



Kentish Drovers and Bird in Bush

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 Kentish Drovers and Bird in Bush 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 London Borough of Southwark ('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 53 Conservation Areas to date.

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 Kentish Drovers and Bird in Bush 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 Kentish Drovers and Bird in Bush 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 Chapter 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 Kentish Drovers and Bird in Bush: Location, description and summary of special interest

1.4.1 The Kentish Drovers and Bird in Bush Conservation Area is situated to the south side of the Old Kent Road.

1.4.2 It was designated as a Conservation Area by the Council on 02 November 2021 under the Civic Amenities Act of 1967.

1.4.3 It is focused upon the line of Commercial Way and surrounding Bird in Bush Park, but includes buildings to the north side of the Old Kent Road. The conservation area includes properties on the following roads:

- Commercial Way
- Old Kent Road
- Naylor Road
- Green Hundred Road (east side)
- And buildings north of Asylum Road.

1.4.4 The conservation area adjoins the Caroline Gardens conservation area to the south.

1.4.5 The north boundary of the Conservation Area starts from the centre line of the Old Kent Road; this continues to the north and east to include Nos 719-733 (odds) Old Kent Road. The boundary crosses the Old Kent Road including the terrace between Commercial Way and Asylum Road, numbers 720-726 (evens) to the south side of the Old Kent Road.

1.4.6 The boundary continues to the north of Nos 10a-2 Asylum Road, including the converted industrial building, the Carlton Works to the rear of Commercial Way. The boundary follows the north and west sides of the Caroline Gardens Conservation Area following the rear boundary of the gardens of Nos 286-346 Commercial Way returning to the centre line of Commercial Way after No. 286 .

1.4.7 The green space bounded by Commercial Way, Naylor Road and Bird in Bush Lane, and the former Sidmouth Arms at the junction of Bird in Bush Road and Commercial Way and the former shop to the west side of Naylor Road and accompanying house, at numbers 1 and 3 at the junction of Naylor Road and Bird in Bush Lane are included in the Conservation Area. Camelot School stands to the north side of Bird in Bush Lane; the school, its walls and outbuildings are included within the Conservation Area following the boundary line of the building. Trees east of Camelot school, to the north side of Bird in Bush Lane and Commercial Way are included within the Conservation Area.

Summary of special architectural and historic interest of the conservation area

- Early residential development off the Old Kent Road
- Development that typifies that of the Old Kent Road area a mix of urban buildings fronting onto the main road with smaller scale cottages, industry and school buildings located on side streets
- Intact early 19th-century terraced, semi-detached and detached properties with largely unaltered exteriors
- Typical middle class mid-19th-century terraced houses with fine detailing, again with largely unaltered exteriors
- Fine and typical 'Board' school still in use today
- Historic street trees on Commercial Way
- Open space with trees, landscaping and sports facilities the form of which preserves historic streetscapes



