



Glengall Road

Conservation Area Appraisal

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1 Introduction

1.1 What is a Conservation Area?

1.1.1 The purpose of this statement is to provide both an account of the Glengall 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 as laid down in the Planning (Listed Buildings and Conservation Areas) Act, 1990 is an "area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance."

1.1.3 Under the Act the Council has duty to decide which parts of the borough are of special architectural or historic interest and to designate these parts as conservation areas. The Council has designated 48 conservation areas to date, of which one is Glengall Road.

1.1.4 Conservation areas are normally centred on historic buildings, open space, or an historic street pattern. It is the character of an area, rather than individual buildings, that such a designation seeks to preserve or enhance.

1.2 Purpose of this Appraisal: conserving what's special

1.2.1 The control of change to buildings within Glengall Road Conservation Area is via the normal planning system. All planning applications to the Council (including for small scale changes such as changing windows) will be judged as to whether they preserve or enhance the character and appearance of the conservation area.

1.2.2 This appraisal therefore

- describes special architectural and historic interest of Glengall Road Conservation Area and
- defines its special character and appearance

so that it is clear what should be preserved or enhanced.

1.3 Using this document

1.3.1 The appraisal is intended to assist and guide all those involved in development and in making changes to buildings within the area. By laying down what's special about the area it will allow anyone applying for planning permission to judge whether their proposal will meet the legal test of preserving or enhancing the character and appearance of the conservation area. It will also be used by the Council when making its judgement on planning or listed building applications.

1.3.2 The appraisal is organised into several chapters, each with a summary of what's special. It concludes with Section 5 which lays down detailed planning guidelines for owners, occupiers and developers who wish to make changes to their building or to the area.

1.3.3 This appraisal has been prepared in line with the Historic England guidance report *Understanding Place: Designation and Management of Conservation Areas (2011)*.

1.4 Glengall Road: Location, description and summary of special interest

1.4.1 The Glengall Road Conservation Area is situated to the south of the Old Kent Road, approximately 350 metres south east of the entrance to Burgess Park.

1.4.2 It was designated as a conservation area by the Council on 21 November 1971 under the Civic Amenities Act of 1967, and extended on the 30 September 1991 and again 3 April 1998.

1.4.3 It is a small area comprised principally of properties Glengall Road and Glengall Terrace that were mainly built during a short period between 1840 and 1870. These properties remain remarkably intact, helping to give the conservation area a distinctive 19th century character that remains despite the demolition and comprehensive redevelopment of the surrounding streets in the 1960s and 70s. To the west and south are the irregular edges of Burgess Park and to the east and north are warehouses, light industry, builder's yards and garages. The boundaries of the conservation area are therefore well defined and emphasise the special character of the area when compared to its hinterland. Along with the adjacent Trafalgar Avenue and Cobourg Road Conservation Areas was one of the first parcels of formerly open land around the Old Kent Road to be developed for suburban housing in the early to mid 19th century.

1.4.4 Visually the conservation area is generally level, with a gentle slope rising from 2.3 metres up to 3.0 metres above OS Datum at the southern end. The form and setting of the conservation area has been much altered by the formation of the Burgess Park which cleared away surrounding streets.

