed to the stepping forward of the building line on all floors. At the northern end of the row, the terrace is set back from the previous line, in order to widen the street at that point. At the southern end of the terrace realigns back to the original street width and line. Nos. 347-351 (odd) Walworth Road are some of the earliest of the Edwardian buildings (c. 1905). The block is constructed in a Neo-Luytens style with stone bandings and original window designs in part. Nos. 349-351 (odd) had been badly damaged in the war and the central section subsequently rebuilt. Adjoining is a group of 12 buildings, Nos. 353-387 (odd) Walworth Road, in an Edwardian Renaissance 'Freestyle' with touches of Italianate and Queen Anne styles. The buildings are characterised by elaborate Baroque gables with bespoke limestone detailing, polychromatic brickwork and ornamental iron railings on the upper floors. Further along stand Nos. 389-409 (odd) Walworth Road, a group of seven 4 storey buildings built in 1900. As with Nos. 347-387 (odd), the whole block was redeveloped rather than individual buildings on a piecemeal basis. The frontage on the Walworth Road was completed first, followed by the building behind. The ogee dome of No. 389 dominates southern views down the Walworth Road. Nos. 393 and 403 also appear to have been substantially rebuilt and the majority of the other buildings have crude post war dormer details at roof level.
- 3.3.4 Between Westmoreland and Boyson Roads, sits a large imposing block, Camgate Mansions, Nos. 5-39 (odd) Camberwell Road. The block is 4 storeys in height with purpose built retail at ground floor and residential above. The block was higher and further set back than Bolingbroke Row, which it replaced in 1916. Constructed of red and brown brick in an Arts and Craft style, the building is simpler in design and lacks the flamboyance of the other Edwardian mansions. Nos. 5 and 7 retain some original casement windows. The tiled roof of Camberwell Mansions is steeply pitched, with two

sharply pointed pediments that sit proud of the rest of the façade. At the end of the block at is the former Fountain Public House, which replaced an earlier mid-19th century public house. The building reflects the architectural language of the mansion block, but is plainer and flatter in appearance, with a canted curved brick corner on Boyson Road.

- 3.3.5 South of the Boyson Road junction are Nos. 49-67 (odd) Camberwell Road. A terrace of Queen Anne style red brick buildings, which pre-dates the Edwardian blocks by over three decades. Whilst the group has suffered some WW II damage, with many of the gables rebuilt in a simpler form, the buildings remain positive contributors to the conservation area. Some of the buildings retain their original windows and the original cornice to the retail unit at Nos. 57-67 (odd) still exists. This detail is an important reminder of the emergence of larger stores in the area during the later part of the 19th century. It would appear that the terrace was built around No. 55 Camberwell Road, originally a lead glass and colour warehouse. In the beginning of the 20th century No. 55 was converted into a cinema, before being destroyed in WWII. No. 55 was completely rebuilt in 1954 and is a cruder in its detailing than its immediate neighbours. No. 51 was previously used as the access to the South London Institute and Club on Red Lion Row, but was also destroyed in the war. Adjoining No. 67 Camberwell Road, at No. 3 Boundary Lane, is a surviving warehouse building of a comparable date.
- 3.3.6 On the western the buildings are predominantly 19th century and also considered to be of townscape merit. Of particular note is No. 374 Walworth Road, the former Rock Public House on the corner with Gateway. The Italianate building dates from the 1860s, has alternating triangular and segmental pedimented windows on the first floor and is crowned with a heavy Italianate cornice and decorative parapet. The public house was constructed following the clearance of the workhouse and originally formed a bookend with Nos. 356-360 (evens) Walworth Road, to a small terrace of 3 storey buildings. Nos. 362-368 (evens) were cleared away in the 1950s when the Gateway Estate was constructed. Whilst the small post-war block, sandwiched between the 19th century buildings is also three storeys, it has not maintained the prevailing parapet height or the vertical emphasis of the 19th century buildings. South of No. 374 and outside the boundary of the conservation area lays the remainder of the Gateway Estate.
- 3.3.7 On Camberwell Road the Gateway Estate forms a small run of buildings between John Ruskin Street and Grosvenor Terrace. The conservation area re-joins the Camberwell Road at Nos. 26-30 (evens) Camberwell Road, which is a group of 3 storey buildings, constructed during the first decades of the 20th century. No. 26 Camberwell Road (c. 1900) and is a red brick with a mansard roof, which has retained its shopfront, corbels and pilasters. Nos. 28-30 (evens) is another red brick building, which was built either as a warehouse or factory in a classical Edwardian style. The building is steel framed with a distinct curved pediment. The second group is William Place Nos. 36-42 (evens) Camberwell Road, which were constructed in 1875 in a High Gothic revival style. The buildings feature textured polychromatic brickwork and have a heavy cornice at parapet

level. Together the buildings have townscape merit and retain a number of original features, such as stone corbels, pilasters and part of a shop front. The two groups of buildings are separated by a blocked off alley, which was once formed the entrance to the site behind.

- 3.3.8 At the northern end of sub-area 2 at Nos. 330-344 (evens) Walworth Road, is the former Co-operative store (c. 1960), now occupied by Peacocks. The Co-operative replaced Grose Bros. which had been built in 1895 as a purpose built department store. Originally Grose Bros. occupied four Georgian houses at No. 338-344 (evens) Walworth Road, once part of Charlotte Row. Between 1876 and 1895 Grose Bros extended further into Nos. 332-336 Walworth Road. The store was unique on the Walworth Road as it introduced shopping at first floor level. Despite redevelopment of the site in the 1960s, to the rear of Nos. 246-248 Walworth Road, the original 18th century Charlotte Row house and the rooflights of the 19th century Grose Bros. store survive. This group is completed by Nos. 350-354 (evens) Walworth Road. Immediately opposite at the junction with Fielding Street are Nos. 356-360 (evens) Walworth Road a comparable group of buildings. The Italianate buildings date from the 1860s and have curved corners, but are simpler in form and decorative detail than for example Williams Place. No. 354 Walworth Road is notable as it retains an original shop front. Collectively the group have townscape merit and frame the views down Fielding Street, from the Walworth Road.