Figure 1 Location of Conservation Area

2 History and archaeology

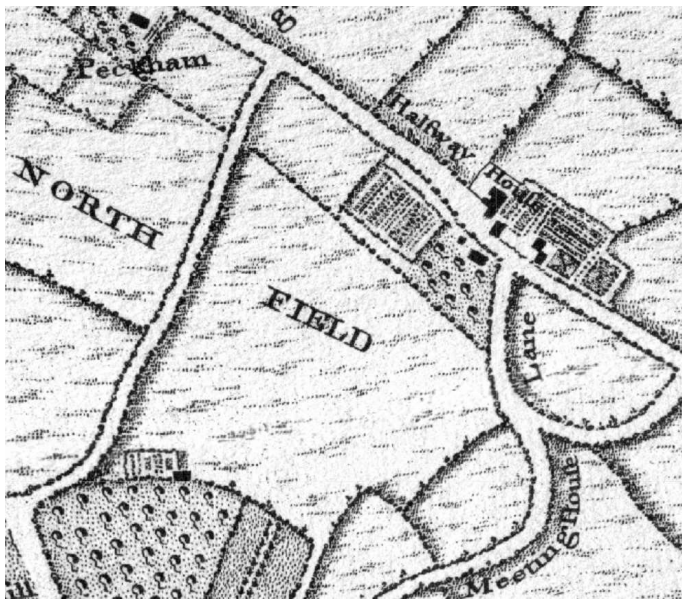


Figure 2 Rocque map

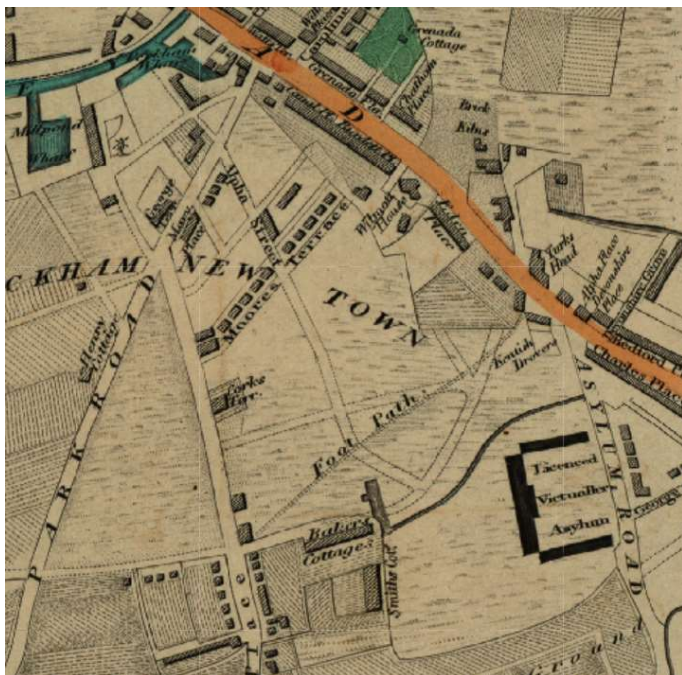


Figure 3 Greenwood map

2.1 Early history and archaeology of the Old Kent Road

2.1.1 The development of the Kentish Drovers and Bird in Bush 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 The Kentish Drovers and Bird in Bush Conservation Area includes a short part of the line of the Old Kent Road, and is near to Asylum Road. The historic line of the River Peck lies to the north of Asylum Road, and is likely to be partially within the Conservation Area, and may be providing some of the south boundary of properties fronting Commercial Way. The river rises in Peckham Rye; the course runs to the east of Rye Lane, and broadly continues to the north side of Asylum Road. Archaeological work to the rear of properties fronting Asylum Road has revealed geoarchaeological deposits relating to the course of the former river. The river crossed under the Old Kent Road and continued to join the river system with the Earl's Sluice and others that discharged into the Thames at Rotherhithe.

2.1.4 The presence of the River Peck means that Roman Watling Street, that broadly follows the line of the modern Old Kent Road, connecting London to Canterbury, must have included a bridge or ford to cross the River Peck. Roughly following the line of Asylum Road, and drifting to the south side of Asylum Road, the remains of the Roman road connecting London to Lewes have been identified. It is generally assumed that the junction is after the crossing of the River Peck by the Old Kent Road, so most likely to be outside this Conservation Area, but the earlier Roman reaction to the geology and topography influenced the course of the Roman and later road network.

2.1.5 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. 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 Old Kent Road along old field boundaries. These lanes were subsequently some of the first to be developed.

2.1.6 The area of the Old Kent Road included within the Conservation Area and much of the surrounding land, due to its low-lying nature and the presence of the River Peck south of the Conservation Area, marked the south boundary of the common fields of Peckham. These are shown on John Rocque's plan of 1769 marked as North Field, with a series of smaller enclosures fronting onto the Old Kent Road (Figure 2). The line of what is marked as Old Meetinghouse Lane follows the sinuous route of the River Peck, where it crosses the Old Kent Road. The north part of a realigned Old Meetinghouse Lane became the north length of Asylum Road. Rocque's map shows buildings to either side of the Old Kent Road, to the north of Old Meetinghouse Lane and the line of the River Peck. These may well be predecessors of buildings shown on Greenwood's map of 1830.

2.1.7 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.

2.2 19th-century industry

2.2.1 The building of the Grand Surrey Canal in 1801–1811 linked Bermondsey on the eastern side of the Old Kent Road with the Thames at Surrey Docks leading 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 gasworks of the nearby South Metropolitan Gas Company meant that the Old Kent Road was, by the late 19th and into the mid-20th centuries, associated with dirt, noise and poverty.

2.3 19th-century commerce, transport and housing

2.3.1 The Greenwood map of 1830 shows the start of development within the north field (Figure 3). The most obvious change is the script for 'Peckham New Town' written across the area. Footpaths and streets are laid out across the area, including the future alignment of Commercial Way, Bird in Bush Lane, part of Naylor Road and Green Hundred Road, called Alpha Street, on this map.

