

Ladywell Conservation Area character appraisal

March 2010



Summary of Special Interest

Historically, Ladywell is a fairly recent settlement. Until the late 19th century it was just a small hamlet that grew up around the road from Lewisham to Brockley, taking its name from a local well dedicated to the Virgin Mary. The arrival of the railway in 1857 did not bring about a significant change at first; some commuter traffic to London developed, but it was not until the end of the 19th century that Ladywell changed within a period of only two decades from a small village to a true London suburb.

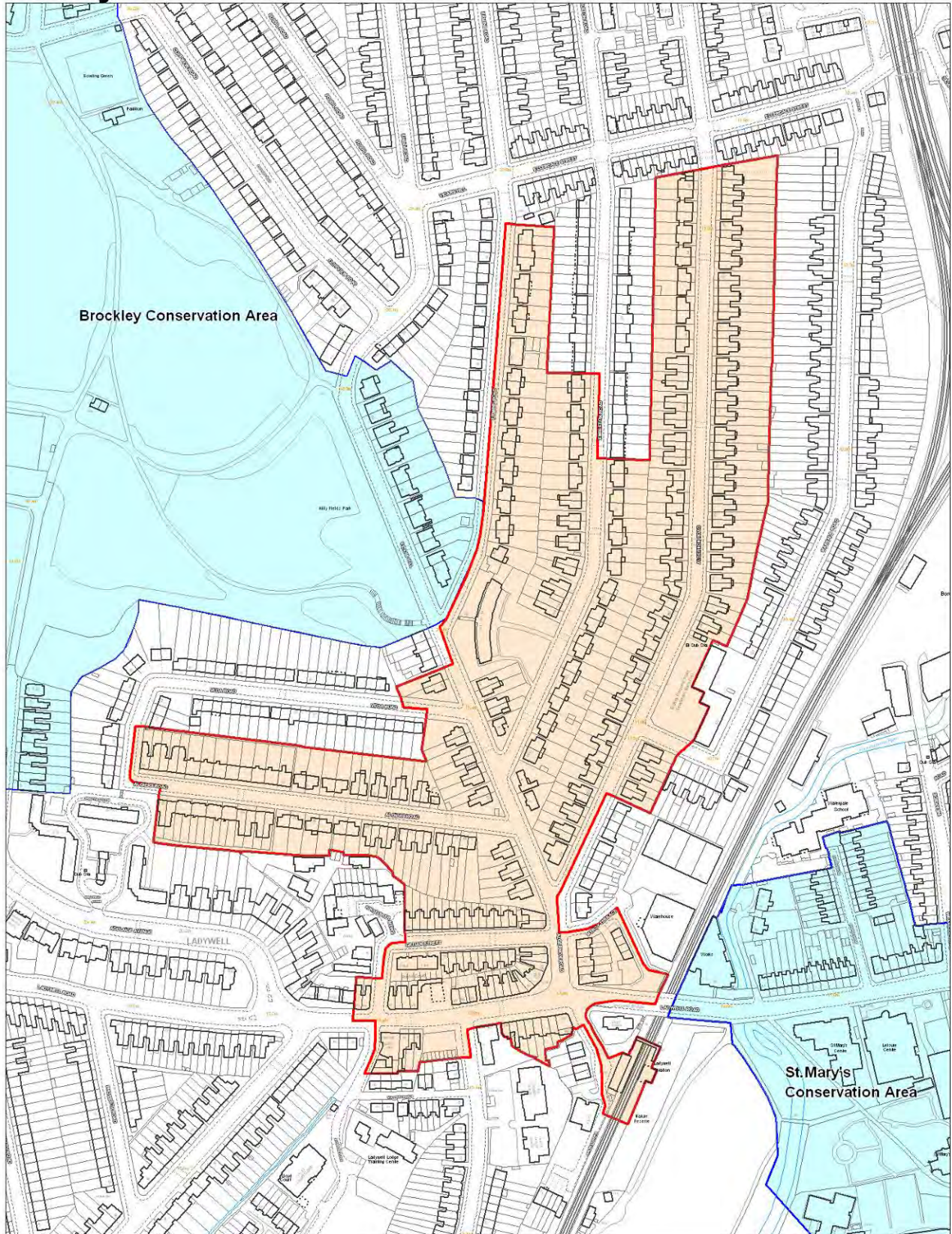
When in 1880 the fields along the eastern slopes of Vicars Hill (now Hilly Fields) became available for development, many of the plots were bought by local builder Samuel J. Jerrard, the then leading developer in the Lewisham area. Through the 1880s and 1890s Jerrard developed long stretches of Vicars Hill and the newly laid out streets Algernon Road, Algiers Road, Ermine and Embleton Road, taking advantage of the topography and the attractive long distance views towards Lewisham and beyond and the good transport links to London via Ladywell Station. His red and yellow brick-faced houses are generously sized and spaced and were aimed at the middle classes. They are highly distinctive as a group, while displaying an eclectic mix of Italianate and Gothic stucco, stone and terracotta details that were popular in the late Victorian period. Jerrard's development survives nearly complete, including a high survival of architectural detailing, and constitute the core of the conservation area, supplemented by some later infill development of the late 19th and early 20th century that completed his streets.

The conservation area also encompasses the commercial core of Ladywell along Ladywell Road and the railway station that provided the impetus for the suburban development. It contains some of the oldest houses and pubs of the area, pre-dating Ladywell's transformation into a suburb, and some purpose-built Edwardian commercial development that was planned in response to the rapidly increasing population around it. Although of different character, the residential and commercial areas share a number of common threads in terms of materials and detailing that combine to create a distinct area of architectural and spatial quality, the evolution and development of which remains very clear.

Contents

	Introduction	1
	The area today	4
	Population	4
	Planning policy	5
	Public consultation and adoption	5
1	History of the area	6
2	Spatial character	16
	Street layout	16
	Topography, views and landmarks	17
	Street trees	18
3	The natural environment	18
4	Areas of distinct character & buildings of interest	19
	Character Area 1 – Ladywell Road and the Railway Station	21
	Character Area 2a: Algernon Road, Vicars Hill, Algiers Road, Embleton Road and Ermine Road	25
	Character Area 2b: Gillian Street	30
5	Materials and details	31
6	The condition of the area and future management	45
7	Useful contacts and information	50

Ladywell Conservation Area



- Conservation Area Boundary
- Adjoining Conservation Area

Designation: 24th March 2010
Appraisal: Yes
Article 4 Direction : Yes
Area: 10.08 ha



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Introduction

In 2006 the St. Mary's Conservation Area was reviewed and extended. The process of appraisal and consultation highlighted the need to appraise Ladywell - not as a component part of St. Mary's Conservation Area, but in its own right and in terms of its special interest. The Council was then repeatedly asked to consider the designation of Ladywell as a conservation area.

Conservation areas are designated by the Council for their special architectural or historic interest. Character appraisals are written to provide information on this special interest. This character appraisal therefore considers the special architectural and historic interest of the study area with a view to establishing its viability as a conservation area.

It is important to note that character appraisals are not comprehensive studies and omissions do not imply that an element is not of interest and does not contribute to the special interest of the area.

The conservation area today

The conservation area is located in Ladywell Ward in the north-west of the Borough of Lewisham, and directly west of the Mid-Kent Line and Ravensbourne River. To the east of the river is Lewisham High Street and St Mary's Conservation Area. To the north-west is Brockley Conservation Area.

The focus of the conservation area is the broad swathe of residential streets that lead north from the foot of Algernon Road and Vicars Hill, the parade of shops and pubs along Ladywell Road and the listed 1857 Railway Station. This

comprises some of the oldest buildings in the area dating from the early 19th century along Ladywell Road, but consists mainly of planned residential and commercial development of the late 19th and early 20th century. The standard 1930's residential development that completed the streets following the first phases of initial development in 1880-1890 and 1890-1916, although in themselves not unattractive, have not been included in the area. The conservation area therefore includes only two-thirds of Embleton Road up towards Ellerdale Street and only the eastern side of Ermine Road.

To assist in the evaluation of the area, the two distinctive character areas in terms of prevalent use, i.e. commercial core (Ladywell Road) and the residential streets, are described and analysed separately in more detail in Chapter 4. This will help to assess and subsequently manage the special interest of these areas much more effectively. These are as follows:

- Character Area 1 – The Railway Station and Ladywell Road
- Character Area 2a and 2b – The late 19th/ early 20th century residential streets forming the core of the conservation area.

Population

With a population of 12,430, this makes Ladywell the second smallest ward in Lewisham. It has the 8th highest composition of Black and Minority Ethnic groups within the population, at 35.9% compared to 34% across Lewisham. Levels of owner occupation are higher

than average for Lewisham at 56.5% compared to a borough average of 50.1%.

Economic activity at 72.2% is the 3rd highest in the Borough with a 5% rate of unemployment compared to a borough average of 5.6%. 37.6% of the adult population have a degree or equivalent education, and 76% have basic qualifications. 28.8% of the population of Ladywell are classed in the highest social grade, higher than the borough average of 23.7%.

Planning policy

Under the Planning (Listed Buildings and Conservation Areas) Act 1990, and Planning Policy Guidance 15, the Council has a duty to identify areas of special historic and architectural interest and to formulate and publish proposals for the management of such areas. In determining applications for development in conservation areas, the Council has also the duty to pay special attention to the desirability of preserving or enhancing the character of the areas.

The Lewisham Unitary Development Plan (UDP) includes a comprehensive set of policies to ensure that where development takes place in a conservation area, it is sympathetic and to a high standard of design (Policy URB 16). Character appraisals are a material consideration in the planning process and are used when determining planning applications and appeals.

The UDP also contains policies to preserve the character, historic interest and setting of Listed Buildings (URB 18 & 19) as well as Locally Listed Buildings (URB 20).