3.4 Sub-Area 3 – Westmoreland Road and Queen’s Row

- 3.4.1 Sub-area 3 comprises the streets around Westmoreland Road, Horsley Street, Queens Row and Arnside Road. These streets were originally laid down in the late 18th century on common land adjacent to the Old Red Lion Public House. Although the character of the sub-area is derived from buildings constructed in the late-19th/ early 20th centuries and built up against the pavement edge. Typically the buildings in sub-area 3 are lower in scale than those in sub-area 2. Whilst the housing in sub-area dates from different periods together they form a cohesive townscape. The earliest buildings are those at the western end of Westmoreland Road dating from the late 19th century. Nos. 7-21, 21a-31 (odd) Westmoreland Street are all that remain of the original shopping arcade. The area behind the Old Red Lion Public House having taken a direct hit in WWII. The southern side of Westmoreland Road was demolished in the 1970s to make way for the Aylesbury Estate. Nos. 3-5 (odd) Westmoreland Road and Nos. 2-26 (even) are both post WWII replacement developments following the loss of the previous buildings on Little Mount Street. Adjacent are Nos. 7-21 (odd) Westmoreland Road, a group of particular townscape value. The buildings have been constructed in a Queen Anne Revival Style, with yellow stocks and red brick detailing, stucco horizontal banding and a rusticated cornice concealing the roof behind. The facade is broken up by every third bay (Nos. 7, 13 and 17) giving extra emphasis by way of a taller pedimented section. No. 13 still retains its original 2/2 timber sash windows and whilst all the shop fronts have been replaced the original corbel brackets dividing the units still remain. In

comparison, Nos. 21a-31 (odd) Westmoreland Road although contemporaneous are plainer in their detailing. Here too some original elements of the historic shop fronts remain at fascia level. At No. 27 the 6/6 timber sash windows exist at first floor level, the rest of the properties have had theirs replaced.

3.4.2 At the heart of sub-area 3 is the Grade II listed Harker's Studio (c.1904). The brick building is 3 storeys and is characterised by its gabled ends, segmental arches with metal casements and large double doors. The building was constructed for theatre scenery painting, but was partially rebuilt in the mid-20th century. Either side Harker's Studio is flanked by buildings of a similar design constructed for storage purposes. Surrounding this group is a Church Army housing estate dating from 1925. These simple stock brick terraced houses have tiled roofs with overhanging eaves and are lower in scale at 2 storeys. On Arnside Street the buildings are grouped around shared gardens and courtyards. Horsley Street and Queen's Row are occupied by comparable Arts and Craft inspired vernacular housing. The blocks here are a storey higher with triangular gables and overhanging eaves. This housing was built by the Ecclesiastical Commissioners for England in 1928. This residential development replaced early 19th century terraces, cleared away in the 20th century for church housing projects. The exception being at the southern end of Horsley Street and Queen's Row, where the 2 storey 19th century housing have survived

3.5 Sub-Area 4 – The Promenade

3.5.1 The character of this small sub-area is defined by Nos. 75-91 (odd) Camberwell Road. This is a terrace of nine early 19th century houses, rising up behind later 19th century shop extensions filling. Whilst they represent a notable survival of Georgian development, these buildings are currently in a poor condition. The group is contemporaneous with the Grade II listed Georgian terraces on Camberwell Road, which lie south of the Albany Road/ Urlwin Street crossroads. These buildings were formerly known as Nos. 1-10 Bethel Place. No. 1 Bethel Place, later No. 73 Camberwell Road was demolished following WWII bomb damage. The origins on the terrace date from the 18th century. On Horwood's map (c. 1799) the land on which the terrace is located, is indicated as open fields. However, by 1817, the Johnstone Tradesman's Directory described a terrace of 10 houses in that location. Other maps and census records from the early 19th century describe Bethel Place, as a set of houses, set back from the street with both front gardens and rear gardens. Also described are stable buildings to the rear, accessed via Albany Mews. It is likely that the terrace was constructed as a pair of houses at the centre, flanked by a terrace of five houses to the north and three to the south. To the front, Nos. 83 and 85 Camberwell Road step slightly forward of their neighbours and to the rear these two buildings have full height curved bays.

3.5.2 A comparison of the OS maps from 1879 and 1896 charts the alterations which occurred to the terrace in order to provide retail at ground floor. From analysis of the buildings it

would appear that this conversion work was undertaken as a group rather than on a piecemeal basis. In 1879 the properties still retained front gardens on Camberwell Road. To the rear the long gardens also remained, although by then there had already been some extensions and buildings erected along Albany Mews. At some point between 1879 and 1896 the terrace was completely altered, with the gardens at the front filled in with single storey extensions of a uniform design. To the rear the gardens were truncated along the line of the existing rear extensions, leaving small yards accessed via archways at either end. On these former rear gardens, small terraced houses were constructed accessed off of Albany Mews. Of this late-19th century development only Nos. 6-11 Albany Mews survive, the remainder having been cleared away following bomb damage.

- 3.5.3 The grand terrace of shops constructed in the late-19th century was collectively known as 'The Promenade'. These shops were necessary to serve the new residents living in the area. As a group they are important as they are representative of the changes to the area, following the development of the land between Albany Road and Boundary Lane. Each of the 10 shops were built identical, with double height retail extensions, to take in account of the basement and raised ground floors of the Georgian townhouses. Due to the deep footprints, all the retail units originally had lanterns. Today, however only the lantern at No. 83 still exists. Other original features which survive across the group include: pilasters with decorative stone corbels and egg dart fascia panels. Despite its poor condition 'The Promenade' remains a cohesive group of Georgian buildings, which contributes positively in northerly views into conservation area from Camberwell.

3.6 Local Materials and Details

Materials

- 3.2.1 Most of the Walworth Road Conservation Area was constructed from the late 18th century through to the early 20th century. Most buildings in the conservation area are between two and four storeys high. There is a wide range of materials and architectural styles; namely Revivalist, Classical, Art Deco, Moderne and Modernist. This is in direct contrast to the more limited palette in the adjoining, predominantly residential conservation areas. The materials are generally consistent:

- Yellow stock bricks or red facing bricks.
- Natural stone dressings, faience or stucco artificial stones.
- Slate roofs to shallow pitches behind parapets.
- Slated mansard attic storeys.
- Existing brickwork painted or render over.
- Yellow stock and red brick chimney stacks with clay pots.