2.3.2 The Kentish Drovers is marked on the map as a building with an enclosure to its rear and a yard to the Old Kent Road at its front. This is opposite the Turk's Head public house. The public house and its yard occupied the land between Asylum Road and putative Commercial Way. Beyond the conservation Area, by 1830 the development of single houses, terraces and the infrastructure to support building such as brick kilns is shown on the map. The Grand Surrey Canal crosses the Old Kent Road and includes a wharf to the north, called Millpond Wharf.

2.3.3 The growth of Peckham and focus towards the Old Kent Road is a product of the enclosure of the common field shown on Rocque's Map, and the wider improvements to roads and transport in and around London, linking up outlying villages to the economic driver of the metropolis encouraging settlement growth and the development of industry, replacing agriculture. The historic agricultural links of this area are documented by public house names such as the Kentish Drovers. Drovers moved animals on hoof, walking the finished beasts from the farms of Kent to the meat markets and slaughter houses of London.

2.3.4 These changes, together with the growing population enabled the foundation of Peckham New Town by the Shard family, amongst others. From the turn of the 19th century the development of Peckham began with a change from a settlement of pleasure and agriculture to an area of middle class-suburb. This led to the layout of streets and the development of the area north from the High Street. The construction of Caroline Gardens almshouses and a Chapel for the Licenced Victuallers Friendly Society, abutting the Conservation Area to the south, in 1833 marks a significant change in character of the area from agriculture to housing.

2.3.5 Later in the 19th century a civic focus develops on the Old Kent Road, based around the construction of the Camberwell Library/Livesey Museum, churches, the former Arthur Street Board School (now Camelot Primary School) and the gasworks.

2.3.6 Much of the development of the conservation area dates from the 1830s–40s, including the establishment of the streets and the construction of the earliest housing. Camelot Primary School is built upon the site of earlier housing.

2.3.7 Alongside the genteel development of the area as streets of small villas and short runs of terraces, the foundation of the Metropolitan Gasworks, just outside the Conservation Area and the subsequent growth of the gasworks, as a major employer and source of pollution, led to a change in character of the area. The gasworks reached its greatest extent in the 1880s; the driver of industrial employment and the pollution, noise, smoke and smell from the gasworks reduced the attractiveness of the area as a residential location.

2.4 20th-century decline

2.4.1 Bombing 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 of the former industry. The Surrey Canal was filled in in 1972. However, pockets of middle class late 18th-/ early 19th-century housing, including Commercial Way, remain, as do now converted industrial buildings, such as Carlton Works behind Commercial Way.

2.4.2 The development of post-war estates between Commercial Way and Ethnard Road resulted in significant changes to the historic street pattern. The expansion of Camelot Primary School has also removed historic streets from the Conservation Area.

2.5 Commercial Way post-WWII

2.5.1 The development of the Kentish Drovers and Bird in Bush Conservation Area mirrors that of the wider Old Kent Road area. Commercial Way was in the second phases of new middle class streets off the Old Kent Road. Begun around 1830, it was more or less complete by 1870.