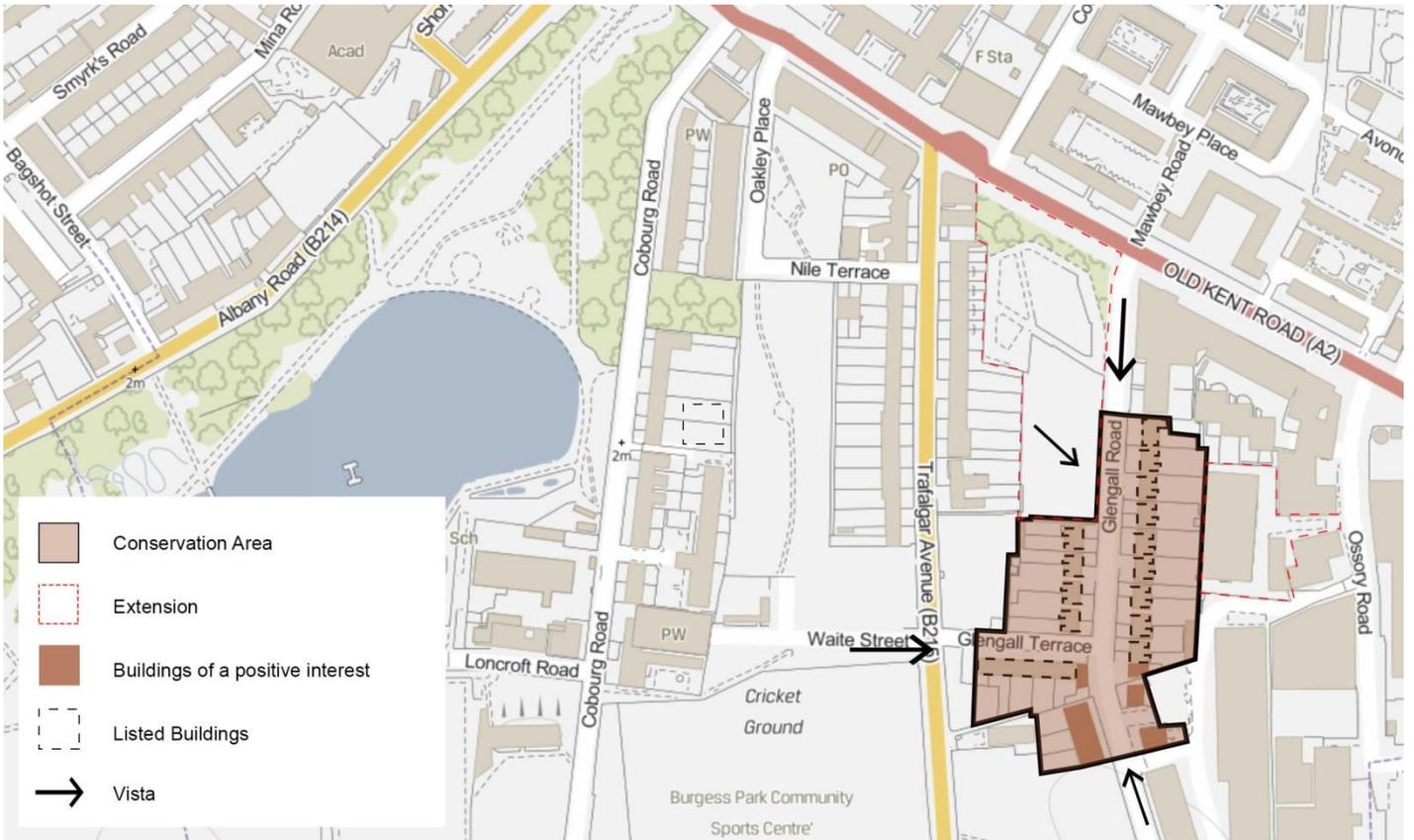


Figure 1 Location of Conservation Area

Summary of special architectural and historic interest of the conservation area

- A good example of early residential development off the Old Kent Road.
- Fine intact cohesive mid 19th century terraced and semi-detached properties with largely unaltered exteriors attributed to the notable Regency architect Amon Henry Wilds.
- Typical middle class later-19th century terraced houses with fine detailing, again with largely unaltered exteriors.
- Although not the original context, picturesque open space to the south, with mature trees and parkland setting.
- Historic trees lining Glengall Road, Glengall Terrace and Burgess Park.

2 History and archaeology

2.1 Early history and archaeology

2.1.1 The development of the Glengall Road Conservation Area has to be considered within the context of the development of the Old Kent Road area.

2.1.2 The Old Kent Road frontage of the conservation area lies within the 'North Southwark and Roman Roads' Tier 1 Archaeological Priority Area (APA). The APA in this area is significant for two reasons: first, the major Roman road of Watling Street; and secondly, the late glacial lake or channel known as 'Bermondsey Lake', which once occupied a large area to the north of the Old Kent Road. A range of important prehistoric sites, including some of the most significant Mesolithic sites (Middle Stone Age- 10,000- 4,000 BC) in the borough and deeply buried late Neolithic (late Stone Age- transition from hunter gathers to farming- 4,000-2,000 BC) and Bronze Age (2000– 650 BC) wooden platforms and trackways lie to the north of the Old Kent Road.

2.1.3 Old Kent Road follows the approximate line of the Roman Watling Street, connecting London to Canterbury. The Romans settled on the banks of the Thames just after AD43 and built a river crossing from Londinium to a settlement south of the river. From here, two major Roman roads, Watling Street and Stane Street, connected the river crossing at London Bridge with other Roman cities in the south of England.

2.1.4 The Old Kent Road became a pilgrim route after the martyrdom of Thomas Becket in 1170. The area was sparsely populated but there was a manor house and friary. By the 18th century there were houses and coaching inns on the road with turnpikes at each end. By the early 19th century its hinterland was a mixture of market gardens, fields and commonage with small lanes spreading out east and west from the Old Kent Road along old field boundaries. These lanes were subsequently some of the first to be developed. On John Rocque's 'A Plan of London' c.1769 a main thoroughfare can be seen transecting the open fields on the line of the Old Kent Road and to the west of the conservation area, a road can be seen along the present line of Trafalgar Avenue. One of the fields is labelled as 'North Field', but there is no key and there is no indication as to the land use. Bowle's Map from 1791 also indicates little change, with the eastern field, previously labelled 'North Field', is shown as a ploughed field.

2.1.5 Many archaeological sites in the area have produced evidence for Roman roadside settlement and land management, particularly retaining evidence of Roman drainage systems, although there has been little

investigation within the conservation area or the immediate streets. There is some evidence that a second minor Roman road, following the alignment of Watling Street, may cross the conservation area, and possible fragments have been recorded at No. 41 Cobourg Road and No. 59 Trafalgar Avenue, however, further investigations on the same conjectured alignment for this road have failed to record any supportive evidence.

2.2 19th-century development

2.2.1 The building of the Grand Surrey Canal in 1801 and completed 1811 linked Bermondsey, on the eastern side of the Old Kent Road, with the River Thames at Surrey Docks and led to rapid change in this part of London. The hinterland of the canal was soon being developed for factories, timber yards and workshops eager to take advantage of the efficient transportation system afforded by the canal network.

2.2.2 Many of these canal side industries were noxious, for example, lime burning, leather working and refuse collection. These coupled with the dominant presence of coal-burning gas works of the nearby South Metropolitan Gas Company, meant that the Old Kent Road was, by the late 19th and into the mid-20th century, associated with dirt, noise and poverty.