Detailing

3.2.2 In terms of detailing the following characteristics are dominant within the area:

- Where timber sash windows remain they are generally painted white and a 1/1 or 2/2 design, although there are a few surviving examples of 6/6 sashes.
- There are a few surviving examples of historic shop fronts, for example Nos. 187A, 250, 305 and 354 Walworth Road. Elsewhere shop fronts have been replaced, although there are many examples of original corbel brackets and pilasters.
- Decorative attic gables are a feature of the Edwardian buildings.
- The Georgian buildings are stock brick plainer in their detailing. Whereas the Victorian and Edwardian buildings are predominantly constructed of red brick and more ornate in the decoration, with the use of stucco and stone dressings.
- Polychromatic brickwork and the use of contrasting brick is a feature of the late Victorian and Edwardian buildings.

Street Surfaces and Furniture

3.2.3 Buildings are generally located on the pavement edge on the ground floor and therefore front gardens and boundary treatments are not a characteristic of the conservation area. Original ground surfacing materials have generally been lost in the conservation area, with the exception of localised areas of granite setts of the main road such as adjacent to the former St. Mark's Hall, Browning Street, Beckford Place and between Nos. 30 and 36 Camberwell Road. The Walworth Road itself has been the subject of public realm improvements in recent years, which has produced a uniform and consistent treatment to surfaces along its length.

3.2 Views and Vistas

3.3.1 The key approach into the conservation area is north-south along the Walworth Road and Camberwell Road. Along its length the route ranges in width from building to building, between 19 to 28 metres. The junction between the Walworth Road, and Browning Street and Manor Place create the only area of vehicular intensity. Elsewhere east and west routes running off the main thoroughfare are narrower (from around 8 to 13 metres) and typically lead to quieter residential areas. At the northern end of the conservation area, buildings on the western side are set back 7-10 metres on the upper floors which open up views. At the southern end, buildings sit at the back edge of the pavement and typically a storey taller in height, enclosing the views along the Walworth Road and Camberwell Road.

3.3.2 A combination of the conservation area's flatness and its built-up nature, with consistent building heights, means that views out are restricted. Along the length of the north-south route views have a tendency to be oblique and contained vistas. Views of key recognisable buildings in particular their gables and roofscape bring definition to the overall character of the area. Apart from the immediately adjacent streets, views of the

conservation area from surrounding points are limited. The exception being, Strata dominating views to the north and St. Peter's Church, in easterly views from the Walworth Road at the junction with Liverpool Grove. The railway viaduct mostly restricts western views, although there is a long view into the Sutherland Square Conservation Area from Fielding Street. Southern views towards Camberwell are inhibited by the bend in the street, where the Walworth Road meets Camberwell Road. Long views of the Shard are possible from the Camberwell Road looking north. Easterly views open up along Westmoreland Road and East Street because of the weaker urban structure of the immediately surrounding area, as direct a consequence of post war development. At the intersections, views onto the Walworth and Camberwell Roads facilitate the only long frontal views of the conservation area's key terraces.

- 3.3.3 There are a number of corner buildings within the conservation area which are a focal point at junctions, such as the former Walworth Town Hall, the Old Red Lion Pub, No. 374 Walworth Road, No. 389 Walworth Road and No. 44 Camberwell Road. Although planned or significant views and landmark features are not a characteristic of the conservation area. There are also a number of groups of buildings which together form interesting long views. Of particular note are the late Victorian and Edwardian terraces at the southern end of the conservation area, with their Renaissance 'Freestyle' or Queen Anne gables and detailing. Similarly the Grade II listed buildings form a gateway at the northern end of the conservation area.

3.3 Key Spaces and Landscape Elements

- 3.4.1 There are no public open spaces within the conservation area due to the tightly defined townscape, although to the west and south the conservation area opens up to the churchyard of St. Peter's Church and Burgess Park respectively. Whilst there are also no green spaces within the conservation area, with the exception of the Church Army Housing on Arnside Street, large individual trees are located to the rear of residential blocks and within existing or former pub gardens and commercial properties. Two trees are protected by a Tree Preservation Order at the former Carter Place police station No. 292 Walworth Road. The prominent and good quality Blue Atlas Cedar to the front of the former Walworth Town Hall compliments the architectural style and setting of the listed building. The townscape of the urban environment is also softened by street trees. These have generally been planted in more recent years, and this should be improved by additional new planting where appropriate.

4. Audit

4.1 Listed Buildings

4.1.1 The list of buildings of special architectural or historic interest for Southwark is available from the Council. The following buildings within the Walworth Road Conservation Area are statutorily listed:

- Harker's Studio, Queen's Row,
- Nos. 140, 142, 150 & 152 Walworth Road,
- No. 151 Walworth Road (Southwark Municipal Offices and attached railings),
- Southwark Library and Cumings Museum, Walworth Road,
- Nos. 157-163 Walworth Road and No. 9 Larcom Street (Former Walworth Clinic); and
- No. 305 Walworth Road (Former Kennedys Sausages).

4.2 Key Unlisted Buildings and Building Groups

4.2.1 The main defining elements of the conservation area are groups of buildings that combine into frontages that define streets, spaces and views. Often this group value of buildings is as important as the individual characteristics of listed buildings, and the scale, containment and background character that they provide is essential to the character of the conservation area. The following unlisted building groups are of particular note:

- Old Police Station, No. 1 Carter Place,
- Nos. 36-44 (evens) Camberwell Road,
- Nos. 77-91 (odd) Camberwell Road,
- Nos. 17-21 Manor Place,
- Harker's Studios 39, 43 Queens Row.
- No. 195 Walworth Road,
- Nos. 199-201 (odd) Walworth Road,
- Nos. 240-252 (evens) Walworth Road,
- No. 260 Walworth Road,
- No. 290 Walworth Road,
- No. 374 Walworth Road ,

- Nos. 347-375 (odd) Walworth Road,
- Nos. 389-403 (odd) Walworth Road; and
- No. 405 (The Red Lion) Walworth Road,

4.2.2 All other buildings within the conservation area are considered buildings of townscape merit (with the exception of those listed below). Buildings of townscape merit are defined as buildings that contribute to the quality of the townscape but might not meet the local listing criteria on an individual basis. Buildings identified as making a positive contribution are as follows:

