

Brookmill Road conservation area character appraisal

January 1998

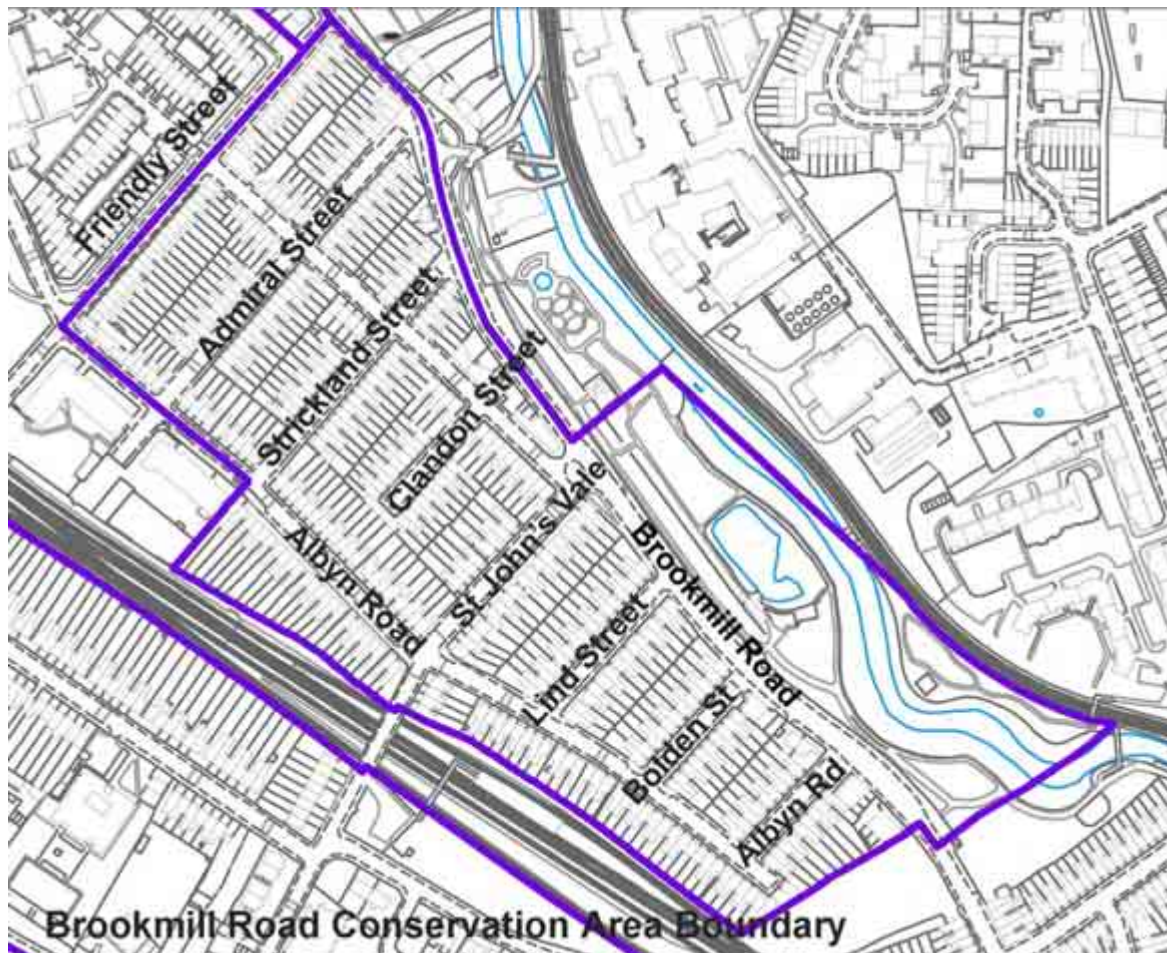


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1. Introduction

- 1.1 The Brookmill Road Conservation Area was designated in 1972. In January 1998 this character appraisal was written along with conservation guidelines. An Article 4(2) direction was made on 18th February 1998 to control small scale alterations to the houses.
- 1.2 The conservation area is located between the centres of Deptford and Lewisham, adjacent to the railway line which runs between Lewisham and London Bridge. The area was developed as the later southern part of Deptford New Town providing new houses for Deptford's expanding population. The residential streets were laid out on open land to the south of the Ravensbourne River and coincided with the opening of St. Johns Parish Church, the development of suburban railway lines and the opening of the local station at St. Johns. The conservation area's special interest lies in the cohesive character of the groups of buildings, expressed in terms of their architectural and historic features and the grid-iron layout of streets. Most buildings date from the 1850s-70s and are modest in size, usually 2-storey 2-bay terrace houses but some also have basements. Broadleaved trees line parts of the streets and this helps soften the regularity of the built environment. The conservation area also contains Brookmill Park situated to the south of the River Ravensbourne. This park was formerly part of the Kent Water Works. The conservation area covers approximately 10 hectares, contains 387 houses and has a population of over 1000 people. Map 1 shows the area covered by Brookmill Road Conservation Area.

2. Archaeological Significance

- 2.1. Brookmill Park is the only part of the conservation area that is designated as an Area of Archaeological Priority. The riverside location may provide evidence of early settlement and also later industrial archaeology.

3. Historical Development

- 3.1 In the 18th century most of the area between the town of Deptford and the village of Lewisham was still open fields. The River Ravensbourne provided energy for a small number of mills and a water works had been established in 1701 at the present location of the Thames Water offices on Brookmill Road.

The 1744 map by John Rocque (Map 2) shows an area of market gardening to the south west of the water works as well as an armoury next to a mill on the River Ravensbourne. At this time Deptford was a long established town with an important maritime tradition and associated industries. The Royal Naval Dockyard had been established on Deptford Strand in 1513 by Henry VIII and this became England's principal dockyard until Chatham took over in the 17th century. In 1742 the Navy Victualling Depot was established (renamed the Royal Victoria Victualling Yard in 1858) and this supplied the navy for over two centuries. During the late 18th and 19th centuries Deptford experienced commercial and industrial expansion as well as a large population increase. Between 1801 and 1901 the Parish of St. Pauls Deptford increased from 10,600 to 107,000.

- 3.2 Deptford New Town was developed to the south west of Deptford Broadway during the 19th century and provided homes for Deptford's expanding population and also residents commuting to London once the railways were established after the 1840s. The principal landowners in the area were the Evelyn and Lucas families. The Lucas family, like other local freeholders, had considerable commercial interests in the United States. On his return from the United States in 1823 Jonathan Lucas built Lucas Villa on Lewisham Way, which is now used by the Welsh Presbyterian Church. Much of the housing in the conservation area was developed in the second half of the 19th century by another Jonathan Lucas after the land passed to him.