2.2.3 The success of the late Georgian economy resulted in upper class suburbs slowly spreading along the Old Kent Road itself and being laid out in squares and streets just off it. Examples include Surrey Square (1796) and the Paragon (demolished in 1898 to make way for a school).

2.2.4 The coming of industry also meant the more intensive development of Old Kent Road itself with shops, pubs and houses. Middle class suburbs with generous streets and houses began to be laid out from the 1820s. Development accelerated with the coming of the railways in the 1840s when the surrounding area began to be filled with densely packed terraces. Many of the original houses on Old Kent Road became shops with extensions built over their former front gardens.

2.2.5 The railway terminal at the Bricklayers Arms later became a vast goods station. In the 1860s horse-drawn trams began running along the Old Kent Road, replaced by electric trams by the end of the century. The whole area became one of vibrant industry, commerce and housing.

2.3 Glengall Road: The suburbs

2.3.1 Greenwood's map of 1826 indicates that despite increased development along the Old Kent Road and the construction of the Grand Surrey Canal the conservation area remained undeveloped land. A Tithe map from c. 1836 indicates that the conservation area was still, at that time, arable land belonging to Joseph Sinitt. The majority of houses in Glengall Road, up to and including Glengall Terrace, were erected on these open fields to the south of the Old Kent Road between c. 1843-45. The development of Glengall Road and Terrace was part of the great drive of the mid 19th century to build larger houses in rural settings on the edge of London to attract the middle classes to what was termed as the 'rus in urbe' setting. However, the remainder of the conservation area, south of Glengall Terrace, is still shown as undeveloped land and this remains the case on Stanford's map of 1862.

2.3.2 By the time of the 1879 Ordnance Survey map urban development had spread further south within the conservation area. On this map the northern end of what is today Glengall Road is referred to as Glengall Grove. The map indicates that both Glengall Grove and Glengall Terrace benefitted from trees planted along the front garden boundaries. This provided a formal avenue of pollarded Lime trees, a characteristic feature of the suburban Victorian townscape. A number of these Limes survive in the conservation area today.

2.3.3 The land to the south of Glengall Terrace, which had previously been a market garden, was now by 1879 occupied by housing, a public house and industry. It is south of Glengall Terrace that Glengall Road started at that time. This part of the conservation area was more densely developed and more urban in character than that built upon in the 1840s, reflecting later development trends within the area. The exception to this being the site at 40A Glengall Road, which remained undeveloped until the later 19th century, when a wood turner's workshop is first noted. Development within the conservation area was complete during the inter-war years when the present building on the site of 40A Glengall Road was constructed.

2.3.4 Contemporary with the development of the southern end of the conservation area was the construction of the Glengall Works, Patented Safe Manufactory. In 1868 the factory, which was owned by Chubb, moved to Glengall Road and occupied a large site south of the Glengall Arms, accessed from Ingoldisthorpe Grove and Glengall Road.

2.4 20th century decline.

2.4.1 Bombing which occurred during WWII led to slum clearance and the establishment of large housing estates in the 1950s and 1960s along with the establishment of retail and storage sheds in place of much former industry.

The Surrey Canal was filled in in 1972. However, pockets of middle class later 18th and 19th-century remain, including along Glengall Road and the neighbouring Trafalgar Avenue and Cobourg Road Conservation Areas, survive, as do some large Victorian workshops. It was during the post war period that the housing north of the conservation area and the Old Kent Road, now forming part of Burgess Park was cleared away. The buildings included semi-detached houses which were comparable in design with those at Nos. 1-31 (odd) and 24-38 (even) Glengall Road. Historic photographs indicate that post WWII the houses along Glengall Road and Glengall Terrace had fallen into a state of disrepair, with a number suffering from blast damage. By then No. 1 Glengall Road had been converted in to a garage, associated storage and offices. The window openings had been altered and the porch removed. In recent years the property has been restored back to a residential dwelling and the porch reinstated.



Figure 2 Nos. 30, 32, 34 Glengall Road



Figure 3 Nos. 1-7 Glengall Terrace



Figure 4 1879 OS map of Glengall Road and surrounding area.

3 Appraisal of special character and appearance of the area

3.1 Historic significance

3.1.1 The Glengall Road Conservation Area has some historic significance as being a remarkably intact residential suburb, which developed adjacent to Old Kent Road. The conservation area is comprised principally of properties in Glengall Road and Glengall Terrace, which were built in the 1840s. The semi-detached houses are generally attributed to the Regency Brighton architect, Amon Henry Wilds. Unlike much of the historic Old Kent Road (which has been largely cleared) this area has a distinctive mid to later 19th century character, with its surviving buildings largely unaltered.

3.2 Layout and form

What's special?

- Grid iron street form much altered by formation of Burgess Park.
- Historic street trees and original Limes.
- Coherent terraces of houses and semi-detached pairs, from the mid to later 19th century, a remnant of the suburbanisation of the Old Kent Road.
- Terraces and semi-detached pairs designed to appear as part of a greater composition.
- Gaps between building groups relate to the historic relationship between the buildings, site and wider context.

3.2.1 Within the context of the wider area, the layout of the conservation area is part of a typical 'grid iron' pattern with east—west streets often laid out along the line of former field boundaries intersecting with the more ancient Old Kent Road. The grid iron has been altered by the formation of Burgess Park which removed the southern areas of the street, but retained the northern terraces. The street has a strong formal linear layout and form, created by the close knit terraces and semi-detached pairs, front gardens and near continuous terraced streetscape.