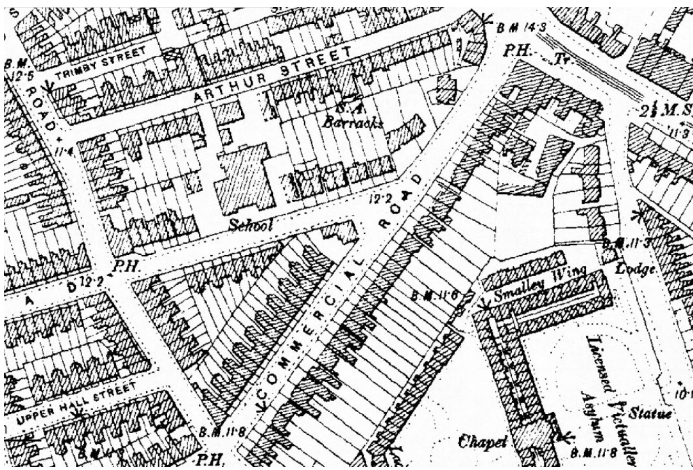


Figure 4 1896 Ordnance Survey map

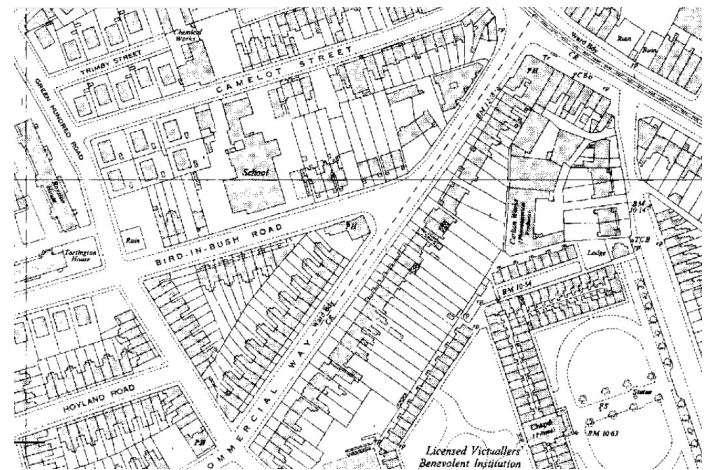


Figure 5 1952 Ordnance Survey map

2.5.2 The construction of the Board school that expanded to become Camelot School predates 1896 (Figure 4); the expansion and development of the school removed housing from the north side of Bird in Bush Road. The present expanded school site is developed by 1964, an expansion over housing and bomb-damaged ruins shown on the 1952 Ordnance Survey map (Figure 5).

2.5.3 The Carlton Works is built within a garden associated with villas fronting onto Asylum Road by 1916. Like many characterful industrial buildings it has been recently converted to housing.

2.5.4 Historic maps show the construction of housing over the site of Bird in Bush Park continued after 1872; the park site was completely covered by 1896. Maps show housing remained over the area of the park into the 1960s. The park presently contains a fruit orchard, sensory garden and BMX track.

3 Appraisal of special character and appearance of the area

3.1 Historic significance

3.1.1 The Kentish Drovers and Bird in Bush Conservation Area has some historic significance as being one of the Peckham suburbs developed after 1830; Greenwood's map shows the existing buildings on the Old Kent Road and the common field of Peckham laid out with new roads. Later development of industrial buildings and schools tells the story of the development of the wider Old Kent Road area.

3.1.2 The Old Kent Road frontage included within the Conservation Area includes terraces built as part of the conversion of the Old Kent Road to a high street in the later Victorian period. The Kentish Drovers, former public house, marks the termination of the terrace and the curve of the building introduces the junction with Commercial Way.

3.1.3 The framework of streets and spaces are framed by the course of the River Peck, a significant, but now 'lost' river of south London and the Roman road alignments of Watling Street (Old Kent Road) and the London to Lewes Road (Asylum Road).

3.2 Layout and form

What's special?

- Much of the historic street pattern survives, reflecting the boundaries of Peckham's north field
- Open space of Bird in Bush Park reflecting locations of former housing
- Former public houses and shops marking significant locations within the Conservation Area
- Coherent rows of houses, each from different periods, interspersed with landmark buildings
- The surviving London Board school of Camelot Primary

3.2.1 Within the context of the wider area, the layout of the Conservation Area preserves much of the street layout shown on Greenwood's 1830 map. The boundaries and streets preserve the historic line of the Old Kent Road and the spaces between the buildings and streets preserve the historic course of the River Peck and the subsequent boundaries of the north field of Peckham's common fields. The boundaries between Commercial Way and Asylum Road preserve this element of the field system.

3.2.2 Public houses, such as the Kentish Drovers standing at the junction of Commercial Way, preserve in its name the role of the public house and the Old Kent Road as a route for animals to be bought on their hoof into London for processing as meat (Figure 6). The changes to the public house, into a modern public house, and the former Sidmouth Arms at the junction of Bird in Bush Road and Commercial Way within the Conservation Area reflect the architectural aspirations of builders constructing public houses to support the growing suburb and provide services (Figure 7).



Figure 6 The decorated frontage of the former Kentish Drovers public house.



Figure 8 Camelot School and Bird in Bush Road



Figure 7 The former Sidmouth Arms public house.



Figure 9 The Carlton Works from Asylum Road.

3.3 Landmarks, views and setting

What's special?