The crucial role of advertisements and shop fronts in affecting the appearance of

the shopping centres and conservation areas within the Borough is recognised in a series of policies to control them and ensure sympathetic design (URB 8 & 9). A supplementary planning document on shopfront design has also been in place since 2006.

Public consultation and adoption

This document was made available for public consultation between 16 December 2009 and 27 January 2010 in accordance with the Planning (Local Development) Regulations 2004. and the Council's Statement of Community Involvement.

Residents, businesses and stakeholders were sent details of the proposed conservation area and character appraisal, including the proposed Article 4 Direction and recommendation for the future management. They were invited to attend a public workshop and exhibition to discuss the proposal with officers.

The Council responded to the request for the inclusion of the former stables to the rear of the Nos. 251-259 (odd) Algernon Road and agreed that although redundant, these buildings had historic significance and should therefore be included in the conservation area.

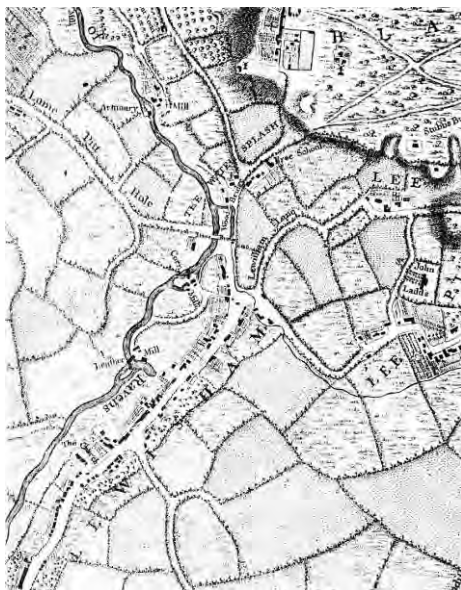
The Council's formal response to the public consultation is available on the London Borough of Lewisham's website.

This character appraisal was adopted by the Mayor and Cabinet on 24th March 2010.

1 History

The area derives its name from the 'Lady Well', a holy well dedicated to the Virgin Mary (arising from the dedication of Lewisham's nearby medieval church, St. Mary's). Ladywell first emerged during the late 18th century with a number of wooden cottages built beside what is now Ladywell Road. However, the most significant phase of growth followed 1857, with the commercial and residential development that grew to the west of the newly-arrived railway.

Wider Lewisham was originally an Anglo-Saxon settlement. This focused around a church likely to have occupied the site of the existing St. Mary's. Initially, this settlement developed along High Street and alongside the Ravensbourne River, which provided the basis of its economy.



Roque's Lewisham c.1743

By 1740 Lewisham had become home to a number of London lawyers and businessmen, but nevertheless remained

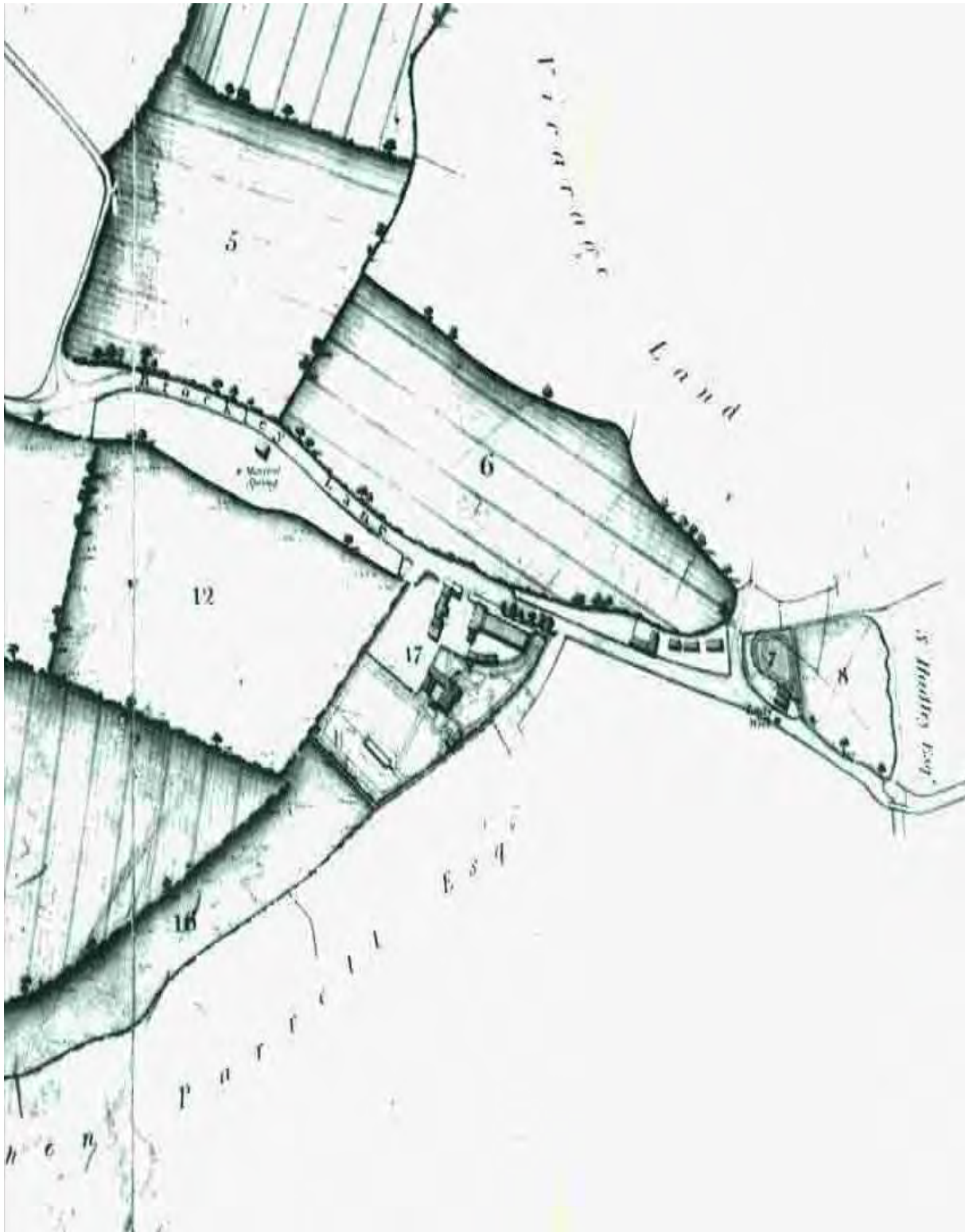
what was predominantly a farming community.

The 'Lady Well' or 'Well of Our Lady' was first recorded as early as 1472. Its earliest illustration is on an estate survey of 1592, to the west of the Ravensbourne River. On this survey, the plot of land to the north of the well is already called 'Ladywell End'.