3.2.2 The area remains wholly residential in character, with a mix of properties occupied by single family dwelling houses and many converted to flats. The Glengall Road semi-detached houses and plots (Nos. 1-

31 (odd) and 24-38 (even) have long narrow rear gardens (25 metres), and generous front gardens (8 metres). The pairs of semi detached houses also have a deep plan and all have rear service wings. The later 19th century houses at Nos. 35-39 (odd) and Nos. 40 -50 (even) Glengall Road; and Glengall Terrace have a tighter grain and have shallower front gardens (2 to 3 metres).

3.2.3 With generous garden space, relatively low rise housing and open views to green spaces beyond, the Glengall Road Conservation Area retains much of its 19th century suburban character. The relationship between the heights of the buildings on Glengall Road to the distance between their building lines on both sides of the road presents an open aspect that allows for a generosity of space and gives a semblance of quality. The beginning of the preoccupation with health and living conditions in the mid 19th century, particularly with the concept of 'fresh air' around buildings, appears to have been put into practice here.

3.2.4 Most houses in the conservation area have large rear gardens and relatively unaltered rear elevations. Many look out on to - and are visible from - Burgess Park, to the west and south. The uninterrupted views of these green spaces make an important contribution to the character of the conservation area. The rear gardens of listed properties on Glengall Road are accessed by paths passing through solid timber framed garden doors/gates at the sides of each pair of properties. In a number of cases additional security fencing has been placed over these gates.

3.3 Landmarks, views and setting:

What's special?

- Linear north-south and east-west views along the street.
- The setting within a 19th-century grid pattern of suburban streets developed south of the Old Kent Road, historically responding to the areas of economic uplift during the mid to late Victorian period.
- The creation of Burgess Park in the mid to late 20th century gives a leafy and open setting to the conservation area, in contrast to the busy commercial thoroughfare of the Old Kent Road.

3.3.1 As the conservation area has such a homogenous character there are very few landmark buildings as termination points for views, except perhaps the former Glengall Arms at No. 41 Glengall Road. The long views to the conservation area are mainly across disjointed parts of Burgess Park to the backs of properties. Many of these rear elevations are intact and have projecting yellow stock brick rear extensions which are part of the original buildings. The best views into the conservation area are from the north western boundary where the front elevations of Nos. 1-15 Glengall Road can be seen from across part of the park. The views out of the conservation area are mainly to open space to the west and to a mixture of sheds and industrial warehouses to the east.

3.4 Character areas

What's special?

- Individually designed sections of mid Victorian terraces and semi detached pairs.
- Surviving examples of work by the renowned Brighton architect Amon Henry Wilds, displaying their trademark Ammonite order.
- Mostly built of brick, with some stucco, decorative doorcases, porches and window surrounds. Some have surviving sash windows and doors. Rear garden survives and some front gardens.

Nos. 1-31 (odd) and 24-38 (even) Glengall Road

3.4.1 The northern end of Glengall Road is principally characterised by its uniform two-storey plus lower ground floor, semi-detached villas set back behind front gardens. These houses follow a strong building line, with a regular rhythm established by the gaps between each pair of houses. Constructed between 1843 and 1845, the design of Nos.1-31(odd) and 24-38 (even) Glengall Road is generally attributed to the Brighton architect Amon Henry Wilds, who is also, accredited with the similarly designed and decorated Carlton Cottages at Nos. 6-12, New Cross Road.

3.4.2 These villa style cottages are grandly decorated with stucco porches and Ionic columns and pilasters, showing the influence of architects such as John Nash who designed the great terraces and houses of Regents Park. Each house was designed to appear as part of a greater composition, giving the impression of large classical houses whilst providing relatively modest accommodation. This approach was quite common in 18th and 19th century town house design, as was the use of stucco to imitate the effect of more expensive stone. It has been suggested that only the houses on Glengall Terrace were attributed to Amon Henry Wilds

and that the Glengall Road houses were designed and built by James Butler, a contemporary builder.

3.4.3 The street elevations of Nos. 1-31 (odd) and 24-38 (even) Glengall Road are rendered with stucco plaster whilst side and rear elevations are faced with multi-coloured stock bricks. At the lower ground floor level, the stucco work of most properties is rusticated to give the impression of layered stonework, whilst giant Ionic pilasters from ground to first floor level flank recessed windows. The pilasters sit upon a projecting string course and support a wide segmental arch. Smaller Ionic columns (with ammonite capitals) support entrance porches above stone steps down to front gardens. The exception to this, being at No. 27 Glengall Road where the porch was replaced with one of a simpler design and at Nos. 9 and 34 Glengall Road where they were removed completely. The ammonite capitals and fluted columns also adorn the main front facades. These ammonite orders resemble ammonite fossils and the architectural motifs are seen as a signature of Amon Henry Wilds' work, with 'ammonite' being a pun on 'Amon'.