- The Kentish Drovers Public House
- Camelot Primary School, its London Board school building and boundary wall to Bird in Bush Lane
- The Carlton Works rising behind the historic housing on Commercial Way
- Views out of the Conservation Area

3.3.1 Camelot Primary School stands within its own block to the north side of Bird in Bush Road, overlooking the park (Figure 8). The site is documented by the tall, three-storey building with

rooftop playground and cage. This building with its characterful London brick wall with red brick coping, supporting a rail and a high offset plinth defines the north side of Bird in Bush Road. The wall retains decorative gates and red brick pilasters. Modern buildings within the school complex

London Board schools

In 1870, the Elementary Education Act was the first attempt to ensure the universal education of children aged 5–13. The School Board for London was the first directly elected body covering the whole of London. Between 1870 and 1904 it was the single largest educational provider in London and the infrastructure and policies it developed were an important influence on London schooling long after the body was abolished.

Its school buildings are instantly recognisable on account of their tallness relative to their suburban surroundings and their grand architectural style (variously labelled ‘English Free Renaissance’ or ‘Queen Anne Revival’) by principal architects E Robson, succeeded by TJ Bailey.

are low, and are visible as roofs rising above the solid exterior wall. The Caretaker’s House to the rear of the main block is visible as a three-storey house with tall chimneys and gables rising in long views over the wall. The Board school retains its timber sash windows.

3.3.2 The Carlton Works is of four storeys with a modern attic extension (Figure 9). The Carlton Works has a characteristic staircase tower on its south elevation and has modern grey critall-type windows to all stories. The former works is built of a London brick. The building, originally built as a capsule maker for a medicinal chemist around 1909 has been significantly refurbished, but its industrial character remains.

3.3.3 Other than Peterchurch and Skenfrith houses, located outside the Conservation Area to the north, the Board school building dominates much of the Conservation Area. In views to the south, the Carlton Works rises over adjacent houses on Commercial Way.

3.3.4 Views within the Conservation Area out to the preserved gasometer at the former Metropolitan Gasworks provide a link to the industrial history of the area and one of the reasons for the socio-economic changes to Peckham New Town during the later 19th century.

3.3.5 Views of the Kentish Drovers from the north, looking south on the Old Kent Road and the streetscape role played by the former public house in defining the junction with Commercial Way.

3.4 Character areas

What’s special?

- Coherent and intact early/ mid Victorian terraces, with typical features: round headed ground floor windows, gauged brick arches over windows, butterfly roofs behind parapets.
- Late Georgian paired and individual cottages, some listed, some with particularly fine detailing.
- Commercial terraces with shop fronts and public house usage on the Old Kent Road.



Figure 10 Doddington Cottages, Commercial Way



Figure 11 302–304 Commercial Way, cottage pair early 19th-century



Figure 12 William's Terrace 306-318 Commercial Way

Late Georgian / early Victorian domestic architecture

3.4.1 The background architecture of the Conservation Area is domestic with rows of late Georgian and early Victorian detached and semi-detached cottage properties, and equally distinctive mid-Victorian terraced houses.

3.4.2 Much of the historic interest of the Conservation Area is focused upon the run of buildings occupying the south side of Commercial Way.

3.4.3 With round-headed ground floor windows, gauged brick arches over windows elsewhere, the buildings are typical of terraced houses built between 1830 and 1850. Their original joinery in the form of elegant front doors (sometimes complete with chunky bolection mouldings) and two-over-two sash windows remains largely in place. Parapets (mainly complete with cornices) hide butterfly roofs behind and again give the terrace a typical late Georgian/ early Victorian flat fronted appearance.

Doddington Place and Doddington Cottages

3.4.4 Doddington Place and Doddington Cottages are amongst the earliest buildings surviving on Commercial Way, and both pairs are Grade II listed (Figure 10). These houses are of two stories over a basement level. These similar buildings have a central pediment on plaster Doric pilasters supporting a deep entablature. The entrance doors to each side of the pair are within flanking pavilions. The housing retains eight-over-eight sashes, with one of Doddington Place extended an extra bay. Both pairs are characterised by flat arches over all windows, with Doddington Cottages distinguished by semi-circular fanlights over the entrance doors. Both pairs have an extensive central chimney, crowned with numerous pots running along the centre line of the houses.

Listed buildings

On Commercial Way, Nos 302–304, Doddington Place and Doddington Cottages are Grade II listed.

Kentish Drivers on the Old Kent Road is Grade II listed.

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.