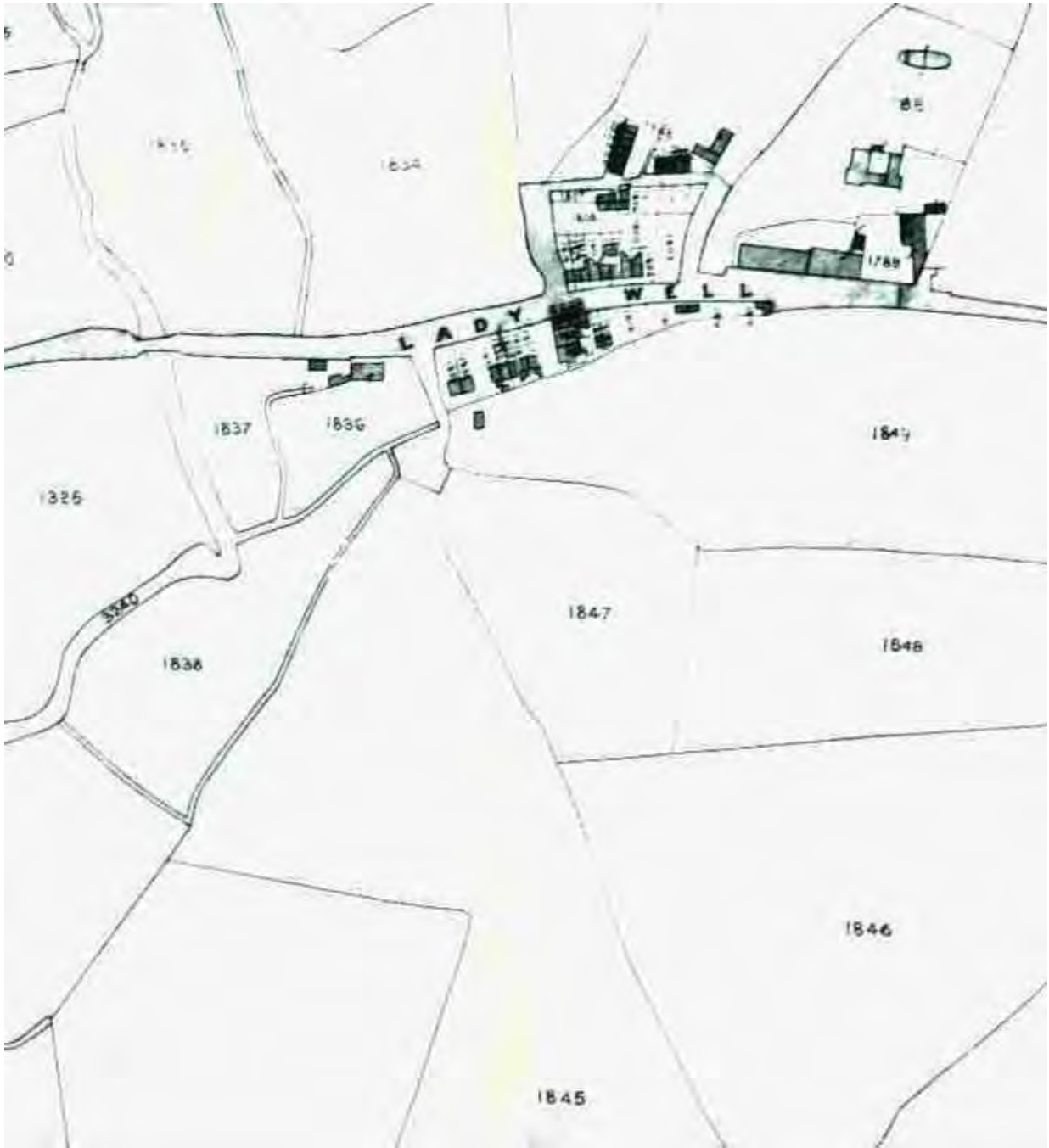


The 'Lady Well' c. 1827

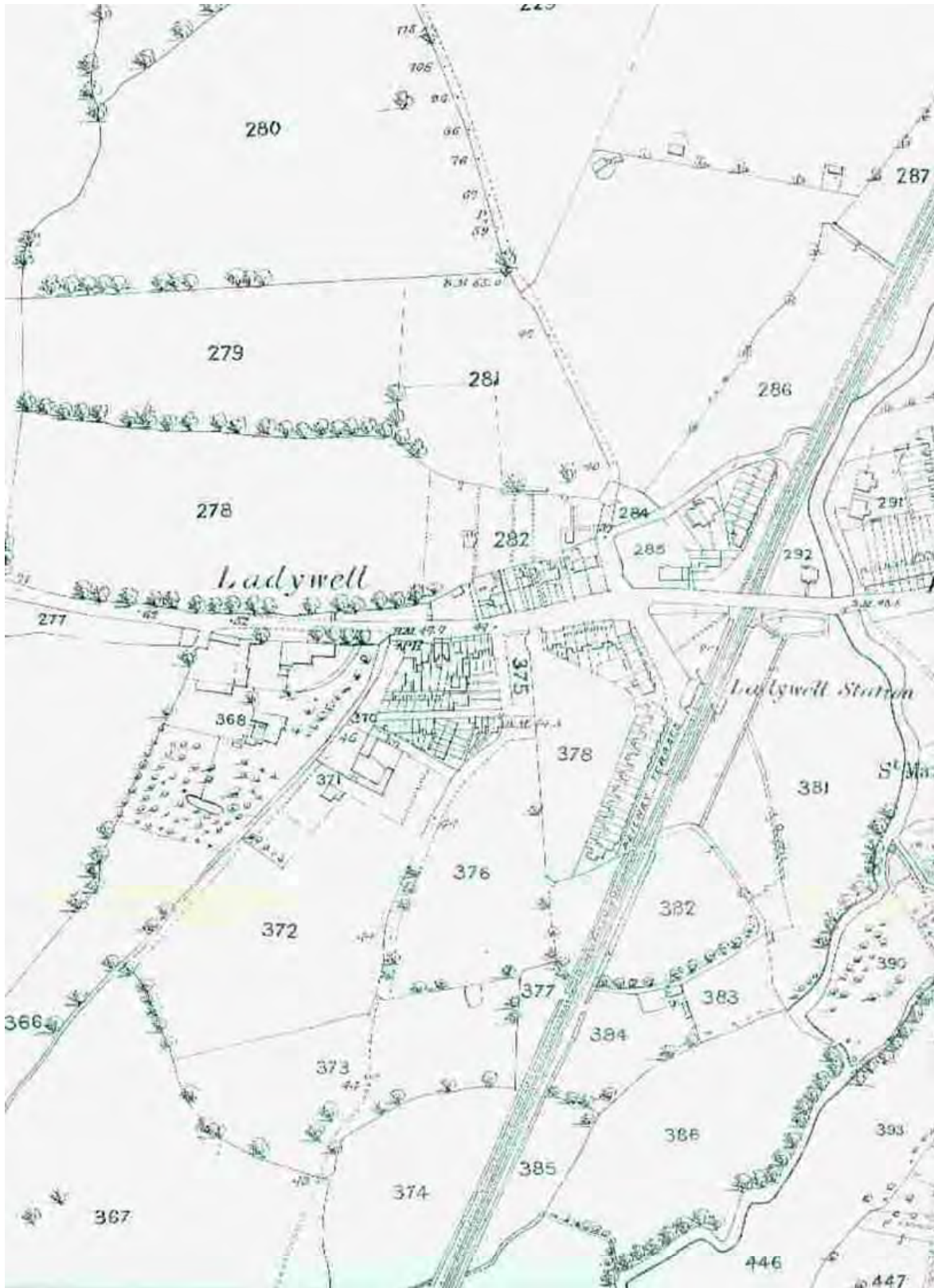
1816 maps show very little to have changed since 1592, although during the late 18th century, a small number of dwellings were developed on manorial waste ground along the north side of what was to become Ladywell Road. These were effectively 'squatter' dwellings, allowed by the manor court and built by the poor of the parish. By 1816, what was formerly 'Ladywell End' can be seen to accommodate a large house and garden (plot '7'), while to the west lies the complex of farm buildings that formed Bridgehouse Farm. By 1833 Ladywell can be seen to have become what may be considered a modest hamlet. A larger number of dwellings now adjoin the main thoroughfare, whilst the settlement itself has assumed the name 'Lady Well'.



Ladywell, 1816



Ladywell, 1843 Tithe Map



Ladywell, 1875 OS Map

An 1843 map shows the construction of still more properties on the south side of the main road (built c.1830-40). The well is no longer shown however, and is recorded elsewhere as being covered by the road and bridge that now cross the river. First constructed in 1830, this road-bridge was then extended to navigate the new Mid-Kent Line, constructed in 1857. Ladywell's railway station was constructed in the same year. Associated growth was nevertheless slow and initially limited to a new public house, built to serve the passengers and employees of the railway.



Ladywell, ca. 1833

By 1872 two public houses can be seen. At the west end of Ladywell is the Ladywell Tavern (c.1846, altered in the late 19th and in the early 20th century); and, located at the eastern end and immediately west of the station access, the public house then known as the Freemason's Arms (c.1866, now

'Mason's'). To the north stretches open pasture until Loampit Hill Pottery and its associated clay pit and brickfield are reached.



The Railway Station, c.1880

By 1875, some notable development in form of terraces of houses can be seen adjacent to the railway line close to the railway station.

Eventually, the rail connection between Ladywell and London resulted in the intensive late 19th century development of pasture lying to the west of the railway. This would include Vicars Hill, which since the Elizabethan period had been glebe land that provided part of the vicar's income. Until the late 19th century the area was only crossed by a footpath.



Ladywell from Ladywell Station, c.1878

In the 1880s local Lewisham builder Samuel Jerrard began the development of land lying between Ladywell Road and Loampit Hill to the north. This began in 1880s at the foot of Vicars Hill. Algernon Road was developed over a similar period on fields formerly used as Lewisham Cricket Ground, whilst the development

of Ermine and Embleton Roads were begun in the early 1890s.



Views down Vicars Hill at the junction with Ermine Road, c.1899



Detail of the above picture. Samuel J Jerrard & Sons Builders from Loampit Vale were responsible for many houses in Lewisham, Brockley and Ladywell

An 1893 map shows clearly the initial development of Vicars Hill, Algiers, Algernon, Ermine and Embleton Roads, although these streets are by no means complete and do not necessarily start at the foot of the hill. The northern side of Ladywell Road has also been prepared for redevelopment with the removal of a number of late 18th and early 19th century cottages. Between Ladywell Bridge and Prospect Place, a Mission Hall has been built to serve the growing population.



Newly built properties: east side of Algernon Road, c.1886



Ladywell, 1893 OS Map

A London County Council survey showing Ladywell Road gives details about the development to the south of the road. The two short terraces flanking the junction with what would become Malyons Road are called Alma Place and The Terrace. Kelly's Directory of 1884 records William Hudson, Decorator, living at No. 1; Thomas Mansfield, Coal Merchant at No. 5; and M. Foster, Baker, at no. 6.



North Side of Ladywell Road c.1885; 1830s cottages demolished in the 1890s

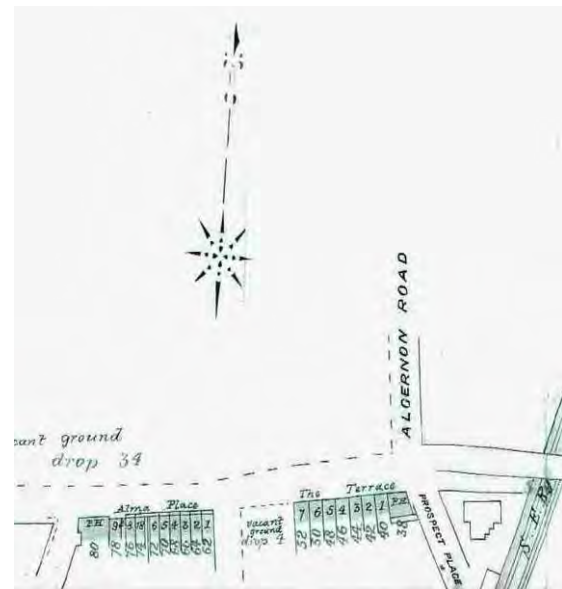
Between Ladywell Road and Algiers Road to the north, can be seen a large plot of vacant ground, shown to remain following the removal of earlier 1830s cottages. This large area was eventually filled by Gillian Street and in 1899, by the commercial parade known as 'The Pavement', which turned the corner north between Ladywell and Algernon Roads. No. 1 (now 218 Algernon Road) was a dairy that between c.1910 and 1923 was owned by a Mr James Haydon. By c.1914, Vicars Hill was nearing completion.