- 3.3 The 1843 Deptford Tithe Map (Map 3) clearly shows that the northern part of the New Town between Tanners Hill and Friendly Street was developed first. The New Town developed further east in the 1850s-70s during a period when railways were encouraging the suburban expansion of London. The North Kent Line opened in 1849 providing Lewisham and New Cross with a rail link to London Bridge, however St. Johns station did not open until 1873. The formation of the Anglican parish of St. Johns and the building of the gothic style church by Philip Hardwick in 1854 provided an important local impetus for the development of the area. The Lucas family donated Lucas Villa and the surrounding area for the building of the church, another site for the building of St. John's Schools on St. Johns Road (replaced by a new school in 1906, now known as St. Stephen's School) and funded the building of the St. Johns Mission Hall in King Street.
- 3.4 The east side of Friendly Street was developed in the 1850s. St Johns Road (Albyn Road), Admiral Street (Seymour Street), Strickland Street and part of Cranbrook Road (Seymour Place) were developed by the time of the 1868 Ordnance Survey (Map 4). The terrace houses on these streets are of superior architectural quality to many houses built elsewhere during this period and even to those which were developed later on in the New Town. This would seem to be because Lucas granted unusually long leases of 70 years as he was well aware that a short lease could lead to shoddy building. The rest of the streets in the conservation area were laid out over the next 20 years.
- 3.5 While there is a uniformity of style and scale to the buildings and a regular street pattern, Leonard Reilly claims there is no evidence to show that this was seen as a planned development. The building surveyor's returns indicate piecemeal construction involving a large number of small firms. It would seem that Lucas partly through careful estate management and partly through his position as a local magistrate, kept a close eye over those streets already developed and ensured that the infrastructure, i.e. sewers and paved roads was in place before new building began. This reveals sound business sense as it provided an incentive for builders, particularly during slack periods, if they did not have to meet this expense.
- 3.6 The Kent Water Works expanded to keep up with the demands of an increasing population and industry. It is shown in the 1868 Ordnance Survey as having five large reservoirs, which were supplied by wells sunk deep into the chalk strata below. Ravensbourne Farm is also shown but this and its accompanying land to the south east of Strickland Street was soon to be swallowed up by new development.
- 3.7 The 1894 Ordnance Survey (Map 5) shows Deptford New Town as completed after a century of development. It is interesting to note that the eastern side of Ravensbourne Road is built up with what looks like terrace houses. It is possible that these buildings were bomb damaged during World War II as they seem to have been removed to make way for the Ravensbourne Park, which was opened in 1952.
- 3.8 By 1901 the population of the whole of the New Town had reached 10,000. Leonard Reilly's research drawn mostly from the census returns reveals that the New Town's residents were from a varied socio-economic background. This ranged from beggars and itinerant labourers who occupied the numerous lodging houses in Mill Lane (Ravensbourne Road, outside the conservation area) to the semi-skilled and lower middle classes. However, labourer would seem to be the most common description and this would seem to cover a multitude of occupations from close to semi-skilled to the seasonally employed. It would seem that by the 1880s the older streets were occupied by labourers and the lesser skilled while the newly developed streets were attracting the more skilled. There was only a very small number of skilled professionals and these lived in the substantial houses on Cliff Terrace, St. Johns Vale and Lewisham Way (all outside the conservation area). The census returns reveal that the majority of residents were born in Deptford or the surrounding parishes in Kent. Those residents that came from outside England came mostly from Ireland and were concentrated in the poorest areas, specifically the Mill Lane lodging houses.

- 3.9 On the whole, the residents of the New Town enjoyed better living conditions with fewer persons per property than the Deptford and London average. The average number of persons per property in the New Town was 5.7 in 1851 and 6.1 in 1881, compared with the London averages of 7.7 in 1851 and 7.8 in 1881, and Booth's figure of 6.8 for all of Deptford in 1891. Apart from Mill Lane which was overcrowded, most of the houses in the lower middle class streets were in single family occupancy and many kept servants.
- 3.10 The Reverend Canon CFI Money was the first vicar of the parish, from 1855-83, and his evangelising manner gave the parish a distinctive protestant character. In 1856 Money estimated that 4,000 people in the parish were living in poverty and he established a 'Visiting Society' but made clear that assistance would be given to the deserving and indigent, and there would be no indiscriminate relief'. Up to the mid-1870s annual visits peaked at over 10,000, cash relief was given to up to 130, and relief was also given in the form of coal, food and blankets. Money also established a penny savings bank for those above the poverty line. The Methodists and the Roman Catholics also provided support to their members in need.
- 3.11 Although these efforts were both vigorous and well intentioned they did little to alleviate the problems of poor housing, public health or the root causes of poverty. These problems were tackled by the Greenwich Board of Works and the London County Council. The Housing and Working Class Act, 1890 gave authorities the power to demolish slums and redevelop the land for housing. The LCC wasted no time in demolishing 50 houses, including 8 lodging houses along Mill Lane. There seems to have been disagreement between the authorities over what form redevelopment should take. the LCC favouring a lodging house and the GBW cottage style dwellings. A compromise was reached and in 1903 Carrington House was opened providing lodgings for 670 men and Sylva Cottages provided family accommodation. Even though these buildings are just outside the conservation area their significance in terms of social housing design can not be overstated.
- 3.12 Large areas of the New Town to the north of Friendly Street were redeveloped in the 1960s following bomb damage during the Second World War. The streets that form the Brookmill Road Conservation Area survive remarkably intact, with only a small number of new houses, usually in a replica style, replacing earlier houses which were either bomb damaged or derelict. A considerable number of houses were acquired and restored by the Council during this period.