- No. 4 Browning Street,
- Camgate Mansions, Nos. 5-39 (odd) Camberwell Road,
- Nos. 49-53 (odd) Camberwell Road,
- Nos. 57-67 (odd) Camberwell Road,
- Nos. 73-91 (odd) Camberwell Road,
- 1 Horsley Street,
- 2 Horsley Street,
- St. Edmund's House, Horsley Street
- Nos. 1-13 (odd) Manor Place,
- Nos. 36-37 Queens Row,
- No. 42 Queens Row,
- Strathcoma House, Queens Road,
- Nos. 171-193 (odd) Walworth Road,
- Nos. 203-245 (odd) Walworth Road,
- No. 267 Walworth Road,
- No. 262 and 262a Walworth Road,
- No. 282 Walworth Road,
- Nos. 281-289 (odd) Walworth Road,
- Nos. 293-299 (odd) Walworth Road,
- Nos. 296-304 (evens) Walworth Road,

- Nos. 311-315 (odd) Walworth Road,
- Nos. 321-327 (odd) Walworth Road,
- Nos. 335-337(odd) Walworth Road,
- Nos. 314-322 (evens) Walworth Road,
- Nos. 348-354 (evens) Walworth Road,
- Nos. 356-360 (evens) Walworth Road,
- Nos. 204-218 (evens) Walworth Road,
- Nos. 220-222 (evens) Walworth Road,
- Nos. 7-21 (odd) Westmoreland Road; and
- Nos. 21a – 31 Westmoreland Road..

4.2.3 The buildings which are considered to detract from the conservation area are:

- No. 1 Camberwell Road,
- No. 73-75 Camberwell Road
- Nos. 269-271 (odd) Walworth Road,
- Nos. 277-279 (odd) Walworth Road,
- Nos. 289-291 (odd) Walworth Road,
- Nos. 331-333 (odd) Walworth Road,
- Nos. 343-345 (odd) Walworth Road,
- Nos. 224-236 (evens) Walworth Road,
- Nos. 264-276 (evens) Walworth Road,
- Nos. 330-344 (evens) Walworth Road; and
- Nos. 362-368 (evens) Walworth Road.

4.2 Archaeology

4.3.2 The majority of the Walworth Village Archaeological Priority Zone (APZ) falls within the boundary of the Walworth Road Conservation Area. The exception being the southern side of Larcom Street, west of the primary school, which lies within the Larcom Street Conservation Area. The boundary of the APZ closely follows a large section of the

conservation area boundary, from Manor Place and Larcom Street in the north, down to Carter Place and No. 301 Walworth Road in the south.

4.3.3 The Walworth Village APZ includes the site of the Saxon and medieval village of Walworth. The Domesday Book records a manor house, church and 19 households in Walworth. Archaeological evidence of occupation during the medieval period has been identified at a number of sites within the Archaeological Priority Zone. The 'Plan of the Manor of Walworth and Parish of Newington' (c. 1681) produced by the Dean and Chapter of Canterbury, probably represents the original location of the Saxo-Norman settlement, which straddled the present Walworth Road in the vicinity of Manor Place.

4.3 Negative Elements

4.3.1 There are a number of negative elements within the conservation area, these include: advertisement hoardings (e.g. No. 204 Walworth Road), clutter caused by wheelie bins and commercial waste which are being left in the street, the proliferation of advertisements, over dominant fascias, wholesale removal of shopfronts, installation of roller shutters and replacement shopfronts with inappropriate designs and materials are detracting from the architectural quality of the conservation area. The conservation area would benefit from the re-introduction of shop fronts in accordance with guidance set out in 5.3.7.

4.3.2 The key buildings and sites that detract from the character and appearance of the conservation area are listed below (section 4.4). These buildings have an indifferent character, often failing to provide emphasis to corner plots or break the rhythm of the established street scene in terms of design, and therefore do little to enhance the conservation area and an opportunity exists to redevelop these sites. There are a number of buildings whose character contribute positively to the conservation area, but are of a poor condition and could benefit from a sensitive restoration scheme.

4.3.3 Poor quality public realm in the streets leading off from the Walworth Road, including Camberwell Road. Here pavements display variety of uncoordinated surface treatments and have not been de-cluttered of bollards, railings and redundant signage. The remainder of the conservation area would benefit from a comparable comprehensive enhancement scheme as has been undertaken further along the Walworth Road.

4.4 Potential Development Sites

4.4.1 The Walworth Road Conservation Area includes many buildings in need of re-use and/or repair. In the main, the buildings themselves should remain and any changes considered in light of the guidance in Section 5.0. In some cases there is a case to be made for new buildings, either to fill gaps in the urban fabric at upper floor level, or to replace with poor elements with more appropriate design.

4.4.2 There are a number of sites located throughout the Walworth Road Conservation Area that contribute poorly to the character and appearance of the area. As such, it is recommended that they be nominated for redevelopment or sensitive restoration:

- Nos. 140-142 (evens) Walworth Road, sensitive restoration to bring back into beneficial use the Grade II listed building.
- Nos. 17-21 (odd) Manor Place sensitive restoration of the vacant former Coroner's Court building.
- No. 4 Browning Street, sensitive repair of the former St. Mark's Hall.
- No. 77 Camberwell Road, sensitive repair of this fire damaged building.
- Nos. 5 and 7 East Street, sensitive repair of this building, which is vacant on the upper floors.
- No. 213 Walworth Road, sensitive repair of this Georgian building.
- Nos. 269-271 (odd) Walworth Road, a single storey post war building that contributes little to the conservation area and an opportunity exists for a new 2 to 3 storey building in this location.
- Nos. 277-279 (odd) Walworth Road, a 1950s 3 storey building on the junction with East Street. An opportunity exists to redevelop the site with a new 3 to 4 storey building, which would emphasise the corner on this key historic junction.
- No. 282 Walworth Road, sensitive repair of this Georgian building.
- Nos. 331-333 (odd) Walworth Road, a 1960s 3 storey building set back from the front building line on the upper floors. An opportunity exists to introduce a new 3 to 4 storey building which would provide containment to the street as well as provide emphasis on the corner with Cadiz Street. Similarly at the other end of short block, Nos. 343-345 (odd) Walworth Road is also set back from the front building line on the upper floors. A new 3 to 4 storey building would provide better containment to the street, as well as punctuate the corner with Liverpool Grove.
- No. 1 Camberwell Road, replacement the single storey building on the junction with Westmoreland Road with a new 4 storey corner building.
- No. 73-75 Camberwell Road, replacement of the single storey post WWII retail unit with a new 3 to 4 storey building to complete the terrace and comprehensive restoration of the remainder of the terrace (Nos. 77-91 (odd) Camberwell Road.
- Nos. 264-276 (even) Walworth Road, presents redevelopment possibilities for the Morrison's supermarket site and car park to the rear, with a 3 storey building onto the Walworth Road and 5 storeys behind against the railway line.