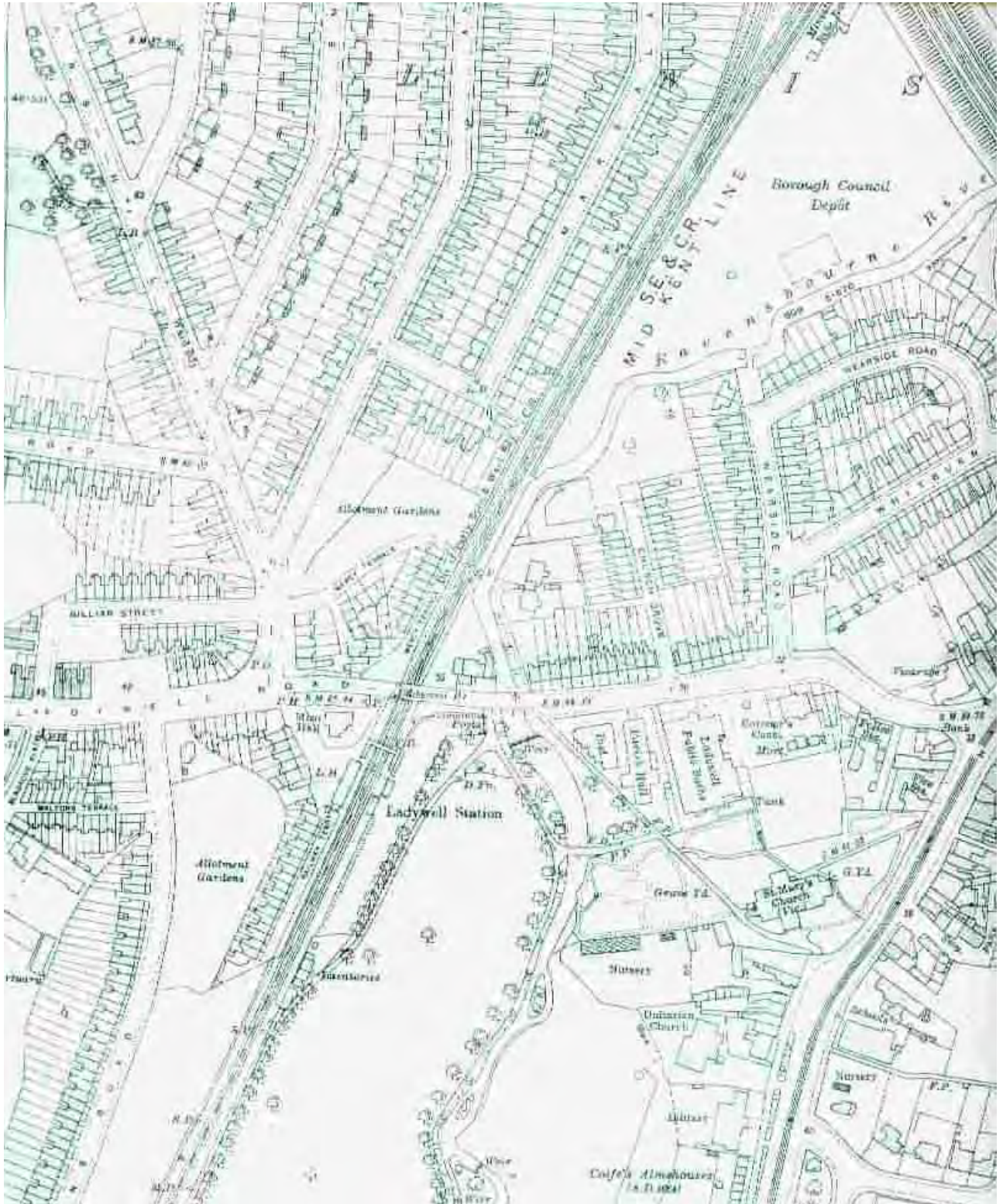
Haydon's Dairy c.1910

A 1916 map shows The Pavement and Gillian Street to be almost complete (gaps remain on both Gillian Street and the

north side of Ladywell Road), while Malyons Road has been developed to run south from the junction between The Terrace and Alma Place on Ladywell Road. To the east of Malyons Road a further distinctive gap remains in the streetscape, occupied by only one villa and glasshouse. Although substantially built-up, many gaps still remain on Vicars Hill, Algernon, Embleton and Ermine Roads, particularly to the north. On Algernon Road, the most significant gap is at the south comprising a wide swathe of allotment gardens.



Ladywell, 1894 London County Survey



Ladywell, 1916 OS Map

On the 1916 map - to the south-west below Malyns Terrace - can be seen

much open ground and a mortuary. Both belong to St. Olave's Union Workhouse, opened in 1900 and covering an enormous tract of the former Slagrove Estate lands, sold off in 1894. This is accessed from Ladywell Road via Slagrove Place. A vast institution with a rigid, orderly layout, this is shown by the 1916 map to extend some distance south., isolating the workhouse from the remainder of Ladywell.



St Olave's - Aerial View (1940's)



Ladywell, 1930 OS Map

The 1930 OS map shows little to have changed. Illustrating the rise of the motorcar is a garage, developed on the formerly vacant north side of Ladywell Road. To the east, a remaining gap has also been filled with an apartment block (nos. 85-91). Demonstrating the growing momentum of late 19th century Education Acts is a school, located to the rear of Railway Terrace (only one of many in the area).



Ladywell, 1930

Other changes include infill development of housing on Algernon, Embleton and Ermine Roads, although with 1920's buildings of less substance and depth than their neighbouring predecessors. Post-war maps from 1949 show some changes in the streetscape, but although bomb damaged occurred overall losses seem limited.

Large vacant sites now exist on the south side of Ladywell Road. These lie to the west of Malyons Road, and on the junction of Vicars Hill and Ermine Road, both sites seeing the loss of 19th century fabric. Toward the southern end of Algernon Road is a grid of small rectangular footprints; presumably small prefab buildings, erected to house the homeless victims of bomb damage in the area. The gap on the south side of Gillian Street has been developed with John's Court.

The next significant change in the study area was effected at St. Olave's Workhouse, much of which was demolished in the 70s and 80s and replaced by housing. The surviving structures of the workhouse comprising entrance, reception and stable building to the south of the conservation area's boundary are proposed for inclusion in the Council's List of Buildings of Local Interest.

The late 20th century has seen some infill, 'peppering' the study area with modern and contemporary examples of fabric of varying forms and quality, but not to an extent that it detracts from the historic interest and quality of the area.

2 Spatial character

The spatial character of an area arises from a number of elements, all of which combine to create its unique character and appearance. These include not only buildings, but also spaces and the relationship between them. A number of other considerations might include the density, grain or pattern of development, routes through these, and vegetation.

Street layout

The Conservation area contains three areas with distinctively different spatial character which are more or less divided at the V-junction where Algernon Road meets Vicars Hill.

Ladywell Road in the south constitutes the commercial heart of the area with continuous rows of commercial units built directly onto the back of the pavement. This pattern is only broken by the car wash unit on the northern side and the large plot of garages at the southern side opposite at the junction with Malyons Road. The gaps created by these two sites combined with their unsightly and under-maintained nature is out of character with the rest of the street.

The Edwardian properties on the northern side of Ladywell Road which were known historically as 'The Pavement', define the wide, sweeping junction between this busy thoroughfare and Algernon Road. The pavement widens and creates an air of generosity which is reflected in the commercial properties opposite. These are set back behind an area of unusual wide pavement with street trees to the front.



Ladywell Road and the Pavement as seen from the Railway Bridge.

The three small mid 19th century terraced cottages adjacent to the Ladywell Tavern, which pre-date the commercial development of Ladywell Road, have retained their residential character including the small front gardens.



Views east down Gillian Street.

From the junction of Ladywell and Algernon Roads, the conservation area stretches west and north in a series of linear 'fingers'. The first street to the left, Gillian Street, is a quiet residential back lane to The Pavement facing Ladywell Road. The tight urban form created by the continuous terraces to both sides of the street is unique within the otherwise predominantly suburban character of the area.

The grid of residential streets to the north of Gillian Street was created for the

planned development of the area in the last two decades of the 19th century and the early 20th century. It includes the older course of Vicars Hill from which streets were laid out westwards and north-eastwards parallel to the railway line.

Buildings are evenly spaced in long plots running back from the road with the rear gardens backing on to each other. Nowhere is the grain overly dense. Houses and terraces have open spaces between them to the sides.

The houses stand back from the road in a continuous building line behind front gardens that are separated from the pavement by low boundary walls. Infill development of the later 20th century has generally respected the historic building lines as established, which has helped to preserve the character of the area.

Topography, views and landmarks

Much of the area encompasses the south and eastern slopes of Hilly Fields which is the highest elevation in the area. The topography—falling steeply toward the Ravensbourne provides the buildings on the slopes with excellent long distance views.

A particular good view is from Vicars Hill towards the busy skyline of Lewisham spread out below. Another excellent view is from Algiers Road from where the high spire of Lewisham Reformed Church can be seen in a distance.

Spaces between the houses allow glimpses through to rear gardens and beyond. Where the roads meet Vicars Hill there are views across the rear elevations and into verdant gardens.

Ladywell Road, Gillian Street and Algernon Road on the other hand are at

the foot of the hill where the ground is flat, and the continuous development that encloses these streets screens any significant views out. The corner buildings along Ladywell Road, notably the pubs Masons and Ladywell Tavern, provide the only landmarks within the area.

Algernon Road, Embleton Road and Ermine Road have distinct 'kinks' as these follow the contours of the hillside. On the ground these appear more as subtle curves, which only gradually reveal the full extent of each streetscape as these are traversed north or south.



Algernon Road curving towards the North.



Long distance views from Vicars Hill.



View down Algiers Road.

Street trees

Street trees in the area appear to be all modern planting and mature trees only exist in private gardens. Large gaps suggest that losses have not been replaced over the years and presently, there is only in parts of Algiers Road a tree line of some impact. Where street trees occur, they greatly contribute to the suburban character of the area, combined with the many shrubs and bushes planted in the front gardens.