4. Townscape Analysis

- 4.1 The boundary of the conservation area is clearly defined by the Ravensbourne River and Waterworks to the north-east, Friendly Street to the north-west, the railway line to the south-west and a disused railway line to the south. The street layout gives the overall impression of a grid-iron, which is laid out on the lower slopes of the Ravensbourne valley and flood plain. The railway line cuts through an embankment which is bridged over at Friendly Street and St. Johns Vale. These two streets descend gently at right angles from Albyn Road to Brookmill Road which is at the same level as the park. Brookmill Road, the principal route between Deptford and Lewisham, follows a gently curving line and separates the residential streets from the park to the east. Albyn Road descends and curves gently to the east of St. Johns Vale and is terminated by a 2 storey house next to the disused railway line. Seven streets run between Albyn Road and Brookmill Road forming rectangular blocks of terrace housing. Cranbrook Road runs east of Friendly Street at a right angle bisecting Admiral Street and Strickland Street to form a junction with Brookmill Road and St. Johns Vale. Clandon Street forms a short cul-de-sac to the west of Cranbrook Road.
- 4.2 The most prominent building within the conservation area is the 3 storey Cranbrook public house. Its curved 3 bay southern entrance provides an important landmark to Brookmill Road. Other prominent buildings include No. 57-71 Cranbrook Road, a 3 storey terrace adjacent to the 'Cranbrook' and the 'Crown and Sceptre' PH on Friendly Street. St. Stephen's

Primary School on Albyn Road is a prominent building immediately outside the conservation area boundary which makes an important contribution to the character of the street.

- 4.3 The dominant building form is of modest 2 storey and sometimes 2 storey over basement, 2 bay terrace houses which front the street or are set back a short distance with railings or other boundary treatment. The houses are generally grouped in terraces of four and six, some larger and occasionally in semidetached pairs. The houses typically have 2 storey rear return wings with gardens provided to the rear. The buildings are constructed from yellow stock brick with slate roofs that are usually concealed at the front by corniced stucco parapets. Traditional windows are of the vertical sliding timber sash-in-case type with a variety of glazing patterns. Original front doors are of a solid timber panelled construction.
- 4.4 The rows of terrace houses provide a good sense of rhythm and enclosure. Apart from Brookmill Road and Friendly Street, the streets are lined with broadleaved trees which helps soften the regularity of the built environment and provide intimacy. Cul-de-sacs have been created by paving over the street and erecting bollards where Albyn Road (east spur), Bolden Street, Strickland Street and Admiral Street meet Brookmill Road. A small area of public space or node is created at the bottom of St. Johns Vale where this meets Cranbrook Road and Brookmill Road. Brookmill Park and Friendly Gardens (outside the conservation area) provide quality green open space.
- 4.5 Through traffic is largely confined to Brookmill Road and Friendly Street and these create an edge to the residential area. Although the volume of traffic on Brookmill Road is not particularly high compared to Lewisham Way or Deptford Bridge, it is relatively fast and this can alienate pedestrians. Speed ramps have been introduced as a form of traffic calming on Friendly Street. On-street parking is prevalent on all streets but this would seem to be particularly intrusive on Friendly Street where some pavement parking is permitted.
- 4.6 Important landmark buildings outside the conservation area include the Waterworks Tower east of Brookmill Park, St Johns Church on St. Johns Vale and Carrington House on Brookmill Road. The Citibank office tower is visible from Brookmill Road and a glimpse of the upper stories of No. 1 Canary Wharf is seen from Brookmill Park.

5. Land Use

- 5.1 The land use character is predominantly residential. However the conservation area also contains two public houses, two small shop units and a small business unit.

6. Key Buildings

- 6.1 All historic buildings in the conservation area are seen as making a positive contribution to the character and appearance of the area and not just those mentioned in this section. The conservation area does not contain any buildings that are statutory listed as being of special architectural or historic interest. However, Nos. 88-134 Albyn Road and Nos. 52-90 and 94-112 Friendly Street are included in the 'Local List' of buildings of architectural and historic interest.
- 6.2 Nos. 88-134 Albyn Road, c. 1850s, exhibit a dignified appearance with the outer houses in each 2 storey block featuring full height rounded bays. The houses are constructed from brick and have slate butterfly roofs. They feature segmental brick arches over the doors and windows, stucco plinth, first floor band and cornice (some with dentillation), stucco corniced and bracketed doorheads and stucco ballustrading above the doorways between the end houses in each block. The original glazing pattern of the sliding timber sash-in-case windows would appear to be margin panes with fine glazing bars, as found at No. 98 or No. 134. No. 110 and No. 128 has original doors with full length vertical panels. Evidence of original railings are found on the corner of No. 134, elsewhere modern railings have been inserted.

Unfortunately some houses have replaced their original doors and windows with ones of unsympathetic modern design and material, i.e. PVC.

- 6.3 Nos. 52-90 and Nos. 94 -112 Friendly Street, c. 1850s, are 2 storey, 2 bay small terrace houses. Brickwork is Flemish cross bond and the buildings have visible dual pitch roofs, short chimneys with red fireclay pots, and some have raised party walls. The houses feature gauged, flat brick arches above windows and round arch fanlights above doorways. The original fenestration on most houses is multi-pane; either 16 pane (e.g. No. 64) or where there is a margin pattern (e.g. No. 72), 20 pane sliding timber sash-in-case. Doors have 6 flat panels and are painted in an assortment of colours. Railings and brick plinth front the pavement. Modern PVC windows have been fitted to some houses.
- 6.4 Other key buildings include 'The Cranbrook' PH, No. 57-61 Cranbrook Road, the Crown and Sceptre PH, and No. 54 Brookmill Road.
- 6.5 The Cranbrook is a late Victorian public house which fills a corner site extremely well. It is 3 storeys with 4 bays to east , 5 bays to west and a curved 3 bay southern elevation. There is an additional 2 storey 2 bay wing on the west elevation. The main entrance to the public house is on the corner bay with secondary entrances on Cranbrook Road and Brookmill Road. The ground floor is deeply lined stucco with pilasters defining door entrances and saloon windows. A continuous fascia band and cornice separate the pub from the brickwork of the upper storeys. The building has a stucco string course between first and second floors, a deep stucco band and cornice at roof level and generous moulded window surrounds. Two brick chimney stacks are positioned behind the cornice where the corner bay begins and these have an unusual semi-circular and stucco corniced flue outlets. The roof is slate and of a butterfly design draining to the north. Apart from the large saloon windows, the windows are 6-pane margin sliding timber sash-in-case. A green and cream colour scheme is used to good effect on the stucco along with gold lettering on the pub fascia.
- 6.6 No. 57-61 Cranbrook Road is a 3 storey, 9 bay terrace and its front facade is of similar architectural character to the adjacent Cranbrook PH. The post office / shop has a traditional shopfront which helps enliven the street. An over sized projecting advertising shop sign detracts from the quality of the building. The rear elevation on Brookmill Road is much less appealing.
- 6.7 The Crown and Sceptre, PH, is situated on the corner of Friendly Street and Cranbrook Road. It is of larger scale than the adjacent terrace housing and provides an important visual break in the street. It is 2 storey and attic with 3 bays to Friendly Street and 2 bays to Cranbrook Road, with an additional lower 2 storey wing to Cranbrook Road. The main entrance is on the corner. The black, brown and red tiled panels at ground floor bestow a classical order which provides visual support to the continuous fascia and cornice above. The first floor is beige coloured render with contrasting grey window margins and string course. Saloon windows feature small multi-pane lights above large single light. First floor windows are multi-pane sliding sash-in-case to north and 6- margins to Cranbrook Road. A traditional hanging pub sign projects above the corner entrance. Lettering and livery are sympathetic although additional floodlighting units appear somewhat intrusive.
- 6.8 No. 54-56 Brookmill Road is unusual in that it stands alone and would appear to be closer in architectural character to the waterworks buildings opposite. The pair of 2 storey houses form a T-plan with 3 bay front elevations to east and south and single bay to flanks. The east facing building predates the 1868 OS map, while the other building was added later in the 19th century. The building has a low pitched hipped slate roof, projecting eaves and single chimney. Brickwork is flemish bond with stucco plinth, keystones and continuous band just below first floor window cill level. The window and door openings are recessed slightly with segmental arches to windows and round arched fanlights above doors. Windows are 6-pane margin sliding timber sash-in-case with blind window above front door of No. 56. A traditional 4 panel door survives at No. 54.