- Three post WWII buildings on the western side of the Walworth Road Nos.224-236 (even), Nos. 330-344 (even), Nos. 362-368 (even) contribute little to the conservation area and as such all present redevelopment possibilities with their replacement by way of new buildings (3 to 4 storeys) which would knit the site back to the surrounding street pattern, by respecting historic building lines on both the ground and upper floors.

4.4.3 Sites adjacent to the conservation area that would benefit from sensitive enhancement and redevelopment include the areas immediately to the north-west: Chatelaine House Nos. 182-202 (even) Walworth Road and Nos. 2-15 Amelia Street and to the south-west, the 1960s Gateway Estate. New buildings should respect prevailing building heights; typically 3 to 4 storeys, and not unnecessarily dominate the views out of the Walworth Road Conservation Area.

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5. Guidelines

5.1 Introduction

Purpose of this guidance section

- 5.1.1 This section of the report draws out from the appraisal those themes that are essential to the Walworth Road Conservation Area's historical character, to which new development and improvement should pay heed. It is not intended to provide a perspective methodology for new design in the area or to exclude innovation.
- 5.1.2 It should also be noted that architectural style, in terms of the design of elevations, selection of materials, detailing and so on, is only part of the concern. Equally important are townscape issues of mass, overall form, building placement relative to the public realm, creation and presentation of views and vistas, quality of boundary treatments, and visual impacts of utility areas such as parking, servicing and site access. The character of the conservation area is defined by buildings of different periods. Irrespective of age these buildings, which make a positive contribution, have the fine detailing, modelling and decorative elements, shop fronts and fenestration, which give the buildings depth and interest.
- 5.1.3 In Walworth Road Conservation Area the main development pressures relate to changes of use of buildings and the renovation and re-use of architecturally valuable, but currently redundant buildings and upper floors. There should be no objection in principle to good new building design in the conservation area in contemporary styles and the following guidance seeks to promote modern design of quality, and to preserve and enhance the historical character of the area.

Consulting the Council

- 5.1.4 The Council's Design and Conservation Team should be consulted prior to undertaking any alterations to the exterior of buildings within the conservation area and it is likely that planning permission to demolish will be required for most significant works. Where a building is listed, there are stricter controls on what the owner can and cannot do. Most works to a listed building, whether internal or external, will require Listed Building Consent where they are considered to affect the special architectural or historic interest of the building. Replacement of listed structures will usually prove unacceptable, and replacement of unlisted structures will normally only be entertained where existing buildings do not make a positive contribution to the character and appearance of the conservation area and the proposal can be shown to positively preserve or enhance that character and appearance. If unauthorised work is carried out the Council can enforce against it.

5.1.5 The following guidance provides some indication of the most appropriate approach to common problems and development pressures within the area. It is always wise to seek advice from the Council's planning and conservation officers before considering any building work.

5.2 Development Form and Urban Morphology

5.2.1 Renewal of the area is required through the redevelopment, alteration and renovation of buildings. In some cases poor development in relatively recent times will give the opportunity for redevelopment that can respond more sensitively to the special character of the conservation area. New development should be seen as an opportunity to enhance the conservation area.

Street and plot patterns

5.2.2 It is important that the overall form of development remains in keeping with the morphological characteristics of the area. The urban form of the conservation area is key to its character and any change must consider the basic principles that have determined it. As the appraisal discusses, the pattern was shaped during the 18th, 19th and early 20th centuries, when it became a key arterial route in south London and is typified by extended ground floors to the pavement in the 18th century buildings and frontages positioned directly onto the street from the 19th century onwards.

5.2.3 Development can therefore respond by:

- Maintaining the established or historic building line on the street, in most of the conservation area this means building on the boundary line between the plot and the street at ground floor level. On the upper floors development should follow the prevailing building line.
- Keeping utility areas behind the street frontage, accessed from the rear or through narrow passages under and between buildings, this includes: car parking, garaging, service areas and private amenity space.
- Designing facades to echo the narrow module of the traditional building plot, creating strong rhythms with architectural elements along the street and expressing verticality.

Building form

5.2.4 The common building forms in the conservation area also determine the way development and changes can take place. Through much of the area the dominant building type is 19th century shop frontages to either early 18th century buildings or later 19th and 20th century developments. The 18th century buildings were former houses have been converted and from the 19th century onwards purpose built. In most cases there remains a domestic scale, related to residential use of the upper floors. This generates a visual rhythm in the street that gives a strong verticality to elevations even though they may be only three or four storeys high. Particular characteristics which should be observed in conversion and new design are:

- Heights of three or four storeys and not less than two, in each situation buildings should respect existing parapet lines and remain within the range of heights of the block of buildings in which it is sited.
- Roof lines are either seen as parapets behind which the roof structure is not usually visible from the street level and occasionally roofs are viewed obliquely along the street. Alternately rooflines are set behind decorative gables. Extensions and changes to the basic roof form are generally unacceptable, especially where there is an unbroken run, even where set back from parapet lines and maintain a subservience.
- Relatively narrow plot widths that give strong verticality to elevations are important in maintaining the visual rhythm of development blocks, particularly at street level.
- Regular residential pattern of fenestration and a strong verticality in upper floors.

5.3 New Design in the Conservation Area

- 5.3.1 The commercial character of the Walworth Road Conservation Area places particular pressure on its appearance. Shop fronts are the most sensitive element, and are often the subject of poor design or alteration. Sections 5.3.7-5.3.11 sets out guidance for the design of new shop fronts, and improvements whenever they can be made.
- 5.3.2 Frequently upper floors fall into disuse or change to office uses. New uses for upper floors are to be encouraged, but the residential scale and details of upper level elevations should always be retained. Should redevelopments be considered, it is important that upper floors are designed to the same scale, even though the planned use is not for living accommodation.
- 5.3.3 New building design should be sympathetic to existing characteristics of the conservation area and modern design is not necessarily precluded. However, new buildings should observe the scale of the earlier buildings by reference to ordering elements such as string-courses and structural spacing. Overall heights of buildings and their position on the street need also to conform to the established street “envelope”, but the manner of expression can be entirely modern. In each situation buildings should remain within the range of heights of the block of buildings in which they are sited.
- 5.3.4 Some of the intrusive developments were in the 1950s and 60s (e.g. Nos. 224-236 (even) Walworth Road) and these have quickly passed through their life cycle to the point where they, too cannot perform technically in the modern environment. There may now be the opportunity for better development that more sensitively addresses the issues of the Walworth Road Conservation Area.
- 5.3.5 Elsewhere in Southwark, the success of modern design in conservation areas comes not from aping the style of earlier buildings, but in building on unique townscape opportunities of density and height that the development pattern affords. The most effective modern designs are those which employ a crisp simplicity of form and materials, echoing the functionality of the earlier environment in a modern idiom. By consciously adopting a clear design ethos, such examples will sit more happily in the conservation area.