3.4.4 Most properties possess timber panelled front doors, although a number appear to date from the mid 20th century. All windows are of the timber framed double hung box sash type. There are a variety of such timber windows ranging from 8 over 8 (number of panes) to 2 over 2, of varying ages and condition. Window openings are generally segmental arched, except the smaller, first floor windows above the porches, which are set in recessed round arches. The raised ground floor is the principal floor (piano nobile) as is conventional in classical design and this is indicated externally by the presence of the largest window on the front elevation. Most front ground floor windows retain ornamental ironwork balconies and a number of properties have retained ornamental iron balusters between the columns of the porticos. The majority of the external stone steps up to the raised ground floors have been unsympathetically covered over in concrete or asphalt. There is also a variety of entrance doors with a number dating from the mid-20th century.

3.4.5 The rear elevations of the semi-detached houses are plainer and constructed of a yellow stock brick. Windows again vary between 2 over 2 and 8 over 8 sash windows. Each property has a 3 storey outrigger, lower ground through to first floor level, with a mono pitch roof. The exception is at No. 24 Glengall Road, where the outrigger is larger and has a later pitched roof, which likely dates from the war damage repairs undertaken to the building during the 1950s. The rear elevations of the west side of Glengall Road are visible across Burgess Park, from Trafalgar Avenue.

Nos. 1-9 (consec) Glengall Terrace

3.4.6 Running west from Glengall Road, Glengall Terrace consists of a single terrace of nine two storey

houses on its southern side. These houses look out across the rear gardens of Nos. 24-38, Glengall Road. The terrace continues the classical theme with characteristic stucco work, ammonite capitals and fluted columns and porches. Whilst the houses were constructed as a terrace, rather than semi-detached pairs as found on Glengall Road, they were also designed to appear as part of a grander composition. Detailing and materials are generally the same as the Glengall Road houses and the terrace also has an unaltered, original roofline. A variety of window and door types can also be seen along this terrace; however despite this the group has a cohesive appearance due to the use of the ammonite motifs across the façades.

3.4.7 The rear elevations of Nos. 1-9 Glengall Terrace are also plainer and constructed of a yellow stock brick. Windows again vary between 2 over 2 and 8 over 8 sash windows. The majority of the houses in the terrace have rear extensions, which are limited to a single storey at lower ground floor level.

Nos. 40-50 (even) Glengall Road

3.4.8 South of the junction with Glengall Terrace, a number of terraced houses and a public house were erected during the late 1860s as development spread away from the Old Kent Road. These properties with their mainly brick facades illustrate, through design and appearance, the changing tastes of the later 19th century. Nos. 40-50 (even) Glengall Road, were constructed as a group of six, three storey brick terraced houses. When constructed the properties were part of a larger group of 11 houses, with Nos. 50-58 Glengall Road demolished in the early 2000s. The houses are two windows wide and constructed of yellow stock brick with stucco dressings and slated roofs with eaves. Other details included Corinthian columned door cases and moulded window architraves, Nos. 42 and 44 have lost the decorative detailing around the first floor windows. Elsewhere along the terrace some original sashes (1 over 1) survive, however Nos 44, 48 and 50 Glengall Road have had their original timber windows replaced with unsympathetic PVC-u windows. None of the original part glazed and timber entrance doors have survived. Across the terrace part of the original boundary treatment, rendered brick piers and wall remain.



Figure 5 40-46 Glengall Road

No. 41 Glengall Road

3.4.9 No. 41 is a later Victorian former Glengall Arms Public House located on a corner site, originally the junction of Glengall Road and Ingoldisthorpe Grove. The building is contemporary with the terrace directly opposite at No. 40-50 (evens) Glengall Road and according to the historic maps was constructed between 1862 and 1879. Originally, the public house was a three storey building with a shallow pitch roof with bracketed soffit. However following conversion to residential, an additional storey has been added in the form of a mansard and the chimneys not retained. The façades onto Glengall Road and Ingoldisthorpe Grove are rendered at ground floor with segmental arched window and door openings with keystones. The upper floors feature London stock brick work with a rendered string course and unusual triple bay sash windows, contained within stucco surrounds. Ingoldisthorpe Grove, which historically provided access to the Glengall Works, appears to have been consumed by the landscaping scheme associated with the recent residential development.



Figure 6 Glengall Road (Former Glengall Arms)

No. 35a, Nos. 37-39 Glengall Road

3.4.10 At the southern end of the conservation area, as Glengall Road curves to the east, Nos. 35a and 37 and 39 form an irregular group of unlisted later 19th century properties. No. 35a Glengall Road is a storey taller than its listed neighbours and appears to have been constructed at the turn of the 20th century, replacing an earlier building on the site. The residential property is 3 storeys and 3 bays wide and rendered on the principal facade and the brickwork left fair faced on the flank. The front facade has pilasters at the corners and first and second floor cill bands, cornice and blocking course. The building retains two over two timber sashes, slated hipped roof with a modern concrete parapet set above a decorative moulded cornice. Adjacent to No. 35a, is Nos. 37 and 39 Glengall Road which is a pair of 3 storey buildings with attic extensions. The buildings also appear to have been constructed between 1862 and 1874. No. 37 has a curved corner fronting onto the former Ingoldisthorpe Grove and addresses the street in a similar way to No. 41 Glengall Road. Previously Nos. 37 and 39 had a manufacturing use at basement level and retail at ground floor, with residential above. The buildings are now given over entirely to residential and the shopfronts were removed and sash windows and doors installed during the mid 2000s.