Nos 302–304 (evens) and 324–326 (evens) Commercial Way

3.4.5 302 and 304 Commercial Way are a second semi-detached pair of cottages that are Grade II listed (Figure 11). These are rendered with a hipped slate roof. The houses have architraves to the first floor and cornices supported on consoles for the ground floor. The fenestration retains its original pattern of six-over-six sashes.

3.4.6 Nos 302 and 304 are similar to 324 and 326 Commercial Way as a simple pair of rendered cottages with one window to the front elevation. In numbers 322 and 324 the fenestration is all modern, including unmatched ground floor bay windows. Entrances to this pair flank the building and are recessed from the front elevation.

Nos 306–318 (evens) and 320 Commercial Way

3.4.7 Between Nos 304 and 322 is a terrace of two phases of construction. The terrace dates to the mid-Victorian period and is of two stories over a basement. No. 320 is distinguished by different proportions to the rest of the terrace. The ground floor level is rendered and includes an inserted basket-arched carriageway, leading to the rear. Map evidence confirms this is not an original feature; the entranceway appears first on the 1952 map, where it seems that this is part of a separate property. The same case applies to the adjacent No. 318 that marks the start of the terrace to No. 304.

3.4.8 Williams Terrace, Nos 306–318, marks a change in the architecture of Commercial Way. This is a continuous terrace of housing of two stories over a half basement with main entrances up steps. There has been some loss of detail within this terrace. Architectural features of the buildings include windows with cornices on consoles to the raised ground and first floor, doorways with arched heads enlivened with keystones and a moulded parapet. The base of the first floor windows is marked by a rendered band running the length of the terrace. A length of the moulded parapet has been lost from No. 318.

3.4.9 The original windows, most likely to be horned two-over-two sashes, survive on a number of properties, but replacements have taken a number of forms and materials; many front doors are also of modern materials rather than original painted timber. The loss of planting to many of the front gardens, removal of walls to the rear of the pavement and issues of bin storage impact negatively upon the character of the area.

286–298 Commercial Way

3.4.10 Detached houses with one modern replacement continue the south side of Commercial Way. Two retain historic buildings, one with end stacks of two bays with prominent quoins to the frontage. The other single house has a single bay to the street, the ground floor window with a console supported on corbels and a render band at first-floor window level.

3.4.11 Turnball Cottages is a pair of three-bay mirrored cottages with recessed end bays. It has a projecting, shallow slate tiled roof, as a similar adjacent pair at 286–288 Commercial Way, but with a render band and roof behind a brick parapet. All four houses retain most of their front gardens and fenestration, in the form of six-over-six sash windows, except for No. 286 where fenestration, the front door and a projecting shelter has been placed over the door.

334–346 Commercial Way

3.4.12 Between the Kentish Drovers and Doddington Place is a short run of simple, two-bay, two-storey paired, mirrored terrace houses of brick with render doorcases with consuls supported on corbels. The houses have slate roofs, and centre stacks; the roofs step up in pairs towards Doddington Place. The houses generally preserve their six-over-six sash windows. Numbers 334-340 are known as Elizabeth Place built from 1844. Numbers 342-346 are of modern construction but preserve the proportions and details of adjacent housing, but step back from the earlier terrace alignment (Figure 13).

3.4.13 Predominant materials in this street are London stock brick with detailing picked out in fine brickwork or moulded in render. Original fenestration is of multi-paned windows of six-over-six or eight-over-eight sash windows.

Housing and commercial buildings on the Old Kent Road

What's special?

- Document the commercial basis of the Old Kent Road, and its growing role as a shopping destination
- The adoption of high street functions that survive in the historic built fabric within the Conservation Area.



Figure 13 342–346 Commercial Way, modern rebuilds of earlier cottages reusing details from adjacent housing.



Figure 14 721–729 (odd) Old Kent Road.



Figure 15 Nos 720–726 Old Kent Road bookended by Asylum Road and Commercial Way.

Nos 721–729 (odd) Old Kent Road

3.4.14 Nos 721–729, fronting to the far side of the Old Kent Road represent a surviving terrace of three-storey Georgian buildings, converted to shops (Figure 14). All have been pebble dashed, except for 727–729 that retain their stock brick frontage. 727–729 also retain 19th-century sash windows and No. 729 has an early 20th-century shop front.