5.3.6 New buildings within or sites adjoining the conservation area should respect the character and appearance of the area. New buildings within the conservation area should be between three to four storeys. However, new tall buildings within or immediately outside the conservation area boundary are unlikely to be appropriate. Furthermore any new development should not dominate views from within or out of the conservation area.

Shop front design

5.3.7 The majority of commercial properties within the Walworth Road Conservation Area have retail units at ground floor. However, there are a number which have no shopfronts and are completely open during the hours of business and secured by roller shutters when closed. The wholesale removal of shopfronts is unacceptable and is not a historic characteristic of the conservation area. The roller shutters necessary when the premises are closed are visually detrimental to the character of the area. Where shopfronts have previously been removed then consideration should be given to the reintroduction of a shop with a window that folds away, fixed transom glazing and a stall riser.

5.3.8 Entrances to upper floors were a common feature of 19th century shopfronts and where they exist should be retained to facilitate the use of the upper floors. Where new shopfronts are proposed they should be incorporated into the design.

5.3.9 A great number of buildings which have poorly designed modern replacement shopfronts, fascias, projecting signs are to be found in the conservation area. These modern alterations detract from the character and appearance of the conservation area. Other modern additions which are having a detrimental impact on the character and appearance of the conservation area include: solid external roller shutters and associated housing. These roller shutters often have blank solid appearance and create a dead frontage onto Walworth Road, Westmoreland Road and Camberwell Road. Acceptable alternatives include the use of high performance glass and open retractable lattice shutters, which can be fixed back during opening hours. The shutter box should be fitted above the window head internally. Recessed shop entrances can be secured by well designed gates, which can be lifted away or left open when the premises are open for business.

5.3.10 The objective is that shop fronts and advertisements should harmonise with and enhance the character of the street as well as the buildings in which they are contained; it is not the intention to inhibit imaginative and sensitive design, but to offer a general guide illustrating solutions that have been found acceptable. Non-shopping commercial frontages, as well as retail shops, pose similar problems at ground floor level.

5.3.11 Proposals for new shop fronts or alterations to existing ones should be sympathetic to the design and materials of the standard shop front elements and their proportions, adjoining shop fronts and the building itself. Original shop front elements should be retained and where possible restored, where they contribute to the character of the building or street. The following design principles relating to shop fronts should be adopted:

- New shopfronts should be designed to respect the age and status of the host building. With a terrace of 19th century retail premises, each owner would have installed their own shop front. However, in contrast with a 20th century department

store a more unified design would have been adopted. These design principles should be respected when introducing new shopfronts into the conservation area;

- Wherever a framework of pilasters, columns, piers, fascias or frieze and cornice remains, this should be preserved and the new shop front inserted within it. Important architectural or historic features of the building should not be altered, defaced or obscured;
- Any new fronts should be contained within the width of the building and if any premises occupy more than one existing building, the front should be divided to reflect the divisions of these buildings and the traditional plot sizes of the street;
- In traditional Georgian, Victorian or Edwardian buildings with regular window openings, the front should be made up of traditional elements: pilasters and frieze, incorporating a fascia. Within this framework the window should be constructed of mainly traditional forms, with a brick, panelled, or rendered stall riser at least 45cm high, materials should be mostly traditional: shiny, reflective material or lurid colouring should be avoided;
- On the upper floors continuous horizontal glazed shop windows will be discouraged. The exception to this being where the work involves replacement of an existing continuous window on the upper level. Where the window to be replaced, then the new work should match existing: design, detailing and materials;
- In new buildings that include shop or commercial fronts some of these principles can be adapted: architectural elements of the building should be brought to ground, with a firm frame defining the shop front or the area of commercial frontage, at ground level. The traditional appearance of shop fronts at ground floor should be continued; and
- Where a new building occupies more than one original plot, the building itself and the ground floor frontage should be subdivided to reflect the width of the individual plots.

Advertisements

5.3.12 Signage is a key component of shop fronts and the shopping street; however it can have the most damaging impact on the character of the conservation area. Careful consideration needs to be given to type, design, materials and location of new signage. Section 1.6 provides the planning policy background to the Area of Special Control of Advertisements, which will apply to the conservation area.

- In a traditional building, the existing fascia or a timber fascia is most appropriate. Fascia signs should convey the name or trade of the premises and should not carry any extraneous advertising. Fascia signs might be externally lit from a concealed source or other discreet form of lighting;
- The preferred form of projecting sign is a traditional hanging sign, possibly externally illuminated. Fascia or projecting signs that consist of large internally illuminated boxes are not acceptable, especially where they obscure architectural features or are too visually dominant for the overall elevation;

- The use of upper floors for businesses should not be allowed to result in a proliferation of signs on the elevation: however, simple lettering perhaps on a screen behind the window or affixed direct to the window pane, need not spoil the elevation; and
- The continued use and introduction of signage should not conflict with adjacent trees or those on streets where site lines are not currently available. Redundant signage should be taken down and the building behind made good.

5.3.13 The standard company signs of national retail and service businesses may not be appropriate either to individual buildings or the setting of the conservation area. Suitability for the building and the conservation area is considered more important than uniformity between branches of a firm, and company motifs can usually be successfully adapted with a little thought.

5.4 Public Realm

5.4.1 In this context the public realm includes everything visible from publicly accessible areas, including both street spaces and any areas up to the front elevations of buildings. The essential components of the public realm that development and improvement should address are:

- Boundaries and frontages that define its edges;
- The surfaces and design of the space itself; and
- Trees, street furniture and other artefacts in the space.