- 6.9 While not of significant architectural interest in themselves the corner shop at No. 2 Admiral Street and the business at No. 50 Friendly Street occupy prominent locations on the edge of the conservation area. While No. 50 Friendly Street retains a traditional shopfront fascia both it and No. 2 Admiral Street suffer from over-zealous advertising signs. No. 2 Admiral Street has had modern PVC windows installed and these detract from its appearance.
- 6.10 St. Stephens Primary School is a key building immediately outside the conservation area. It is a tall 2 storey and attic brick building with steeply pitched slate roof, tall chimneys and dormers. It is an Edwardian building, c.1906 built in the arts and crafts style and of considerable quality. Tall windows feature multi-pane glazing and the building has a distinctly vertical emphasis.
- 6.11 Other key buildings outside the conservation area which contribute positively to its townscape quality include; St. Johns Church (Grade II), St. Johns Vale, the Waterworks Tower east of Brookmill Park (20th century), the Waterworks offices and pediment fronted industrial buildings (mid-19th century), and; Sylva Cottages and Carrington House on Brookmill Road. Commodore Court, the modern 3 storey apartment block on Albyn Road has a neutral effect.

7. Character Areas

7.1 Friendly Street

- 7.1.1 This street forms the north-west edge to the conservation area. The locally listed 2 storey terrace houses date from the 1850s and originally faced similar houses on the west side of the street. These houses were cleared in the post war era to make way for new housing which backs onto the street and a park was also created at Friendly Gardens. A view of other surviving New Town houses can be seen to the north of the park. A good sense of rhythm is provided by the fenestration and door openings, and chimneys. The commercial premises at No. 50 and the Crown and Sceptre PH help punctuate the terrace. The terrace houses at No. 114-124 are later 19th century but are of similar character to the locally listed houses. Semi-mature broadleaved trees help screen the backs of the new houses and provide some containment to the west side of the street. On-street parking and speed ramps are intrusive features but do help slow traffic.

7.2 Admiral Street and Strickland Street

- 7.2.1 These two streets were laid out in the 1850s and have a uniform character of very high townscape value. Rows of two storey, 2 bay terrace houses line both sides of the streets. Nos. 27-53 Admiral Street and Nos. 30-43 have full height rounded bays at each end similar to those found on Albyn Road. These buildings feature segmental arched windows and door openings with a stucco plinth and cornice, roofs are concealed behind parapets. Many houses retain original sliding timber sash-in-case windows which are normally 6-pane margin, although 8-pane windows occur on the rounded bays at No. 27 and No. 53 Admiral Street. Original doors are typically 4-panelled with bolection mouldings.
- 7.2.2 No. 1-9 Strickland Street was originally built as 14 houses but the five houses next to Cranbrook Street have been demolished and replaced with a pair of post war houses. No. 9 has been left looking rather truncated with rendered gable and exposed chimney breasts.
- 7.2.3 The other terraces which form these streets are of similar appearance but do not have the rounded bays on the end houses. No. 26-48 differ in that they front directly onto the pavement rather than being set back a short distance behind modern railings. The fenestration of this terrace also differs as it features 12-pane margin framed windows. Unfortunately No. 48 has had its front elevation rendered and modern windows and door have been fitted.

7.2.4 Broadleaved trees help soften the regularity of the architecture and act as foil to the traffic on Brookmill Road.

7.3 Albyn Road (North of St. Johns Vale)

7.3.1 This length of Albyn Road was laid out in the 1850s and is fronted by groups of 2 storey and 2 storey over basement terrace houses which have subtle differences to their design. The contribution made to the street by Nos. 88-134 (locally listed), St. Stephen's Primary School and Commodore Court has already been described in 'Key Buildings' above.

7.3.2 Nos. 71-83 form a row of 2 storey terrace houses fronting the pavement, but are of three different builds. No. 71 is a recent narrow infill No. 73 is 3 bay house with central doorway and segmental arches to door and windows, while Nos. 75-83 are five 2 bay houses with more rounded arches to doors and windows. Nos. 75-83 feature 16-pane 'horned' sliding timber sash-in-case windows and 4-panelled doors, while No. 73 and No. 71 have margin pane sashes. A stucco cornice unites No. 73 with Nos. 75-83, and a stucco band between ground and first floor runs through all three buildings.

7.3.3. Nos. 85-91, No. 93 and Nos. 95-101 are 2 storey over basement and uniform design with basement and ground floor angled bay. While they retain traditional design features, including sash windows, doors and railings they are not of as dignified appearance as other terraces on this street.

7.3.4 Nos. 103-125 are a row of twelve, 2 storey over basement terrace houses with full height angled bays at each end. The houses ascend Albyn Road in pairs and this is more noticeable on the stepped parapet which has a plain stucco cornice. The end houses have entrance porches at the side which are set back from the front and feature a simple stucco pilaster and cornice doorway and are reached via a short flight of steps. The houses in between are 2 bay with short flights of steps to front door and basement entrance below. Window and door openings are segmental arched with gauged brickwork. Original windows survive on most houses and these are 6-pane margin sashes. A number of the original doors with 2 vertical panels have been replaced with doors of modern design. Original cast iron railings and gates survive along the whole length of terrace.