3 The Natural Environment

The natural environment of the study area is limited, although the importance of rear gardens and general foliage to both biodiversity and amenity are recognised as significant and valued, adding contrast and softening the hard texture of what is almost a wholly urban locale.



Rear Gardens, Algernon Road (from Vicars Hill)

Ladywell Conservation Area – Character Areas

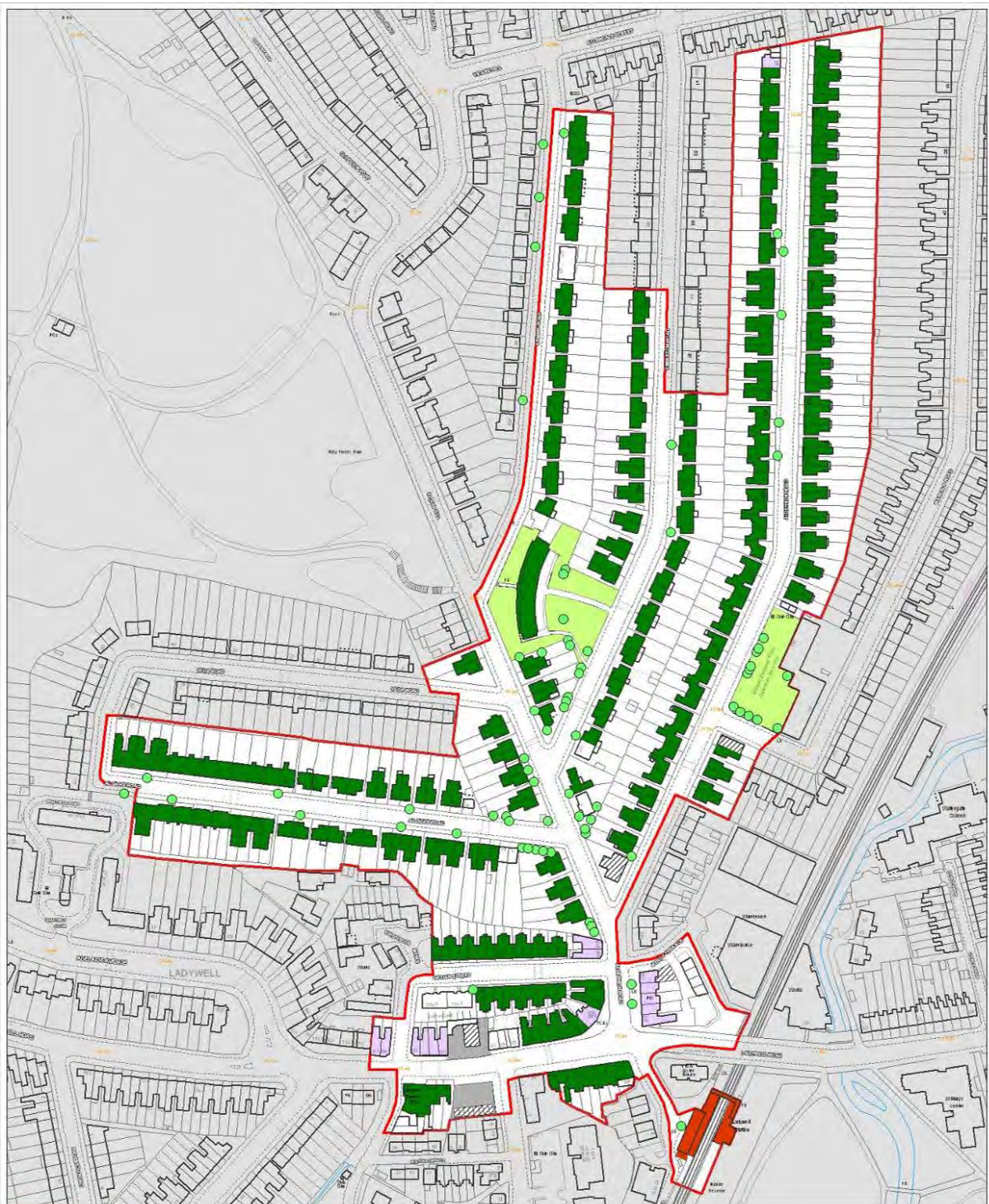










-  CA Boundary
-  Character Area 2a
-  Character Area 1
-  Character Area 2b


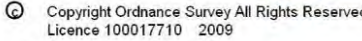


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Ladywell Conservation Area – Townscape Appraisal Map



	Positive Buildings		Negative Buildings		Trees of importance to the public realm
	Listed Buildings		Positive Open Space		
	Neutral Buildings		Negative Open Space		
	Historic Buildings in need of enhancement				

4 Areas of distinct character & buildings of interest

Despite the similarity of building types, materials, details, styles and periods of fabric found in the area, it may nevertheless be seen to comprise three distinct character areas. Each is made distinct by the combination of forms, spaces and uses to be found there, whilst displaying subtle variations of character and appearance. The character areas can be distinguished as follows:

- Character Area 1 – The Railway Station and Ladywell Road
- Character Area 2a and 2b – The late 19th/ early 20th century residential streets forming the core of the conservation area.

CHARACTER AREA 1: THE RAILWAY STATION AND LADYWELL ROAD – Late 19th and early 20th century shops, residences and public houses forming the commercial heart of Ladywell.

Some impression of the semi-rural beginnings of Ladywell is provided in views south towards the Railway Station and Railway Terrace. A quiet, pedestrian-friendly route these views are terminated by the low, one storey station building in front of the full backdrop of mature trees located beyond in Ladywell Fields.

A Grade II listed building, the Railway Station was first constructed in 1857 for the Mid Kent Railway. Taken over by the South Eastern Railway in 1864, the structure was subsequently extended c.1880.



The Ladywell Railway Station as seen from Ladywell Road.

Although a modest building, the station is a quietly detailed, attractive structure that signifies both the semi-rural origins of Ladywell *and* its later growth, in addition to the role this undertook as part of the expansion of wider London. As one of the main point of arrivals into the area the station represents *the* pivotal building in Ladywell's development.



The lattice-girder footbridge of Ladywell Station.

Despite a predominantly commercial nature, on Ladywell Road the oldest fabric is residential and comprises three early 19th century buildings that survive as a terrace to the east of the Ladywell Tavern. Although modest, two-storey dwellings in plain stock brick, these are nevertheless worthy of note for representing the earliest surviving development on Ladywell Road and are remainders of what once used to be a

small village. Their limited scale and historic plot sizes are illustrated by the fact that the now vacant adjacent site to the east originally accommodated a further six properties of this type.

This vacant site now constitutes an incongruous feature in the streetscape, and has a negative presence: the broad but definite enclosure of the street is lost, and the site is derelict, overgrown and bounded by large advertising hoardings.



Early 19th century dwellings in Ladywell Road (south-side).



Vacant site at the junction of Ladywell Road and Malyons Road.

In clear contrast, at its western end this small row of houses is terminated by the Ladywell Tavern. Originally of a similar period to its two-storey neighbours, this is nevertheless of a much larger scale and mass, and by virtue of its smart, early 20th century façade, provides a focal point in this part of Ladywell Road. It is a fine, solid building on a prominent corner plot that successfully turns the corner between Ladywell Road and Slagrove

Place, down which the piers and gateway of the former St. Olave's workhouse can be seen.



The Ladywell Tavern

The clear architectural quality of the Ladywell Tavern makes it a representative of the last discernible and significant phase of development in Ladywell – the late 1920s and early 1930s. There is also however, significant historic interest attached to the building itself, being of c.1846 origins and therefore comprising the *first* public house in Ladywell. The building was later altered in the late 19th century, and further changed during the early 20th century, notably with the construction of the existing façade.

Turning back towards the station, the southern side of Ladywell Road comprises early 1870s residential/ commercial development. At its eastern end is the grand Masons Bar/Restaurant, built originally in response to the railway as the Freemason's Arms (c.1866). Its prominent corner location, scale and detail lend Masons some landmark quality and, in the manner in which this turns the corner from Railway Terrace onto Ladywell Road, it presents an impressive and welcome feature to the area to anyone arriving from the railway station.



Masons Bar/Restaurant in Ladywell Road.

Reflecting Masons to the east, Nos. 50 and 52 Ladywell Road are built right up to the street edge through all of their three storeys and have parapet roofs. Those two-storey buildings between, Nos. 40-48, have pitched roofs and were originally built as dwellings set back from the street with front gardens. Shortly after their initial construction – at least by 1893 – these gardens have been developed with projecting shop fronts. The change reflects the transformation of Ladywell Road during that period from a residential road to a commercial centre that evolved to serve the rapidly expanding suburb around it.



1870s Residences with late 19th century shop-front additions on the south side of Ladywell Road.

The interplay of recess and projection is a feature of contrast that draws the eye the street along and one that rewards the observer with upper elevations of Victorian quality, with enriched window surrounds and eaves. Roofs are also pitched to create distinct contrasts with the parapets of flanking buildings.

Opposite, on the north side of Ladywell Road and turning north onto Algernon Road, the development comprises what was known historically as 'The Pavement'. It consists of a terrace of early 20th century buildings that were purposely built as commercial units on ground floor level with residential above, replacing all the earlier, early 19th century cottages in this location.

'The Pavement' and Nos 101 - 111 and 125 & 127 (the latter two outside the conservation area) appear to have been constructed in one phase, most likely by the same developer. Some large gaps in between them were not filled until the 1920s and 1930s with a garage (now a car wash) and apartment blocks.

The Edwardian buildings display an attractive unity in rhythm, architectural detailing and vertical emphasis of their elevations. They stand right at the back of the pavement and are of two and a half

storeys, over shop-fronts at ground floor and three-light windows at first. Wide dormer gables with one-light windows project from near the roof pitch to stand flush with the front elevations, crowned by segmental headed pediments.