Nos 731–733 (odd) Old Kent Road

3.4.15 Victorian buildings within this area represent an expansion in scale from the earlier, Georgian housing. Nos 731–733 represent a shop that was possibly built for Watson's Linen Drapers. Shops of this period are likely to have included a flat for the managing family and accommodation for shop assistants, in the upper levels. The building retains tripartite windows to the second and third storeys with foliated capitals. The building is predominantly stock brick with red brick detailing.

Kentish Drovers and nos 720–726 Old Kent Road (even)

3.4.16 The south side of the Old Kent Road, between Asylum Road and Commercial Way is bookmarked by the Kentish Drovers to the north and No. 726 Old Kent Road to the Asylum Road end (Figure 15). Both the Kentish Drovers and No. 726 have frontages that curve into their respective streets bookending this short terrace. The curve of the Kentish Drovers is enlivened by the sign board at second-floor level showing the droving of cattle within a landscape.

3.4.17 The Kentish Drovers stands upon a historic public house site. The name relates to the practice of walking meat and dairy animals into London on the hoof before the advent of trains and refrigeration. The public house is also known on occasion as the Halfway House on some early maps.

Bird in Bush Road and Camelot School

3.4.18 The clearance of housing on Bird in Bush Road, to create the small park and for the construction of Camelot Primary School moves from the small-scale housing of Commercial Way.

Former Sidmouth Arms, later Bush Tavern, No. 102 Bird in Bush Road

3.4.19 The former Sidmouth Arms, later Bush Tavern, No. 102 Bird in Bush Road, is a former public house now in domestic usage. The building stands at the junction of Commercial Way and Bird in Bush Road facing towards the Old Kent Road. The building has a modern mansard extension, but retains a ballustrated parapet; scored, rendered pilasters; and finely detailed arch-headed first-floor windows, including a former sign location.

3.4.20 Regrettably the former central doorway in the primary façade has been infilled and a basement with area created to the front of the building. The area is defined by weak, modern railings. These changes have reduced the public house character of the building and it is a shame that the signage of the former public house has not been retained.

Camelot Primary School

3.4.21 Camelot School, other than the Carlton Works, is one of the more prominent buildings within the Conservation Area. Modern development at the school as remained in low scale preserving the dominance of the three-storey Board school with roof top playground. The architecture of the school is relatively simple compared to many Board schools, built out of a London brick with red brick dressings and tall windows. The original boundary walls to the school include finely detailed gateways, and a raised plinth with red tile copings to the plinth and top of the wall. Occasional pilasters rise to the full height of the wall, constructed in red brick contrasting with the lower brown brick and upper levels in London brick.

Carlton Works

3.4.22 The Carlton Works occupies land between the rears of properties on Asylum Road and Commercial Way.

4 The conservation area today

4.1 Audit of designated and undesignated features

Listed buildings within the Conservation Area:

- The Kentish Drovers Public House
- Doddington Place
- Doddington Cottages
- Nos 302 and 304 Commercial Way

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

The main elements of the Conservation Area are groups of buildings that combine into frontages that define streets, spaces and views. This group value is as important as the individual characteristics of buildings. The following groups are of particular note:

- Cottage Pair 286–288 Commercial Way
- Cottage Pair 290–292 Commercial Way ‘Turnbells Cottages
- Terrace 306–318 Commercial Way Williams Terrace
- End of terrace 320 Commercial Way
- Cottage Pair 322–324 Commercial Way
- Carlton Works, 6, Asylum Road
- Nos 722, 722a and b Old Kent Road
- Nos 724 and 726 Old Kent Road
- Nos 727–733 Old Kent Road (odd)
- Camelot Primary School, Main Building, walls to Bird in Bush Road and Caretaker’s House

Other features

- Bird in Bush Park
- Views into the Conservation Area and to landmark buildings
- Historic street trees and planting to the north side of Commercial Way

4.2 The conservation area today

4.2.1 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 to late Victorian terraced houses;
- Inconsistent replacement of windows especially in paired cottages.
- addition of satellite dishes;
- loss of boundary walls and railings along Commercial Way
- pebbledash to Nos 721–725 Old Kent Road

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

4.2.3 The Conservation Area is largely built out with few development opportunities. Most buildings and open spaces contribute to its character.

4.2.4 The public realm (road, pavements etc.) is in reasonable condition. Traditional granite kerbs remain throughout the Conservation Area and are an important part of its character and should be retained.