5.4.2 There are only small isolated areas of original street surfaces remaining in the conservation area and these are off the main road. However in recent years the Walworth Road has undergone extensive traffic remodelling, which has meant that pavement widths were doubled and new surfaces laid, railings removed, new lighting installed and 40 street trees planted. Future public realm works should follow the improvements undertaken on the Walworth and retain and repair any historic finishes which exist.

Boundaries

5.4.3 In most parts of the conservation area, the boundary of the public realm is the building façade, and the quality of design is of paramount importance. Interesting places are generally characterised by “active edges”, i.e. where there is stimulus and interaction between the public realm and buildings. This can be by direct access or through visual connection (windows, and shop fronts for example). Windows and doors at street level provide a level of activity and promote better surveillance of the street.

5.4.4 The rear elevations of properties within the conservation area are often of a poor quality: brick walls, timber gates, palisade fences for example the rear Nos. 277-319 (odd) Walworth Road. These poor boundary treatments detract from the character and appearance of the conservation area.

Trees and street furniture

5.4.5 Trees are important in greening the public realm, softening hard built edges and enclosing spaces. There is scope for new street trees in relation to new development and public realm improvements off the main Walworth Road. Where space allows, semi-mature specimens planted with tree guards are to be preferred to saplings, in order to have greater resistance to damage and a stronger visual impact. Elsewhere a minimum size is required to ensure successful establishment. The type of tree needs to reflect and complement building elevations and have regard to both historical precedent and future climate change effects.

5.5 Improvements and Repairs

Materials

5.5.1 Choice and use of materials can have a significant effect on the character and appearance of the Walworth Road Conservation Area. There is a wide palette of materials within the conservation area, the details of which are set out in section 3.2.1. It is therefore important that materials are appropriate for the building and for the conservation area. Care should be taken to ensure that original materials are retained whenever possible, and if replacements are necessary because of decay or damage, materials are chosen to match the originals as closely as possible in both appearance and performance.

5.5.2 The use of natural, traditional materials will be encouraged and expected particularly on listed buildings. Artificial modern materials such as concrete tiles, artificial slates, UPVC windows etc. generally look out of place on the 18th to early 20th century buildings, and may have differing behavioural characteristics to natural materials. Some materials, such as concrete tiles, can lead to problems with the building's structure as their weight may exceed the loading for which the roof trusses and internal walls were designed. Where such inappropriate materials have been used in the past, their replacement with more sympathetic traditional materials and detailing, where possible, will be encouraged.

5.5.3 The mid-late 20th century buildings within the conservation area vary considerably in the design, construction type and materials. For these more modern buildings the use of concrete and cementitious renders and mortars may be more appropriate. Where repairs are intended to these buildings, the advice of the Council's Design and Conservation Team on appropriate materials should be sought.

Maintenance

5.5.4 Repair works can prove costly and may require authorisation, which can cause delays. It is therefore far better to ensure that regular maintenance is undertaken, thus preventing unnecessary decay and damage and the resultant costs and problems. Works such as the regular opening of woodwork and timber, clearing out of debris in rainwater pipes and gutters, cutting back of vegetation in close proximity to buildings, re-pointing of failed mortar and re-fixing of loose roof slates are all in themselves relatively minor tasks that will not require authorisation but which may lead to much more complex and expensive works if left unattended.

Windows and doors

- 5.5.5 Where original timber or metal windows and doors exist they should whenever possible be retained in situ and repaired. All external joinery should be painted, which is the traditional finish. Stained or varnished timber finishes are inappropriate in the Walworth Road Conservation Area. Most window frames are painted white, although white may not have been their original colour, however repainting in garish colours would be inappropriate. The advice of the Council's Design and Conservation Team should be sought when changing external paint schemes within the conservation area.
- 5.5.6 At the same time, there is the opportunity to introduce more colours, in the repainting of doors, shop fronts and retained mechanical features. Subdued and darker shades of red, green or blue can provide a highlighting theme, without being garish.
- 5.5.7 Replacement doors, windows and shopfronts to listed buildings need to match the materials, detail, including glazing bars of the originals. Where the existing shopfronts, windows or doors are however later alterations they detrimentally affect the character or appearance of a building, the Council will consider their replacement with appropriate traditional design. The use of modern materials such as aluminium or UPVC is inappropriate and not acceptable on historic buildings.
- 5.5.8 Double glazing is only acceptable on unlisted buildings within the conservation area, where it matches accurately the appearance of the original windows in terms of detail design. If increased insulation is required then use of secondary glazing should be considered. Stick on glazing bars and trickle vents are considered unacceptable in the conservation area.

Roofs

- 5.5.9 Where possible, original roof coverings should be retained and if necessary repaired with slate to match the existing. Where re-roofing is unavoidable because of deterioration of the existing roof covering or inappropriate later works, the use of natural slate will usually be required. The use of more modern materials such as concrete tiles and artificial slate is unacceptable, and their greater weight can lead to damage and deterioration of the roof structure if inappropriately used. Natural roof slates should be used on listed buildings and wither natural or good quality reconstituted slate on unlisted buildings in the Walworth Road Conservation Area. Natural slates have a better appearance and weather gradually and evenly over time: most artificial slates weather badly with streaking and leaching of colour and adverse effects on the overall appearance of the building.
- 5.5.10 Where butterfly or 'v' shape roofs exist they should be maintained wherever possible. These are rare features, and offer interesting views through to the rooflines and chimneystacks that are so often hidden from the street. It is considered that mansard extensions or dormers would be inappropriate in these streets.
- 5.5.11 Where they exist, original chimney stacks and pots should always be retained and repaired if necessary. The reinstatement of appropriately designed replacement chimney pots where these have been lost will be encouraged.

Brickwork

- 5.5.12 The painting or rendering of original untreated brickwork should be avoided and is usually considered unacceptable. Where damaged bricks are to be replaced or new work

undertaken, bricks should be carefully selected to match those existing on texture, size colour and should be laid in an appropriate bond to match the existing.