Of significant townscape quality is the manner in which the terrace turns the corners of Ladywell and Algernon Roads, where the corner's wide sweep is described in an accomplished and distinguished curve. This curve leads the eye up the broad foot of Vicars Hill and to its junction with Algernon Road. In this view, fabric towards the north of the Conservation area becomes visible, where uses and forms switch to an overtly suburban, residential nature.

Opposite, at the corner Algernon Road/Ladywell Road, stands a terrace of five commercial buildings, the central one highlighted by an exposed



Curving Junction of Ladywell and Algernon Roads.



Commercial Development (Ladywell Road, north-side).

gable. They are contemporary or of a slightly later date with The Pavement and although larger in scale, they are much

plainer in architectural treatment. The detailing is subtle, but the appearance of the group as a whole has been degraded by a number of unsympathetic alterations. They stand right at the back of the pavement wide enough to have street trees planted, which soften the hard urban landscape at this busy junction.



Nos. 251 – 259 Algernon Road, early 20th century.

The good sense of rhythm and enclosure provided by The Pavement is lost after Nos. 111 due to the large 1930s infill apartment block. Further down, Nos. 125 and 127, which belong to The Pavement development, have had their character significantly eroded by unsympathetic alterations to their elevations, and have therefore not been included.



Views East down Ladywell Road.

To the rear of Nos. 251-259 Algernon Road stand four redundant stable

buildings. They are one and a half storey brick structures with centrally placed bay lofts in the roofs and louvers at ridge level. To ground floor are timber side hung doors. They appear contemporary with the parade of shops fronting Algernon Road and may have been built to serve the commercial uses. The stables are now redundant and under-used and show signs of neglect, which currently affects their contribution. They are considered of historical significance in terms of the history of development and former uses of the area and have the potential to be repaired and converted for other uses..

CHARACTER AREA 2A: Algernon Road, Vicars Hill, Algiers Road, Embleton Road and Ermine Road

The area is of a residential Victorian/ Edwardian suburban character. Development took place speculatively and in a piecemeal fashion, though the majority of the houses within this area are late Victorian, built within a relatively short period of time by one and the same builder. Later infill development followed by different builders, and the changes in scale and style reflect both the changes in building design and taste of their time.

Large parts of Vicars Hill, Algiers Road, Algernon Road and Embleton and Ermine Roads were built by the Lewisham builder Samuel J. Jerrard through the 1880 and 1890 who favoured an High Victorian eclectic style. His houses are attractive and highly distinctive as a group.

Jerrard uses mainly four different types of houses which he arranges either as semi-detached properties or short terraces. The simplest type is the two bay house. It is usually combined with a gable-fronted house to form a semi or occurs in short

terraces of four houses (Nos. 3-23 odd, Algiers Road and Nos. 121-167 odd, Algernon Road) or exceptionally of six houses.



A typical pair of semi-detached houses, the house to the left gable-fronted.



Terraces of six houses with gable-fronted houses as end houses as can be found in the northern part of Algernon Road.

The semi with one of the pair gable fronted, paired central entrances and kitchen extensions to the rear is one of the most common houses type in the area. They are often arranged symmetrically to 'frame' another type, the semi-detached with exposed central gable. The variety created by the arrangement of these different house types adds considerably to the interest of the area and is further enhanced by the often alternating use of yellow stock brick or rich red brickwork for the front elevations.



The semi with central outward-facing gable is the most attractive type of Jerrard's buildings thanks to the stucco tympanum that surrounds the central windows on the upper floor level.



The semi with steeply pitched outward facing gables is the predominant house type in Ermine and Embleton Roads.

The other predominant Jerrard built semi-detached type is that used in the pair with exposed gables that contain the attic. A

notable deviation in lay-out from the other semis are the lower recessed side extensions and the siting of the entrances to the far end of the houses. Chimneys are situated in long central stacks at ridge level containing 12 round chimney pots that give these buildings a distinctive roofscape.

Houses are usually of two storeys (plus attic). This pattern is only broken once further north at Algernon Road at the junction with Ellerdale Street where the four semis, Nos. 82-94 (even), rise up to three storeys.



Three storey semi-detached houses at Algernon Road which are linked by lower recesses.

The lay-out of No. 8 Vicars Hill has been adapted to respond to its corner location at the junction with Embleton Road. It features an outward facing gable and canted bay window towards the junction, which in combination with the mature Monkey Puzzle tree in front of it provide an important focal point in the streetscene. The mature planting in the garden surrounding the property adds considerably to the character of the area.



Mature planting at the junction of Vicars Hill and Embleton Road.

At the lower end of Vicars Hill are three large semi-detached Victorian villas. Though apparently contemporary with the other Victorian development of the area, they do not have the familiar decorative repertoire of the Jerrard buildings and might have not been built by him. Although they resemble each other in plan and form, they vary in ornamentation, window design and glazing pattern, which gives each individuality.



One of the grand Victorian semi-detached Villas at the lower end of Vicars Hill. Note the attractively decorated dormer gables.

Jerrard's attractive and generously laid-out houses were aimed at the middle classes commuting into the City of London. By the time he finished his development, the market was saturated with properties aiming at the higher end

of the market. As a result, the infill development that completed the newly laid-out streets was more modest in scale, putting them within reach of a less affluent clientele. Changes in style also reflect the changes in taste and house design of at the turn of the century.

At the foot of Algiers Road, properties are distinguishable as Jerrard-built, but at the western end the road is continued by later, red and stock brick Edwardian buildings. Here, an attractive uniformity is imposed, comprising terraced, twinned properties with projecting entrance porches and gables that show influences of the Arts and Crafts style.



Properties at the western end of Algiers Road.

Opposite at the western end, the road is completed by properties of a marginally later period, which have distinctive projecting stepped gables with volute details; projecting porch canopies and three-light, heavily mullioned windows. Originally sober, red brick buildings, though some of the houses have now been rendered and painted. As a result some of the original features used to enrich the facades have been lost though the common use of white as colour for the rendered parts has at least ensured some form of consistency. The use of plastic double-glazed windows has also reduced the visual interest of the

elevations where these changes have occurred, though the effect could be reversed by the re-instatement of timber windows to the original pattern.



Early twentieth century properties at the western end of Algiers Road.

A further late 19th century house type can be found in the north-western side of Algernon Road north of the bend. The three terraces of four houses, Nos. 108-132, are of a fairly common Victorian aesthetic, in brick, stone and stucco. The two-bays, single-bay windows are double-height and capped, whilst porches are recessed and windows flat arched. Delicate brackets support stone cills whilst window and door heads are of more substantial chamfered stone; in turn supported at upper levels by columns with modestly enriched capitals.



Late 19th century properties at the western side of Algernon Road.

To the south the enclosure is continued in a long row of early 20th century semis of various forms, Nos. 144-200 Algernon Road. Although they are of a fair quality, they are noticeably more modest in scale and plainer in architectural treatment than the Jerrard buildings they face opposite. Plain clay tiles, pebble-dashing, rough cast render and brick comprise the varied palette used in these buildings, whilst a number of forms and features add subtle visual interest to the elevations, including the full-height bay windows - both square and canted - recessed porches, and projecting gables.



Early 20th century buildings along of Algernon Road.



Early 20th century semi at Algernon Road with wide, full-height canted bays topped with bell-shaped canopies.

Of interest are also individual features such as the distinctive half-bell canopies used to surmount the bays on some properties. Also of interest is the arrangement of properties, where

different types of semis are alternated and juxtaposed (projecting bays with gables; render with brick etc.)

The consistent enclosure found along Algernon Road is lost at one point, with a large complex of flats for the elderly, located on the east side of Algernon Road. An unattractive, late twentieth century development, this is nevertheless improved by its wide tract of garden fronting Algernon Road. The gap-effect is to some extent mitigated by boundary treatments of large bushes and small to medium sized trees that provide glimpsed views (through substantial foliage) to the openness of the site beyond. As such the garden contributes positively to the appearance of the area providing a welcome breathing space.



Garden to the front of the Apartments for the Elderly in Algernon Road.

An interesting infill is Nos. 93 -131 Ermine Road, a late 20th century apartment block which thanks to its corner location it is highly prominent in the streetscape. On the east side of the building - from Embleton Road - such elements as scale seem exaggerated due to the falling topography. Through the gaps to its sides attractive views can be gained from Ermine Road towards Lewisham in the distance beyond. The open feel provided by its wide lawn at Embleton Road which is enhanced by the mature trees and

views into the gardens of adjoining properties is unique within the area of otherwise densely built up streets.

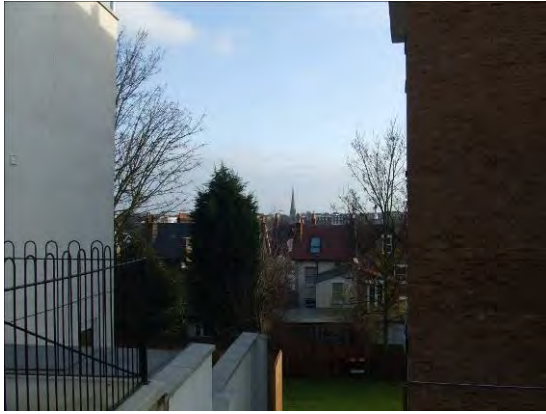


93-131 Ermine Road as seen from the south-west.



93-131 Ermine Road as seen from the Embleton Road.