4.2.5 Works to provide a School Street to the front of Camelot School have reduced traffic. This has involved the use of a traditional bollard form. Pavements are covered with a mixture of concrete paving slabs or tarmac.

5 Management and development guidelines

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

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

5.2 What needs permission?

5.2.1 The control of change to buildings within the Conservation Area is in most cases 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.
- Replacement windows and doors to houses 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. uPVC 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 uPVC windows.
- The rules applying to flats and commercial premises are stricter than those applying to single houses. Small changes, such as changing shop fronts, windows 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.

5.2.2 The list above is not comprehensive. Further advice on what requires 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 Where 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 an 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 terraced form of existing houses and the commercial buildings on Old Kent Road is such that (with a few exceptions) only rear extensions are possible. However, streets are quite close together, creating short gardens. The scope for all but the smallest single-storey rear extensions is therefore very limited.

5.5.4 Any extension will be expected to be designed such that they compliment the special architectural interest of each building. This will demand skilful bespoke architecture.

5.5.5 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 façades are generally intact and require to be retained.

5.5.6 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

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

General

5.5.8 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

5.5.9 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.

5.5.10 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 off-the-shelf items.

5.5.11 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

5.5.12 Where 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 unlisted buildings in the Conservation Area.

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

5.5.14 Where they exist, original chimney stacks and pots should be retained and repaired if necessary.

Brickwork

5.5.15 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 and colour and should be laid in an appropriate bond to match the existing.

5.5.16 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.

5.5.17 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.

5.5.18 Historic render should be appropriately managed and protected with regular painting.

Rainwater goods

5.5.19 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.

Boundaries and driveways

5.5.20 Front boundaries within the Conservation Area in general consist of brick walls or walls with railings. These traditional boundary features are an important part of the architectural significance of the area and should be retained. Their loss to make way for driveways or parking will not be acceptable.

5.5.21 The reinstatement of traditional boundary walls and railings, 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.

Shopfronts

5.5.22 The uniformity and traditional detailing of the shopfronts along Old Kent Road is a key characteristic to preserve. Planning permission is required to make even small changes and will not usually be granted.

5.5.23 Similarly, the installation of roller shutters to the outside of shopfronts is strongly discouraged.

Satellite dishes

5.5.24 Satellite dishes on buildings, particularly on front façades, can harm the appearance of the Conservation Area.

5.5.25 Planning permission is always required if you wish to install an antenna or satellite dish that exceeds 70cm in diameter and which will be placed in a visible location to the front elevation or on the chimney. 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

5.5.26 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

5.5.27 Trees form a significant part of the street scene. 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.

5.5.28 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.

Old Kent Road Area Action Plan and development sites

Together with the Greater London Authority, the Council is preparing a new plan for the Old Kent Road and surrounding area. This follows the Mayor of London formally designating the Old Kent Road Opportunity Area in the London Plan. The plan provides a vision and objectives as well as policies on:

- a strategy for growth in business and industry including doubling the number of jobs
- locations for 20,000 new homes, including new council homes
- a revitalised high street with shopping and town centre facilities
- the design and heights of buildings and spaces
- improvements for pedestrians and cyclists, including new links and making existing routes safer
- public transport improvements, including an extension to the Bakerloo Line and new underground stations
- the infrastructure needed to support growth such as schools, open space and public realm, health and other community facilities

Development sites are likely to come forward that would affect the significance of the conservation area or the setting. Applications are required to be informed by a heritage statement and understanding of the significance of heritage assets, including their setting and any important views and experiences of the assets. In particular:

- The junction of Dunton Road and Old Kent Road includes a number of civic buildings of high quality architecture. Development at the junction should respect shoulder heights and present a positive civic character to this important historic area. Views and vistas of the existing buildings in this area should be preserved and enhanced. There is scope for decluttering of the street.
- Future development along Mandela Way should also note the sensitive setting of the Waleran and Dover Flats, and take account of views in the area.
- Infill sites, and sites to the rear of the Old Kent Road frontage are expected to take account of the scale, massing, bulk and appearance of the neighbouring buildings and hierarchy and the proposals' impacts on the conservation area and its setting.
- Demolition of buildings of significance within the conservation area are likely to be harmful to the significance of the conservation area and would be resisted unless public benefit outweighs the harm.
- Any proposals need to consider National and London Plan policies, and New Southwark Plan policies including London View Management Framework and Borough views and design and conservation policies.

Consulting the Council

For small inquiries email designconservation@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.