Figure 7 33-35a Glengall Road

No. 40A Glengall Road

3.4.11 No. 40A Glengall Road is located at the junction of Glengall Terrace and Glengall Road, originally with the primary facade fronting on to Glengall Terrace and a secondary entrance created on Glengall Road. Historic maps indicate that a building first appeared on the site in the late 19th century, with Goad's Insurance Map (c. 1897) indicating a single storey wood turner's workshop. The present two storey building dates from the early/ mid 20th century and originally also had an industrial use and has since been converted to flats. The building is of traditional stock brick construction with a white painted render band at parapet level. Decorative red bricks define the corners and link the windows at both ground and first floor levels. No. 40A Glengall Road is a legible reminder of the areas industrial past, existing cheek by jowl with residential properties.



Figure 8 Nos. 40a Glengall Road



Figure 10 View south along Glengall Road



Figure 9 Rear elevations Nos. 34, 36, 38 Glengall Terrace



Figure 11 View from Trafalgar Avenue to Glengall Road

Architectural terms

Sash window:

- A sash window is made of more movable panels, or 'sashes', that form a frame to hold panes of glass, which are often separated from other panes by glazing bars. 'Two over Two' refers to the pattern of each window- in this case one sliding sash one above the other, each divided into two panes of glass separated by a glazing bar.

Stucco:

- A type of render, usually applied in a bands to the lower floors of a building. Often painted in a light colour. The listed terraces and semi-detached pairs are decorated with stucco render. It can also be used for form moulded decorative window and door surrounds as can be seen along Nos. 40-50 (even) Glengall Road.

Hipped and pitched roofs:

- A hipped roof is a form of roof characterised by four sloping sides, where the sides meet at a ridge at the centre of the roof. Two of the sides are trapezoidal in shape, while the remaining two sides are triangular and meet the ridge at the end points. A pitch roof is one that slopes downwards from a central ridge, typically in two parts.

Segmented pediments/pediment heads:

- The stucco former decorative arch above windows and doors as seen on Nos. 40-50 Glengall Road.

Ammonite order:

- Is an architectural order characterised by capitals with volutes that are shaped to resemble fossil ammonites. The order can be seen used on Nos. 1-31 (odd) and 24-38 (even) Glengall Road and Nos. 1-9 (consec) Glengall Terrace.

Piano nobile:

- The piano nobile (Italian for 'noble floor' or 'noble level') is the principal floor of a large house, usually built in one of the styles of classical architecture. This floor contains the principal reception of the house.

Pilasters:

- A pilaster is a rectangular column, projecting from the wall.

Cornice:

- A decorative element at the topmost part of the wall.

Portico:

- A large covered area at the entrance to a building with pillars supporting a roof.



Figure 12 Decorative balcony



Figure 13 Decorative railing



Figure 14 Ammonite order

4 The conservation area today

4.1 Audit of designated and undesignated features

Listed buildings within the Conservation Area:

- Nos. 1-35 and Nos. 24-38 Glengall Road
- Nos. 1-9 Glengall Terrace

Listed buildings

Listed Building Consent is required before carrying out any work that could affect their importance. This applies to the outside of the buildings, to their grounds, and to the inside.

Key Unlisted Buildings and Building Groups

- Nos. 40-50 Glengall Road
- No. 35a Glengall Road
- Nos. 37-39 Glengall Road
- No. 41 Glengall Road

Other features

- Some historic Lime trees remain within the conservation area.

4.1.1 The historic buildings within the conservation area remain surprisingly intact with most historic features still in place. This very much adds to the special character and appearance of the area. Nevertheless, there have been some unsympathetic alterations:

- replacement of windows and doors, particularly to the unlisted building;
- addition of satellite dishes;
- loss of boundary walls and railings and the introduction of driveways;
- poor façade repairs, loss or original detailing and unsightly and damaging repointing to some unlisted buildings along Glengall Road;
- installation of external security bars and grilles to windows and doors;
- asphalt or concrete applied over original stone steps

- loss of original porches;
- the loss of the chimneys to the former public house at No. 41 Glengall Road, and

4.1.2 The Council's policy is to stop the further loss of original features and to refuse permission for unsympathetic alterations.

4.1.3 The conservation area is largely built out with few development opportunities. Most buildings contribute positively to its special character and appearance. There are no identified development sites in the conservation area and opportunities for redevelopment of existing sites are very limited. 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. A number of potential redevelopment sites adjoin the conservation area. Proposals for such sites will need to demonstrate that there is no detrimental effect on the character or appearance of the adjoining conservation area.

4.1.4 No. 38 Glengall Road is a listed building that has many original features but is currently in a poor condition and on Historic England's Heritage at Risk Register. The building is currently detracting from the conservation area, especially as it is on the corner of Glengall Terrace and Glengall Road. The building is capable of being sensitively restored and it is the Council's policy to seek restoration of this building.

4.1.5 The public realm (road, pavements etc.) is in a reasonable condition. Traditional granite kerbs remain throughout the conservation area and are an important part of its character and should be retained. The pavements are covered with a mixture of concrete, paving slabs and tarmac and damage has occurred due to pavement parking.

4.1.6 Street furniture is largely 20th century design and consists of primarily of metal lighting columns, although a Royal Mail post box and the original timber telegraph pole remain on Glengall Road.

5 Management and development guidelines

5.1 What changes can you make to your building or your development site?

5.1.1 This section lays down guidelines to ensure that the special character and appearance of Glengall Road Conservation Area is maintained. Building owners and the Council in its capacity as Highways authority and other stakeholders will be expected to follow the guidelines.