7.3.5 Nos. 127-133 and Nos. 135-141; two blocks of four houses are of similar design to Nos. 103-125 but feature fine dentillation under the parapet cornice. Unfortunately some of these have suffered from unsympathetic window replacements.

7.3.6 The street has good broadleaved tree cover, but some of the more mature trees have been pollarded. While granite kerbs survive, the concrete paving slabs are uneven in several locations.

7.4 St Johns Vale

7.4.1 This street descends from the railway bridge more steeply than the other parallel streets in the conservation area. The spire of St. Johns provides an important landmark which dominates the street at the railway bridge. The houses are 2 storey over basement in blocks of four. Nos. 8-14, Nos. 18-22, Nos. 24-26 and Nos. 33-39 pre-date 1868 and these share similar characteristics to the houses on Albyn Road. The houses at the lower end of the street are later and not as refined as the neighbouring buildings. No. 16 is a post-war infill but the use of modern brick, windows and integral garage make it appear rather out of place. Cast iron railings and trees planted on the pavement make an important contribution to the street. A good specimen of a robinia grows in the rear garden of No. 104 Cranbrook Road.

7.5 Albyn Road (South), Lind Street and Bolden Street

7.5.1 The local topography and the route of the railway line meant that it was more space efficient not to build on the east side of Albyn Road, instead three short streets run down to Brookmill

Road. On the steeper stretches of these streets the houses are built in pairs so they can step down the gradient more easily, elsewhere they are built in longer terraces. The houses date from the 1870s and share the design characteristics of this period. Most are 2 storey 2 bay with stucco corniced parapets, pilastered doorways and bay window surrounds. The bay windows on Albyn Road are one storey while those on Lind Street and Bolden Street are 2 storey. Timber mullioned tri-partite windows are a feature on those houses on Linden Street and Bolden Street which do not have bay windows. Two and 4-pane fenestration is more common on these later houses, although 6-pane margin lights are still found.

- 7.5.2 In terms of architectural quality the houses are not as refined as those found on the earlier streets. Unsympathetic alterations to windows, doors, parapets, wall finishes and boundary treatments are more prevalent in this part of the conservation area. A variety of modern walls and fences have been used to replace railings and these detract from the uniformity of the street. However the houses do retain some of their original townscape quality and the replication of the grid iron pattern of the earlier New Town is very apparent.
- 7.5.3 Tree cover is provided by copper beech and lime trees which are planted on the pavement. Numerous houses have bushes or shrubs growing in their front gardens. Road and paving surfaces are less well maintained than in the older part of the conservation area.
- 7.5.4 The spire of St. Johns is seen rising above the houses on Albyn Road from the bottom of Albyn Road, Lind Street and Bolden Street. A quality green backdrop is provided by the trees and grounds of Brookmill Park.

7.6 Cranbrook Road/Clandon Street

- 7.6.1 The northern part of the street between Friendly Street and Strickland Street was laid out before 1868 and was known as Seymour Place. The street was extended south to link with St. Johns Vale in the 1870s and a cul de sac was also created at Clandon Street. The Cranbrook PH and Nos. 57-61 are 3 storey terrace buildings of significant local interest and these are covered in 'Key Buildings' above. Nos. 56-68 and Nos. 47-51 Cranbrook Road are 2 storey terraces with segmental arched windows and doors. They front directly onto the street and are of similar character to Nos. 26-48 Admiral Street. Nos. 76-84 and Nos. 86-104 feature two storey angled bays on each end house and are of similar character to those terraces found on St. Johns Vale. Nos. 70-76 are post war council houses which replaced what must have been a bomb damaged terrace on Strickland Street. Their modern appearance makes them appear rather incongruous at this location.
- 7.6.2 The small 2 storey 2 bay houses on Clandon Street are of the artisan cottage style with visible dual pitch roofs and raised party walls. They form a continuous terrace and the two houses at the top of the cul de sac are double fronted. The houses have segmental arched window and door openings, with 6-pane margin sashes and 4-panel doors. The houses on the south side of the street have a very wide chimney breasts with 'toothed' brick cornice. Unfortunately all of the houses now seem to have modern boundary walls which detracts from their appearance. Some houses have also replaced their natural slate roofs with modern materials.

7.7 Brookmill Road and Park

- 7.7.1 The park was created in 1952 and replaced late 19th century houses which fronted the east side of Brookmill Road. The Cranbrook PH provides a prominent and welcoming landmark as most other buildings either back onto or have their gables next to the road. The sinuous nature of the road adds townscape interest opening up partial views of landmark buildings. Glimpses of St. Johns spire can be seen to the west. A good view of Carrington House can be seen from the corner with Admiral Street; the dramatic increase in scale between Sylva Cottages and this building is most impressive. Other buildings of note include No. 54-56, the Waterworks Tower, the Waterworks offices and pediment fronted industrial buildings (see

Key Buildings). The advertising hoarding and the adjacent rear elevations on Cranbrook Road do little to enhance this part of the street.

- 7.7.2 Brookmill Park features a centrally located pond which is surrounded by mature broadleaved trees. At the time of survey, the culverted River Ravensbourne was being diverted to a more natural course to make way for the Docklands Light Railway line.