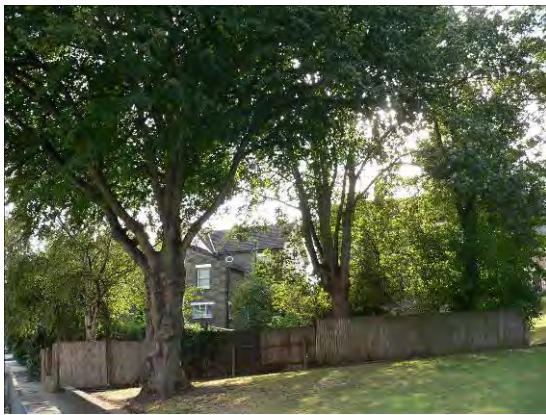
Although a substantial departure in terms of type and character from the earlier properties, 93-131 Ermine Road is nevertheless of some intrinsic value - in particular arising from its unusual yet satisfying form and the way it responds to its corner location- and of some landmark quality.



Glimpsed view towards the east from Ermine Road.



Terraced houses in Gillian Street.



Views via the lawned amenity area of 93-131 Ermine Road into the rear gardens of the properties at Vicars Hill.



View east down Gillian Street towards Algernon Road.

At the western end of the street where it turns into Ladywell Road sits John's Court, a 1930s apartment block with tile-hanging and crittall windows. It is not an unattractive building a such, but its contribution is currently affected by the lack of maintenance of its boundaries and a general air of neglect.

CHARACTER AREA 2B: Gillian Street

Moving north up Algernon Road, the first street to the west is Gillian Street. A strictly linear, enclosed space of uniform, terraced dwellings, Gillian Street is an attractive composition, arising from the very regular proportion and rhythm of its wide, three-light projecting bays and high level of detail. Of particular visual interest are the polychromatic entrance arches, robust eaves details and colourfully tiled, recessed porches. Views east also take in glimpses of the fine spire of Lewisham's United Reformed Church at Sion House.



Johns Court at the western end of Gillian Street.

5 Materials and details

The houses in the conservation area are built predominantly in either yellow or red brick and Welsh slate as roofing material. There is an abundance of architectural details of various materials which were included in the designs to increase the houses' appeal and reflect the status of their owners. Materials and details are important to the character of the conservation area, giving the area its special identity and quality. Some of these details are outlined in this section.

Brick

The yellow London stock brick is the predominant building material for the earlier buildings along Ladywell Road and for most of the later development in the area, including Jerrard's houses and the commercial parade of shops 'The Pavement'. It was sourced locally from brickworks that sprang up throughout the area to supply house builders.

With the advance of the railways, red bricks from the northern part of the country, notably the Midlands, also became widely available. Red brick is often used in the area decoratively to highlight architectural features, such as window and door arches or entire surrounds, chimneys, banding, projections etc., sometimes in combination with yellow brick or white render for a striking polychromatic effect.



Red brick is subtly used to highlight features such as window surrounds, banding, eaves details and the shaped gable at 'The Pavement'.



Polychromatic brickwork at the terraces in Gillian Street.

Jerrard uses red brick purposefully as facing material in alternating sequence for his semis to increase their visual interest of this development.



Jerrard Properties in Embleton Road.

Generally, at the turn of the century the preference was in favour of red brick as facing material, as can be seen in the residential developments that completed Algiers Road and Algernon Road.



These buildings in Algiers Road, which take stylistic reference from both the Arts and Crafts and Queen Anne Style, use both yellow and red brick, but the red/orange brick is now the visually domineering one.



251-259 Algernon Road has had its main elevations red brick faced, while for the rear elevation London stock bricks are used (below with old painted advertisement).



Italianate stucco detailing

The Railway Station and the commercial buildings to the south of Ladywell Road feature Italianate detailing in stucco, notably the window surrounds, banding, eaves brackets and parapet (Mason's). The smooth surface of the stucco pleasantly stands out from the mottled appearance of the background brickwork. An attractive feature is the window form of round-arched lights that that can be found on the upper level of the commercial properties. Some pilasters and capitals that originally flanked the shopfront on ground floor level also survive.



Tripartite windows with stucco surrounds.

The Jerrard Properties: Stucco, stone and terracotta details

The Jerrard properties form a cohesive group of buildings, distinctive in form and architectural detailing. Significant detailing was common in Victorian times and was mostly mass produced. The particular arrangements used by Jerrard, however, such as the eclectic combination of Italianate and 'Gothic' details, prominent gables and steeply

pitched roofs were a trademark feature of this developer and say more about his taste and what he thought would appeal most to the clientele he was trying to attract.



The round central stucco tympanum on red brick is one of the most elaborate features of the Jerrard properties.



One of the foliage terracotta panels incorporated into the gables facing the street.



Decorative features to the properties include foliage capitals nail-head strings and strapwork parapets.



Window and door surrounds and columns are made of stone and terracotta, although these have now mostly been painted.

Terracotta details

Terracotta was a fashionable accessory and was used for a multitude of decorative details, including panels, tiles, roof ridge tiles and finials. It can be found throughout the area and on properties of all periods.



Typical features of Jerrard-built properties (1880s-1890s)





Above: Terracotta and brick details on gables in Algiers Road and at The Pavement.

Domestic revival style details

The houses at 144-200 Algernon Road display a palette of materials and detailing that is specific to the first decades of the 20th century of what has been loosely termed 'Domestic Revival Style'. Typical features include tile hanging for the bay windows, pebble-dash or plain render, mock timber-framing (gables) and steeply pitched roofs covered in plain tiles. One of the most significant changes of that period is the change in the window format. Rather than the sash window, which is typical of the Victorian properties, the casement window became popular.



Above: Render, brickwork, and hipped plain tiles roof



Above: Side-hung casement windows subdivided into small panes. Below: Mock timber framing, terracotta panels and oriel windows are common features of this period.



Being of an alternative style and materials, these buildings add interest to the conservation area and reflect the range of architectural fashions current at the time of their development.

Windows

Windows are key features in buildings; that is, the arrangement of windows, their proportions, glazing pattern and decorative treatment of their surrounds give each house its special character but also unite groups of buildings. The area contains a variety of historic window types, although the majority of buildings feature the traditional timber-framed vertical sliding sash window. The diversity

in types greatly contributes to the architectural interest of the area and is also invaluable for the dating and stylistic classification of houses.



Doors

Doors are also important features of any elevation and are usually designed to complement the style of the buildings. The predominant door type in the area is the timber panelled door with a larger, glazed upper half. The latter is usually divided by glazing bars into panes with

stained glass. Victorian doors were usually made of softwood and painted, never stained.

The door surround has traditionally been a focus of embellishment in the form of stucco, stone and terracotta or polychromatic brickwork (see above). Entrances in the area tend to be recessed, the recesses often lined with ceramic tiles. An exception to this area is Nos. 26-50 Algiers Road, where the entrances sit flush in the elevation, surmounted by projecting flat porch canopies.



Roofscape

Houses in the area have either traditional pitched or hipped roofs finished in slate or plain clay tiles. Dominant features include the many steeply pitched roofs and gables. Chimney stacks, clay pots and the elaborate gables enriched with terracotta ridge tiles, panels and finials create a varied and interesting roofscape. Depending on type, some Jerrard properties have end chimney stacks that sit halfway down the slope, while others feature prominent chimney stacks positioned centrally at ridge level, which provide a strong rhythm to the street scene. Dormers appear rarely and roof lights are not a historic feature of front roof slopes at all.



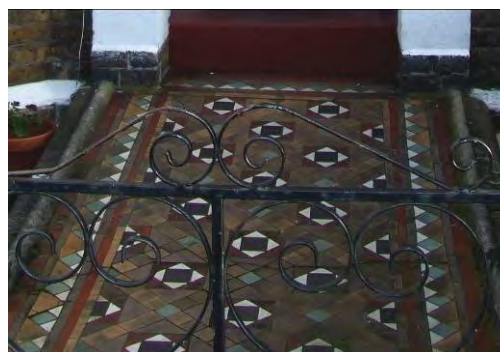
Roofscape along Embleton Road



Roofscape detail – gable topped with finial.

Tessellated paths and stone slabs, tiled entrances and stone stairs

Houses of all periods in the area have high-quality materials used for their main approach, many of which were considered standard fittings at the time of their construction. The paths to the front door were usually raised from the pavement by one step made of a York stone paving slab, and tessellated in a simple chequered pattern.

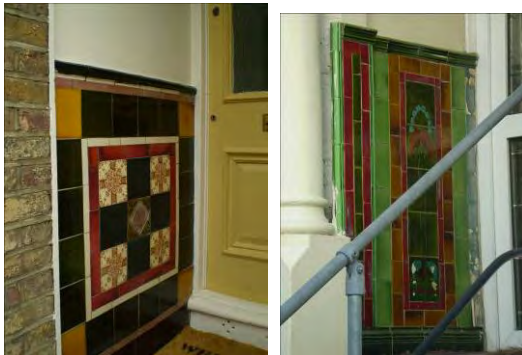


Two rare remainders of tessellated paths in the area.



A Yorkshire stone slab raises the path from the pavement. It shows where the original cast iron gates were fitted.

Ceramic tiles for recessed entrances were also common but have become rare survivals. An exception are the terraces at Gillian Street where the majority of the attractive glazed tiling up to dado level has survived in situ, adding considerable interest to the streetscape.



Glazed tiles at a property in Gillian Street (left) and at one of the Jerrard properties in Algernon Road (right)

Where external stairs to the entrances occur, they were constructed with treads and risers of York stone, the treads using common rounded nosing. Where these features survive, they provide interest to the elevations and front gardens of the properties.



Stone stairs to the main entrance at properties in Embleton Road.

Boundaries

Boundary treatments were part of the original layout which ensured a consistent and much more formal appearance of the streets than can be appreciated today. At the Jerrard properties, these consisted of low brick walls topped with stone copings and square sectioned cast iron railings. The railings were removed during the 1940s to salvage metal in support of the war effort and have not been replaced since. Remains of the original walls and stone copings have survived on various properties in Embleton Road and Algernon Road. Where the level changes, they are often divided into three stepped sections.