5.2 What needs permission?

5.2.1 The control of change to buildings within Glengall Road Conservation Area is via the normal planning system. Planning permission is not needed for all changes although the regulations in conservation areas are stricter than elsewhere.

- Only very small extensions can be built at the rear of a house without the need to apply for planning permission. There are restrictions on roof lights and satellite dishes.
- Replacements windows and doors do not require planning permission as long as they are similar in appearance to the existing windows. However, you should note that the Council interprets this rule very strictly in conservation areas- i.e. PVC-u windows and doors are not similar in appearance to original timber windows. Even double-glazed timber sash windows often have a different appearance than that of single-glazed originals. Planning permission will be required for these items and will not be forthcoming for PVC-u windows and doors.
- The rules applying to flats and commercial premises are stricter than those applying to single houses. Small changes, such as changing shop fronts or doors almost always require planning permission.
- In addition, 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.
- The list above is not comprehensive. Further advice on what require planning permission is available: <https://interactive.planningportal.co.uk/>

If in doubt, check with the Council before carrying out any work.

If work is carried out without planning permission, the Council can take legal action to require the work to be removed or put right. In the case of listed buildings, owners and builders can be prosecuted. Always check before starting any building project — even replacing windows or doors.

5.3 Trees

5.3.1 When pruning of privately-owned trees is required, a notice must be submitted to the Council setting out the work to be done. The Council then has 6 weeks to reply. Your tree surgeon should be able to provide further advice on this matter.

5.4 How will be the Council judge planning applications?

5.4.1 In accordance with the Planning (Listed Buildings and Conservation Areas) Act, 1990, all changes that require planning permission will be judged as to whether they preserve or enhance the character or appearance of the area. It should be noted that even small changes such as replacing windows can affect character and appearance.

5.4.2 In line with the Government's National Planning Policy Guidance (the NPPF) the Council will ask three questions about your proposals:

- a) What is important about your building(s)? How does it/they contribute to the special character and appearance of the conservation area?
- b) How does your proposal affect the special character and appearance of the conservation area?
- c) If your proposal causes harm to the character and appearance of the area, can it be justified when weighed against the public benefits of your proposal? (Public benefits may include alterations to make your building more usable such that it has a long term future).

5.4.3 When you submit a planning application, you should provide a Heritage Statement along with drawings that answers the three questions above.

5.5 Advice on common building projects:

5.5.1 The following guidance provides some indication of the most appropriate approach to common problems and development pressures within the area.

New development, extensions

5.5.2 There is little scope for new development in the area.

5.5.3 The semi-detached pairs and terraced form of existing houses is such that only rear extensions are possible. Where the buildings are listed any extension will therefore be expected to be designed such that they compliment the special architectural interest of each building. This will demand skilful bespoke architecture.

5.5.4 The uniformity of roof forms is an important characteristic of buildings within the conservation area. This precludes roof extensions, dormers or other alterations. Similarly, front facades are generally intact and require to be retained.

5.5.5 The area is within an area of archaeological potential. You may have to carry out an archaeological assessment before submitting an application for a new extension to your building. Contact the Council archaeologist at design.conservation@southwark.gov.uk for further advice.

Alterations and repairs

5.5.6 The survival of original features plus the uniformity of detailing from house to house are key characteristics to preserve.



Figure 15 No.38 Glengall Road

General

5.5.7 Original doors, windows, roof coverings and other historic details should all be repaired wherever possible, rather than replaced. Artificial modern materials such as concrete tiles, artificial slates, and UPVC windows generally appear out of place, and may have differing behavioural characteristics to natural materials. Where inappropriate materials have been used in the past, their replacement with more sympathetic traditional materials will be encouraged.

Windows and doors

5.5.8 Double glazed windows may be allowed on non-listed buildings within the conservation area. On front elevations and on elevations that face highways and public footpaths or spaces, these should be timber sash windows to exactly match original patterns. Features like glazing bars (which divide each sash into smaller panes) should have a similar profile to existing single glazed windows.

5.5.9 Original doors and doorframes should always be retained. Where repair is impossible, or where modern doors are to be replaced, the replacement should exactly match original doors within the streets. This will in general demand bespoke joinery rather than of-the-shelf items.

5.5.10 All external joinery should be painted, which is the traditional finish. Window frames should normally be painted white although darker colours may be acceptable where there was previous evidence of this. Darker "heritage" colours should be considered for doors, such as navy, maroon, dark green, black, etc.

Roofs

5.5.11 Where it is possible, original roof coverings should be retained and if necessary repaired with slate to match existing. Where re-roofing is unavoidable because of deterioration of the existing roof covering or inappropriate later work, natural roof slates should be used on listed buildings and either natural or good quality reconstituted slate on the unlisted buildings in the conservation area.

5.5.12 The greater weight of concrete tiles can lead to damage and deterioration of the roof structure and will usually be unacceptable.

5.5.13 Where they exist, original chimney stacks and pots should be retained and repaired if necessary. The reinstatement of appropriately designed replacement chimney pots where these have been lost will be encouraged.

Brickwork

5.5.14 Brick is the predominant facing material in the conservation area. 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.

5.5.15 Some buildings in the area have suffered from the unsympathetic repointing of brickwork. This should only be done where necessary and only following with advice from a conservation officer at the Council. Gauged brick arches should not be repointed.