8. Building Materials

- 8.1 Chimneys are of brick construction and with the exception of the houses on Friendly and Clandon Street they are usually obscured by parapets on the front elevation. However even on these houses chimneys can make an important contribution as a skyline feature where the rear of these buildings are seen from the street. Chimney pots are buff or red fireclay and of plain design. On some houses there has been a tendency to remove pots resulting in a loss of character.
- 8.2 The houses on Friendly Street and Clandon Street have fairly shallow dual pitch roofs. Elsewhere front parapets conceal butterfly roofs. The original roofing material is natural slate. A small number of houses on Friendly Street and Clandon Street have replaced natural slate with modern materials, i.e. synthetic slate, inter-locking concrete tiles and pantiles. On those buildings with bays on their front elevation, slate roofs have been replaced in some cases with inter-locking concrete tiles or pantiles. Where rear and valley roofs are visible from the street, a variety of roofing materials have been used to replace natural slate, i.e. clay pantiles, plaintiles, interlocking concrete roof tiles and synthetic slate.
- 8.3 Rainwater goods are more noticeable on those houses with dual pitch roofs and here the original guttering and downpipes are cast iron and of plain design. In some cases these have been replaced in unsympathetic materials such as plastic (pvc). Where houses have parapets on the front elevation, the main roof rainwater drainage is to the rear. Some of the houses with front bays to first floor height have shallow pitched roofs that are drained via guttering and downpipes, while others appear to have flat roofs behind a low parapet. In the latter case, some owners have attached pitched roofs as a means of replacing the original drainage system. Cast iron rainwater goods have been replaced in some cases.
- 8.4 The walls of houses are constructed from yellow stock brick and originally lime pointed. Stucco finish parapets, doorway pilasters, bands and other ornamentation can be found throughout the conservation area, apart from Friendly Street and Clandon Street. In some cases buildings have been repointed using a cement based mortar and this has had a damaging effect on brickwork as well as being aesthetically unappealing. However, the most dramatic detrimental impact on brickwork is where buildings have been clad with unsympathetic materials such as artificial stone, render, roughcast or have been painted. Other buildings have suffered from the removal of parapets, cornices and unsympathetic parapet repairs. The painting of gauged brick arches has occurred on several houses on Friendly Street and it is unlikely that this was an original design characteristic.
- 8.5 Original windows are of a vertical sliding timber sash-in-case design with a variety of glazing patterns. Margin paned windows are common but not universal. Approximately 20% of houses have had one or more of their original windows replaced on the front elevation with windows of modern design and normally of plastic or aluminium construction. These modern windows have a detrimental impact on the appearance of the historic building but can also degrade the setting of neighbouring buildings.
- 8.6 Original front doors are of solid timber panelled construction and may be of 2, 4, 5 and 6 panel design. All entrances have fanlights and these are either round arched, segmental arched or transom lights. Modern door replacement has been more prevalent than window replacement and threatens to reduce the quality of the conservation area's character.

- 8.7 Examples of original cast iron railings occur on Friendly Street, Albyn Road and St. John's Vale. In some cases original railings have been replaced with railings of modern design and these are considered more acceptable where they are set in the low base wall rather than floating between posts. Examples of this type of railing can be seen on Friendly Street and Admiral Street. Elsewhere low boundary walls have been constructed and in many cases these detract from the character of the conservation area. It is possible that the houses on Albyn Road (South), Bolden Street and Lind Street were originally built with low front walls that have been altered at a later date.
- 8.8 Natural stone slabs were probably used for paving basement wells and the front curtilage area were this was not planted. Some of these areas have now been covered in in situ concrete or modern paviers which are less attractive.
- 8.9 Satellite dishes and security alarm boxes provide evidence of late 20th century technological developments but can be visually intrusive if insensitively sited.

9. Summary

9.1 Positive Features

1. Most intact surviving part of Deptford New Town.
2. Good example of 19th century 'grid-iron' street pattern.
3. Cohesive architectural character of historic buildings.
4. Survival of original architectural features, eg. cornices, doors, windows and railings.
5. Traditional building materials and techniques, eg. brickwork, stucco, natural slate and timber.
6. Locally listed buildings and key buildings.
7. Mature on-street tree cover.
8. Quality public open space with mature trees, lake and river.
9. Quiet residential nature of area.

9.2 Detrimental Factors

A. Public Domain

1. Fast traffic on Brookmill Road. Would benefit from traffic calming, e.g. pedestrian / zebra crossing, granite sett speed strips.
2. Intrusiveness of parking on Friendly Street.
3. Advertising hoarding on Brookmill Road.
4. Poor condition of street and paving surfaces.
5. Low quality paved area at junction of Brookmill Road and St. Johns Vale

B. Buildings

6. Unsympathetic alterations, eg. modern doors and windows, artificial stone, render and painted brickwork
7. Modern unsympathetic roof materials.
8. Unsympathetic repairs, eg. cement mortar repairs, upvc rainwater goods
9. Removal of cast iron railings.
10. Erection of unsympathetic boundary walls and railings.
11. Installation of satellite dishes in highly visible locations.
12. Low quality appearance of rear of properties next to Brookmill Road, eg. Nos. 57-61 Cranbrook Road