A high brick wall with pier encloses the corner property at Algernon Road/Algiers Road.



A surviving low brick boundary wall topped with a flat stone coping that still contains the remains of the original railings.

At the later properties, railings appear to have been omitted and boundaries consisted of low brick walls built in materials that echo those of the property they enclose. The early 20th century properties in Algernon Road might originally have had timber fences. Common to all properties in the area is that boundaries were generally low, allowing open views into the front gardens and gaps between the buildings, significantly contributing to suburban feel of the area. Most of the originals have been altered or replaced with new walls or fences, many of them backed up with hedges. Although of varying design and quality, they have at least provided some form of consistency of enclosure to the street.

6 The condition of the area and future management

Although the conservation area has a strong historic character and quality buildings, there are negative elements which harm and detract from that special character. Such elements provide opportunities for improvement through careful management in the medium and long-term while others serve as examples of detrimental development that will no longer be permitted in the conservation area.

Gap sites

Ladywell Road contains two gap sites that interrupt the enclosure of the street and in terms of their appearance detract from the historic street scene. The most prominent is that on the south side, comprising the corner between Ladywell and Malyons Roads. As already noted, this site was formerly occupied by early nineteenth century cottages similar to those adjoining on its western site. It is now vacant, untidy and overgrown and contains some derelict garages bounded by advertising hoardings. The sympathetic redevelopment of the site could lead to a significant improvement of the appearance and amenity of Ladywell Road. The visually degrading effect on the amenity of the area could be improved in the short-term by the removal of the advertisement hoardings and the management of the apparently self-seeded planting that currently provides a green screen to the derelict site behind.



Gap Site at the corner Ladywell Road and Malyons Road.

The other prominent yet empty site is situated opposite the above on the north side of Ladywell Road, between nos. 91 and 101. Historically, the site remained empty at the time of the redevelopment of the northern side of Ladywell Road in the early 19th century. It first appeared as a garage on the 1930s OS map and seems to have been in use as a garage/service station (today a hand car wash) ever since. Again, this creates a significant gap in an otherwise consistent streetscape. Given the prominence and poor condition of both the above sites, it is recommended that specific design briefs are formulated.



Gap site at the north side of Ladywell Road.

Post-war infill, re-development and conversions

Some of the post-war apartment blocks that filled remaining gaps or replaced older buildings, such as Nos. 63-65 Ermine Road and 214 Algernon Road, do not contribute positively to the character of the area. The fact that the blocks have respected the predominant building height and established building lines has mitigated their impact to a certain extent. No. 214 Algernon Road occupies a prominent corner plot and provides a poor entrance into the residential area due to its unprepossessing design. However, the surrounding garden and planting are positive features and as a result greatly enhance the views into the gardens of properties beyond.

There area also contains a number of buildings that have had their historic character and architectural quality affected as a result of insensitive conversions into flats. No. 220 is a poorly thought-out infill of a former shop unit that, because of its corner location, is unfortunately highly prominent in the street scene and in long views from Ladywell Road. The installation of better detailed and better quality windows to a traditional pattern could immediately bring about an enhancement to this property.

The appearance of No. 82 Algernon Road has been affected by unsympathetic alterations to the extent that the building in its present state no longer makes a positive contribution to the area. This could easily be remedied by the reinstatement of the original windows,

front door (if only as a feature), improved landscaping to the front and re-location of the drainpipes internally.



No. 220 Algernon Road (above) 82 Algernon Road (below): inappropriate alterations following conversion of the properties into flats.

Shop Fronts

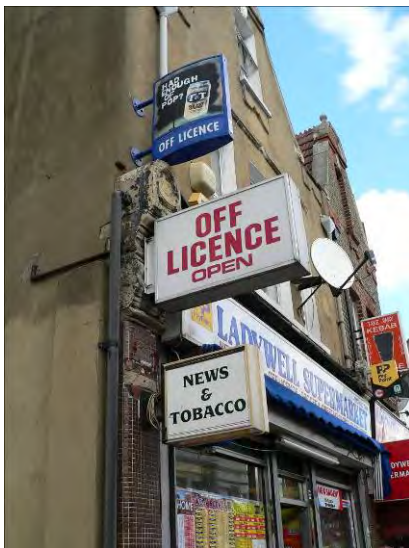
Commercial properties change hands more frequently and are under greater pressure from development. Unsurprisingly, the retail units along Ladywell Road have suffered more from unsuitable alterations than the housing stock within the conservation area. Many have had their original shopfronts removed over the years and replaced with poorly-designed modern shopfronts that do not support the quality of the buildings

they form part of. Fortunately, most pilasters and capitals survive.

Garish modern fascias and signage also have had a downgrading effect on the area. This can only be reversed in the long-term through considerate management through the planning process whenever the opportunity arises and, subject to resources, through grant-aided shop front enhancement schemes.



Poor contemporary shop fronts, Ladywell Road (north-side).



A plethora of signage and satellite dishes detracts from the quality of the elevation. Historic features such as the pilaster and corbel brackets that enclosed the original fascia often survive underneath.

Frontage & Boundaries

The total loss of front boundaries that often accompanies the creation of hardstandings to provide off-street car parking has occurred to a lesser extent than in some other areas within the borough. Some of the boundary treatments that have replaced the original walls are of a poor quality and detract from the character of the area. Their sympathetic replacement should be encouraged. Where quality boundaries remain, to avoid further erosion and protect existing boundaries, the implementation of Article 4 Directions is advised in selected locations.

Inappropriate Alterations

The area has suffered from inappropriate alterations to the historic fabric. These come in many forms – from unsympathetic insertion of new openings, removal of architectural detailing or its poorly designed replacement, or rendering and painting. This is particularly unfortunate if changes are made to one house which is part of a semi and the unity of the pair subsequently destroyed.



The rendering of the property to the left of this semi and the poor replacement windows detract not only from the quality of this building, but from this group of Jerrard properties as a whole.

As the appraisal has shown, much of the interest of the area lies in the group value of the houses and unsympathetic changes to one house has subsequently had a detrimental effect on the whole group and street scene.

The most prevalent instance of erosion throughout the study area is, however, via inappropriate replacement windows and doors. Original external joinery has been removed in large quantities, and replaced with either plastic or aluminium windows and doors, none of which are of appropriate forms given the period and quality of the host buildings. They are usually without depth of profile; fill out the reveal; have different glazing bars; and have mass-manufactured contemporary glass, which in contrast to older glass has 'flat', highly-reflective panes, without texture or reflective depth. Together – or even individually - such considerations usually have a wholly negative effect upon the character and appearance of older buildings.

Whilst immediately obvious on the upper levels of Ladywell Road, similarly inappropriate replacements have had a negative impact upon residential development in the area.

Again, in the residential areas the implementation of feature-specific Article 4 Directions is advised in order that further erosion is guarded against.



The painting, stone cladding and inappropriate replacement windows and door all have affected the appearance of this building.

Conservation area enhancement

This character appraisal mainly aims to describe the positive aspects of the conservation area, although the last section demonstrates that there is potential for improvements that could be made to enhance its appearance.

While the Council proposes to introduce an Article 4 Direction to prevent further erosion, residents and owners themselves can do a lot for the protection and enhancement of the special character of the area they live in. Improvements that could be made to the benefit of both the character of the area as well as the value of individuals' properties could include:

- reinstatement of painted timber windows to the original design. These will in most, but not all cases be vertical sliding sash windows,
- reinstatement of original style doors, such as the Victorian glass and timber panelled doors that can be found on most of the Jerrard properties,
- the removal of later porch additions,
- removal of render or pebbledash where not part of the original design,
- reinstatement of terracotta chimney pots, chimney stacks or ridge tiles where missing,
- reinstatement of slate roofs,
- repair or reinstatement of any other architectural detail where lost,
- front garden improvements such as the reinstatement of stock brick walls with stone copings; planting of shrubs, lawns and hedging to hide wheelie bins, and the repair or reinstatement of York stone or tile paths,
- re-siting of satellite dishes to inconspicuous locations such as the rear garden,
- reinstatement of traditional shopfronts and removal of internally illuminated signs.

The Environment Division deals with issues such as fly-tipping, graffiti and street cleansing and has set up a number of ways for these to be reported. Report problems using our Love Lewisham website (www.lovelewisham.org) or by emailing or calling Envirocall (tel. 020 8314 7171, envirocall@lewisham.gov.uk).

7 Useful contacts and information

The Building Conservation Directory

01747 871717

www.buildingconservation.com/

<http://www.buildingconservation.com/books/bcd.htm>

English Heritage

020 7973 3000 or 0870 333 1181

www.english-heritage.org.uk

www.helm.org.uk (EH Guidance Library)

For more information on issues affecting your home such as climate change, maintenance and repairs see:

www.english-heritage.org.uk/your-property/looking-after-your-property/ccayh/

London Borough of Lewisham – Conservation and Urban Design website

- Living in a Conservation Area:

www.lewisham.gov.uk/myservices/planning/conservation/living/Pages/default.aspx

- External works to houses in Conservation Areas:

www.lewisham.gov.uk/myservices/planning/conservation/living/Pages/External-works-to-houses-in-conservation-areas.aspx

- Article 4 Directions to preserve the character of Conservation Areas

www.lewisham.gov.uk/myservices/planning/conservation/living/Pages/article-4-directions.aspx

- Windows in historic buildings – Guidance for owners and occupiers

www.lewisham.gov.uk/SiteCollectionDocuments/Historic%20Windows%20Guidance.pdf

Register of Architects Accredited in Building Conservation

01625 523784

www.aabc-register.co.uk

Royal Institute of Chartered Surveyors

020 7222 7000

www.rics.org/uk/

The Society for the Protection of Ancient Buildings (SPAB)

020 7377 1644

www.spab.org.uk/

The Victorian Society

020 8994 1019

www.victoriansociety.org.uk/