5.5.16 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. Advice should be sought from the Council.

Stucco and render

5.5.17 It is of particular importance that stucco render is kept in good repair and that regular maintenance takes place. Stucco is lime based, and 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.

5.5.18 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 wall to “breathe” is recommended. This will not require consent. Textured or highly glossy paints and ‘*brilliant white*’ should be avoided.

5.5.19 Where features such as capital, pilasters and porches have been lost, the Council will encourage their reinstatement using traditional materials following the design and detailing of those originals remaining on other properties.

Rainwater goods

5.5.20 Gutter and downpipes are of a standard style, originally in cast iron. Repairs and renewal should preferably be in cast iron (or cast aluminium) on the 19th and 20th century buildings. This is readily available and provides a better long-term investment than fibreglass or plastic. Where blockages in rainwater goods occur due

to adjacent foliage, this can be readily and economically prevented by the installation of simple mesh guards.

Boundaries and driveways

5.5.21 Front boundaries within the conservation area in general consist of brick walls or walls with railings. No historical evidence of original boundary treatments has been found. However, the loss of walls and railings to make way for driveways has eroded the character of the conservation area and is not supported. The reinstatement of traditional boundary treatments, where these have been lost, is strongly encouraged. It should be noted that modern copies of traditional details, for example, mild steel railings in place of cast iron, are rarely acceptable.



Figure 16 Loss of boundary treatments

Satellite dishes

5.5.22 Satellite dishes on buildings, particularly on front facades, can harm the appearance of the conservation area.

5.5.23 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. To minimise the visual impact of the equipment on the conservation area, the acceptable locations for siting a satellite dish are as follows:

- concealed behind parapets and walls below ridge level;
- set on side and rear extensions;
- set back on rear roofs below ridge level; or
- located on the rear elevation

Renewable Energy

5.5.24 Most renewable energy installations (solar or photovoltaic panels, micro generators) require planning permission. Panels and other equipment will not be acceptable on the front elevations or front facing roof

slopes of buildings. Wiring and pipework should be kept to a minimum.

Trees

5.5.25 Trees form a significant part of the street scene within Glengall Road Conservation Area, particularly the original Lime trees which remain. Where trees are protected by a Tree Preservation Order (TPO) or have a positive impact on the character of the area they should be retained.

5.5.26 Where pruning of privately-owned trees is required a notice must be submitted to the Council. The growth potential and increase in size of adjacent trees should be taken into consideration when determining the location of any equipment, including the presence of tree roots where heat pumps are proposed.



Figure 17 Historic lime trees



Figure 18 Unsympathetic alterations (loss of historic boundary treatment, satellite dishes, security grilles and uPVC windows)



Figure 19 Asphalt to front steps

6 Proposed boundary changes and additional planning regulations.

6.1 Boundary changes:

6.1.1 The conservation area was designated on 21 November 1971 and extended on the 30 September 1991 and again 3 April 1998. From time to time, it is the requirement of the Planning (Listed Buildings and Conservation Area) Act 1990 to review the conservation area. As such, the Council have reviewed the boundaries of the conservation area and proposed during the forthcoming consultation period to consult the following inclusions:

Burgess Park at the junction of Old Kent Road and Glengall Road

6.1.2 The trees along the edge of Burgess Park where it meets Glengall Road and Old Kent Road are of some historic interest. Originally this small area of Burgess Park was occupied by comparable semi-detached houses which were lost during World War II. These lime trees once occupied these gardens of the semi-detached houses. The path in the park cutting across from Glengall Road to the Old Kent Road follows the line of the original Glengall Mews. In addition these trees, contribute to the setting of the conservation area. Consideration will therefore be given to extending the boundaries to take in this section of Burgess Park.



Figure 20 Burgess Park Extension

Former John Mills and Sons Mineral Water Factory and Bottling Works, No. 12 Ossory Road

6.1.3 Located directly behind Nos. 7-23 (odd) Glengall Road) the former Mineral Water and Ginger Beer Manufactory is a legible reminder of the industries that developed in the hinterland of the Grand Surrey Canal. The earliest part of this complex of buildings dates from 1895, with the main part of the former factory dating from 1914 and extended again Post WWII. The factory retains some original fenestration and the extensive cobbled yard and approach from Ossory Road is of particular interest. Consideration will therefore be given to extending the boundaries to take in the former mineral water works and approach at No. 12 Ossory Road.



Figure 3 Proposed boundary extension to take in No.12 Ossory Road

6.2 Management of the Conservation Area

6.2.1 There has been some loss of original features such as windows and doors, boundary walls amongst other features. Whilst changes can be controlled by the Council to an extent via the normal planning process, the Council can take out what is known as 'Article 4 Directions'. These additional regulations mean that planning permission would be needed for even small-scale changes to the appearance of buildings within the conservation area.

6.3 Consultation

6.3.1 The Council will consult with building owners, residents and shopkeepers within the area over this appraisal, and over the proposed boundary changes and additional regulations.



Figure 22 Map illustrating boundary alterations

Consulting the Council

For small inquiries email design.conservation@southwark.gov.uk .

If you are planning a more major project — for example a new building or an extension — you can use the Council's pre-application advice service <http://www.southwark.gov.uk/planning-and-building-control/planning-applications/pre-application-advice-service> There is normally a small charge for this service.