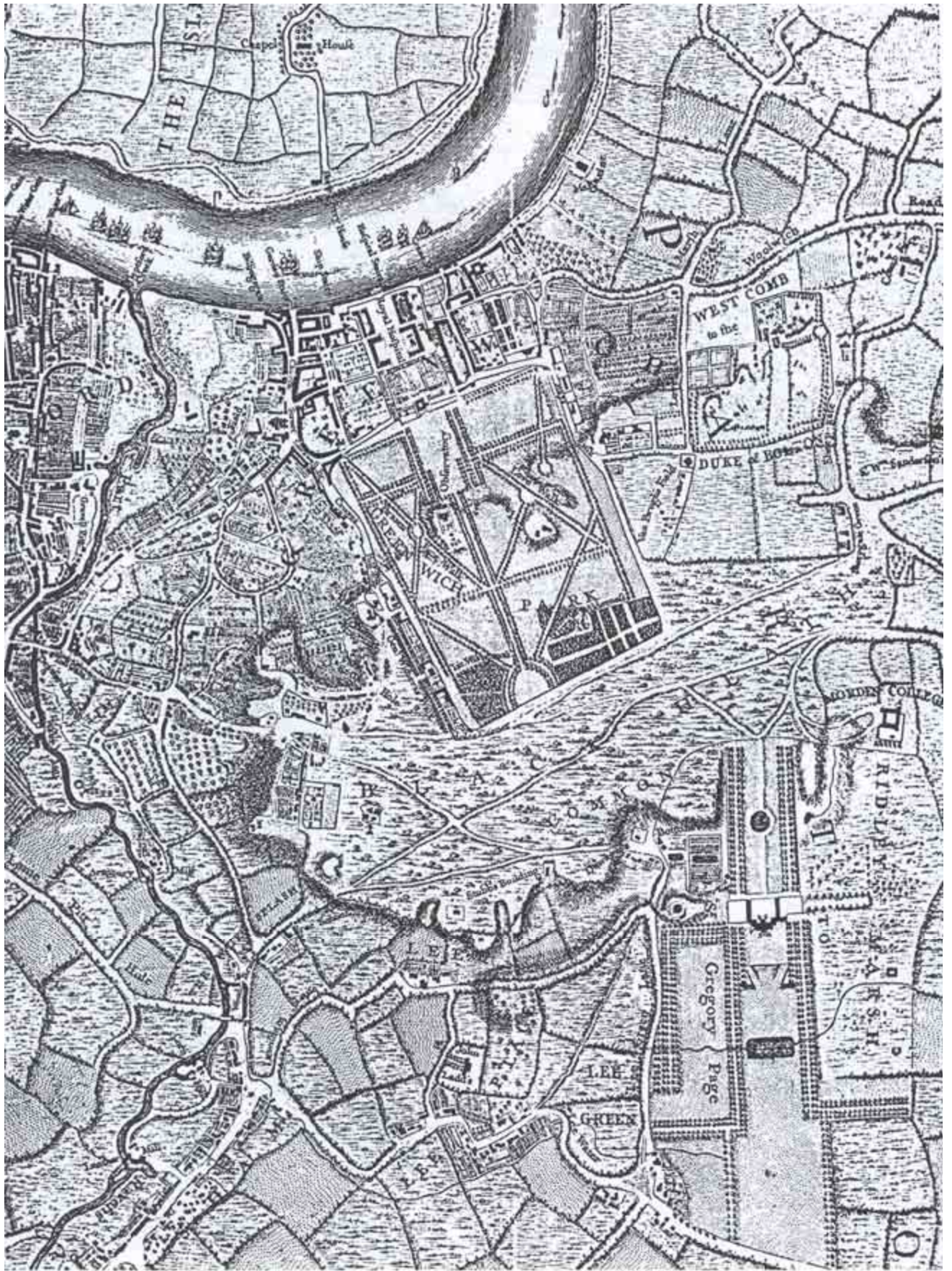
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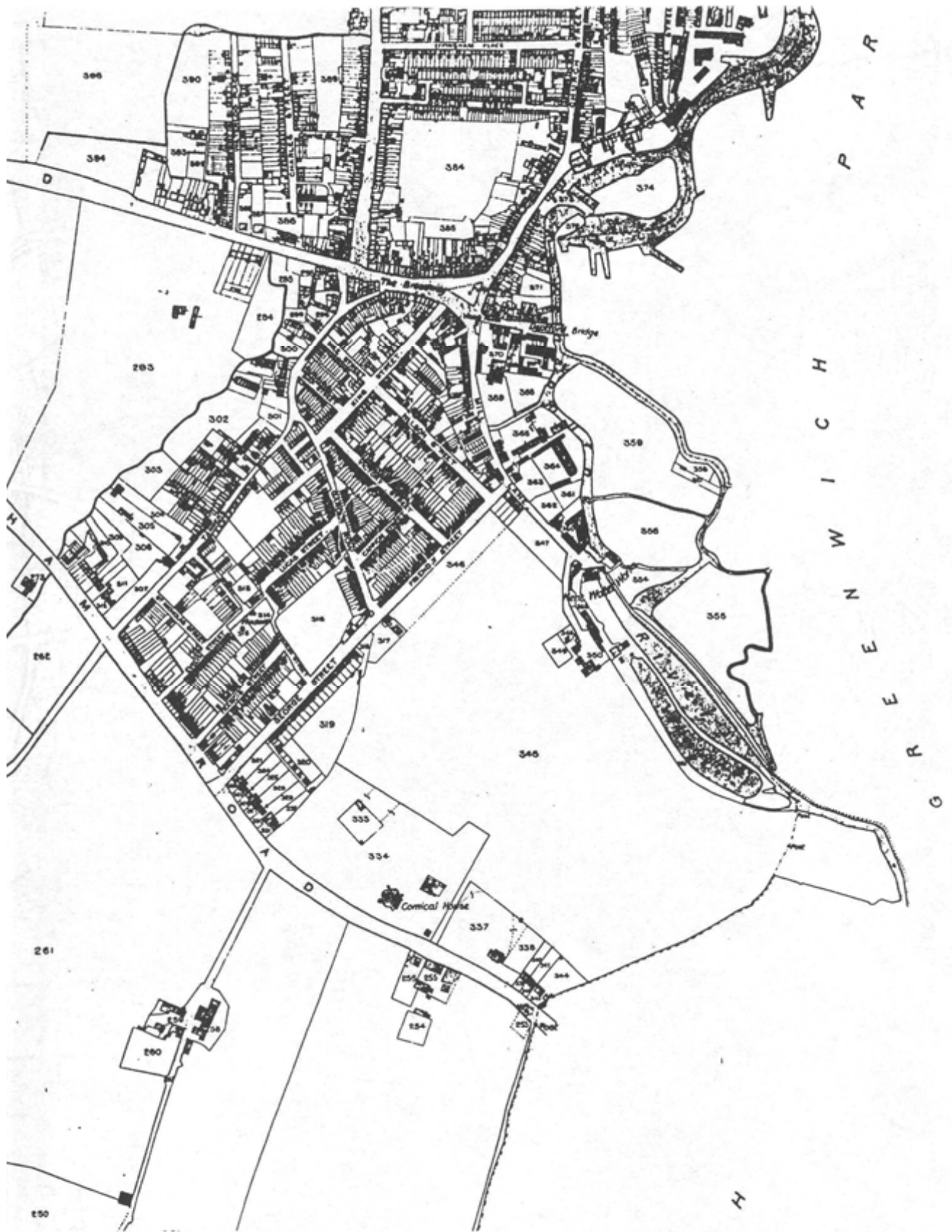
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Maps