- 5.5.13 The most dominant visual components of the brick façade are the bricks themselves, rather than the pointing. Traditional bricks were a slightly larger format than metric bricks and were often laid in softer lime based mortar in a thinner bed, which reduced the appearance of the joints relative to the bricks. Repointing should only be undertaken where necessary to prevent further damage to a building's structure and should be kept to a minimum. Usually, lime based mortar mix no stronger than 1:1:6 (cement: lime: sand) is recommended and this should be coloured with sand to match the original mix. Joints should be flush or slightly recessed (not weather struck or raised) finished neatly and cleanly with the mortar brushed back to expose the edges of adjacent bricks.
- 5.5.14 Cleaning of brickwork is a specialist task, which may dramatically alter the appearance of a building. If undertaken incorrectly cleaning may lead to permanent damage to the bricks and ultimately the structure of a building. Advice should be sought from the Council before attempting such a task.

Stucco and render

- 5.5.15 It is of particular importance that stucco render is kept in good repair and that regular maintenance takes place. Stucco detailing is lime based found predominantly on the 18th and 19th century buildings within the conservation area. It is important that any repairs are made in material to match, taking care to avoid the use of hard cement renders. If the surface is damaged, stucco may deteriorate quickly through water ingress possibly leading to further damage to the structure behind. Early localised repairs of the problem areas are usually the most appropriate approach when damage occurs. Major repair works can be expensive and difficult to carry out and are best undertaken by experts.
- 5.5.16 Stucco requires regular repainting for appearance and to maintain weather resistance, taking care not to obliterate decorative features. The stucco would originally have been a stone colour, and paint should be chosen carefully with this in mind and to respect the unified character of the area. Listed Building Consent is required where painting significantly alters the appearance of a listed building and the use of unusual or contrasting colours (e.g. to highlight decorative details) is unacceptable. Generally the use of the colours buttermilk, parchment, ivory and magnolia are acceptable under British Standard Colours: BS 4800, these are BS 10B15, BS 08B17 and BS 08B15 respectively. Use of a gloss or eggshell finish that allows the masonry to 'breathe' is recommended and will not require consent. Textured or highly glossy paints and 'brilliant white' should be avoided.
- 5.5.17 Where features such as capitals or pilasters have been lost, the Council will encourage their reinstatement using traditional materials following the design and detailing of those originals remaining on other properties.

Ornamental ironwork

- 5.5.18 Original ironwork should be retained and protected through regular painting (black) and maintenance. The reinstatement of missing ornamental ironwork with good quality

replacements of similar and appropriate design will be encouraged, and historically faithful copies can be made and installed (subject to the Council's approval).

Satellite dishes

5.5.19 It is a condition of installing a dish that you must site it in such a way that minimises its impact on the external appearance of the building and remove it when it is no longer needed. Should the antenna or satellite dish exceed 70cm and be placed in a visible location to the front elevation or on the chimney, planning permission will always be required. However, should the location be:

- Concealed behind parapets and walls below ridge level,
- Set back on side and rear extensions,
- Set back on rear roofs below ridge level,
- Located on the rear elevation; and
- Such as to minimise the visual impact of the equipment on the conservation area character in terms of the size, location and appearance of the proposed installation; planning permission will not be required.

Extensions

5.5.20 Where rear extensions are proposed, they should not be full height, low key in design and as unobtrusive as possible. Full width rear extensions will normally prove unacceptable. Extensions should be clearly subservient to the main part of a building and not add appreciably to the building's bulk. In some cases it may not be possible to devise an acceptable scheme to extend a property, although each case will be judged on its individual merits.

5.5.21 Where roof extensions are proposed they should not involve the loss of an historic roof structure and visually dominate the existing or neighbouring buildings.

5.6 Renewable Energy

5.6.1 Micro-generation is the production of electricity and heat from the wind or the sun. Alternatively fossil fuels are used but with greater efficiency than conventional systems. Micro-generation systems include: photovoltaics, solar hot-water panels, wind turbines and heat pumps.

5.6.2 Where owners of buildings within the conservation area are considering the installation of a micro-generation system, thought should be given to protecting the historic fabric and character of the area. Prior to installation, check with the council as to whether planning and/ or Listed Building Consent is first required for the work. Key points to consider are:

- Equipment should be installed away from principal elevations or dominant roof slopes,
- The cumulative visual impact of the equipment on one or group of buildings within the conservation area,

- Wherever possible panels which sit flush with the roof covering should be used rather than framed systems,
- Ensure that the impact of the equipment on the setting of the heritage asset (listed building and/ or conservation area) is minimised by the: location, size, colour and reflectivity of the system selected,
- Structural impact on the historic building of the installation of a micro-generation system; and
- New pipe work, cables or excavations associated with the micro-generation system should cause the least amount of damage to the historic building and should wherever possible be fully reversible.

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5. Useful Information

General advice

General advice concerning works in conservation areas and the planning process can be obtained by visiting the Southwark Council website at

<http://www.southwark.gov.uk/info/200023/designconservationandarchaeology>

Useful telephone numbers

General Planning Enquiries 0207 525 5438

Conservation & Design Team 0207 525 5448

Compliance and Monitoring 0207 525 5419

Building Control 0207 525 5582

Urban Forester 020 7525 2090

Other useful contacts

Historic England 0870 333 1181

<http://www.historicengland.org.uk>

The Society for the Protection of Ancient Buildings 0207 377 1644

www.spab.org.uk

The Victorian Society 0208 9941019

<http://www.victoriansociety.org.uk>

The Council for British Archaeology 0190 467 1417

<http://www.britarch.ac.uk/>

Ancient Monuments Society 0207 236 3934

<http://www.ancientmonumentsociety.org.uk/>

The Georgian Group 08717502936

<http://www.georgiangroup.org.uk/>

The Twentieth Century Society 020 7250 3857

<http://www.c20society.org.uk/>

6. Further Reading

- Walworth Road Historic Area Assessment (2015) – Diana Cochrane and The Walworth Society
- Ashurst, J and N (1988) – Practical Building Conservation, Vols. 1 to 5.
- Boast, M. - The Story of Walworth, Southwark Council (2005).
- Brereton, C (English Heritage, 1991) – The Repair of Historic Buildings: Principles and Methods.
- Cambell-Culver, M – The Origin of Plants (2001)
- Cherry, B and Pevsner, N (1983) – The Buildings of England, London 2: South.
- English Heritage (2008) – Climate Change and the Historic Environment
- Communities and Local Government – National Planning Policy Framework (2012)
- Institute of Historic Building Conservation [IHBC] (2002) – A Stitch in Time
- Reilly, L (1998, London Borough of Southwark) – Southwark: an Illustrated History.