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Scale NTS

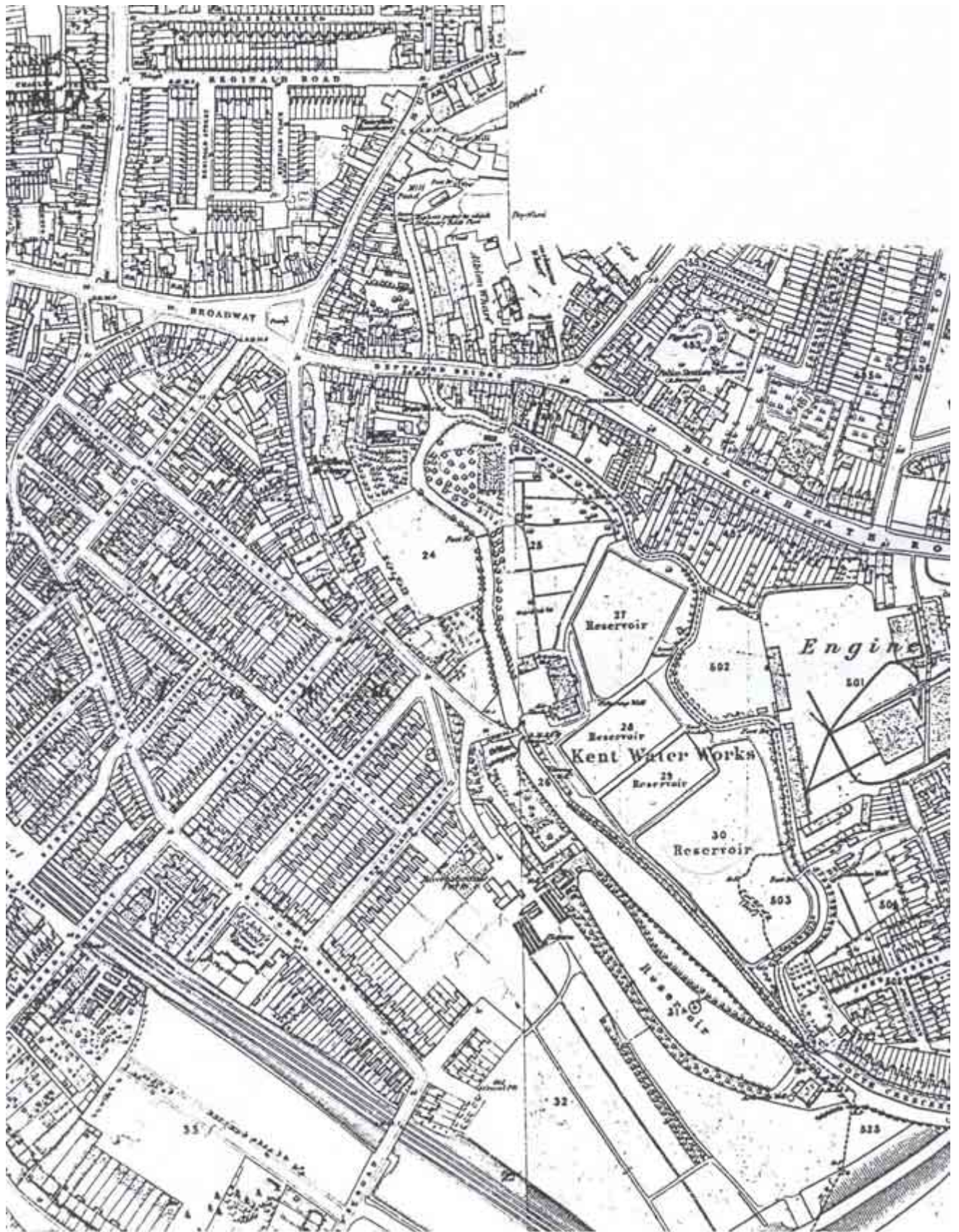
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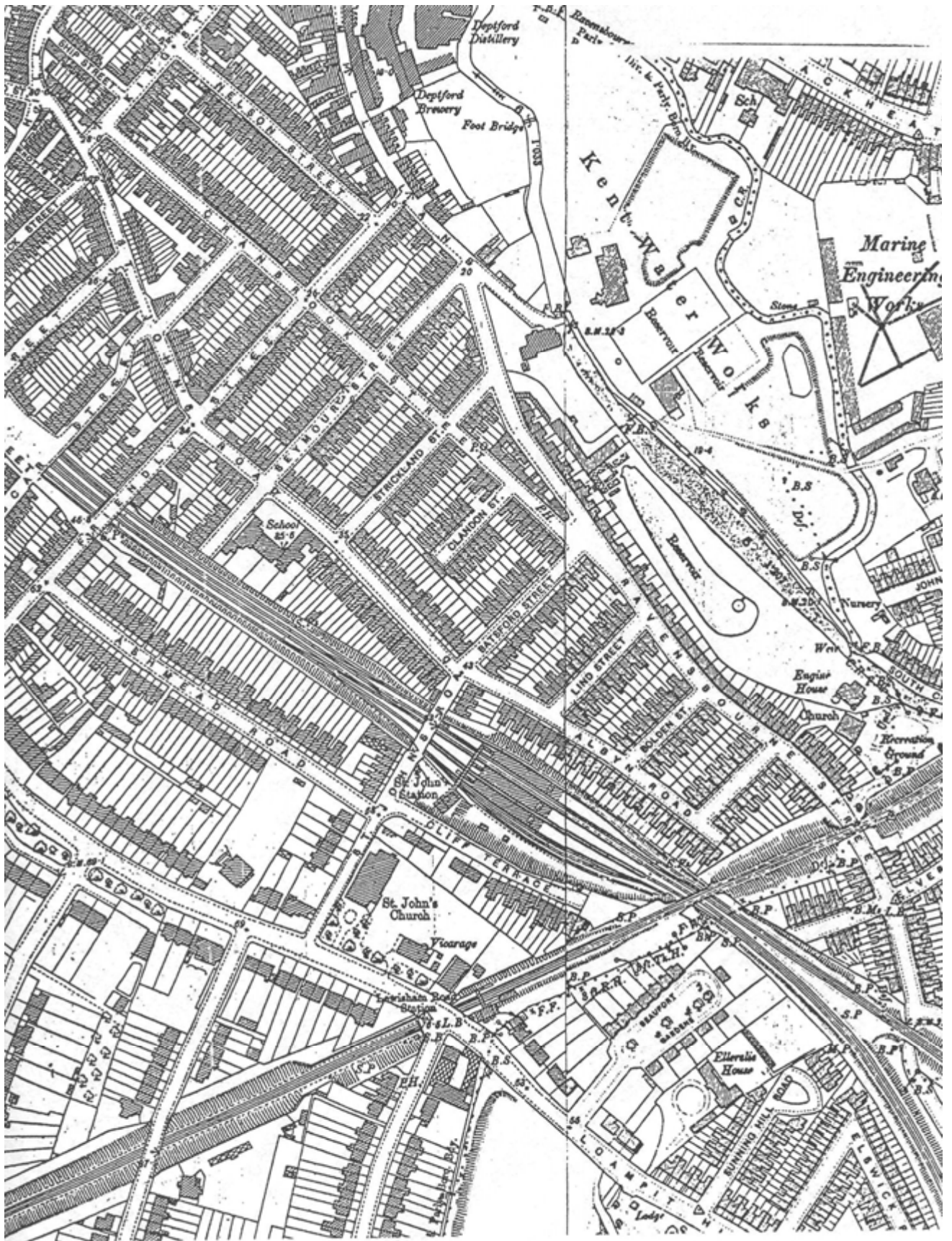
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Map 4

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Map 5

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