

Culverley Green conservation area

character appraisal



Culverley Green conservation area

Designated in 1990, Culverley Green conservation area is mainly an Edwardian residential suburb built at the turn of the last century. Wide tree-lined streets enhance its grid-layout. Shops, and notably the former cinema dating 1913, line Bromley Road. This major thoroughfare, which was once the main coaching-route between London and Kent, cuts through the conservation area.

Housing is mainly early twentieth century with some late Victorian villas remaining in Canadian Avenue. Building detail, which gives the area its special interest, includes carved and moulded capitals and window surrounds, terracotta window dressings, sash windows, solid timber doors and stained glass.

This character appraisal provides an assessment and definition of Culverley Green's special historic and architectural interest as recommended by Planning Policy Guidance Note 15: Planning and the Historic Environment and English Heritage best practice advice. Appraisals are not comprehensive studies and the omission of a particular building, feature or space should not be taken to imply that it does not contribute to the character of the area. This appraisal will be a material consideration when determining planning applications and planning appeals relating to Culverley Green conservation area. Information on planning controls and appropriate alterations are given in the Culverley Green supplementary planning document available from the Planning information desk.

This document was drafted following requests from the Culverley Green Residents Association in 2001. The Council's management proposals were made available for public consultation in summer 2001. These proposals, including the making of an Article 4(1) direction, were supported by 69% of respondents. This character appraisal was adopted by Lewisham's Mayor and Cabinet on 25 October 2001.



Contents

1	History of the area	4
	location and population	5
	origins and development of the area	5
2	Form and character of the area	10
	Architectural and historic character	11
	The character of spaces within the area	13
	The importance of trees, gardens and parks	14
	Townscape analysis	15
	Character areas	16
	1. Canadian Avenue and Bromley Road including sports ground	16
	2. Culverley, Penerley, Bargery and Inchmery Roads	18
	3. Arran and Newquay Roads	19
3	Negative factors	20
4	Sources and contacts	24

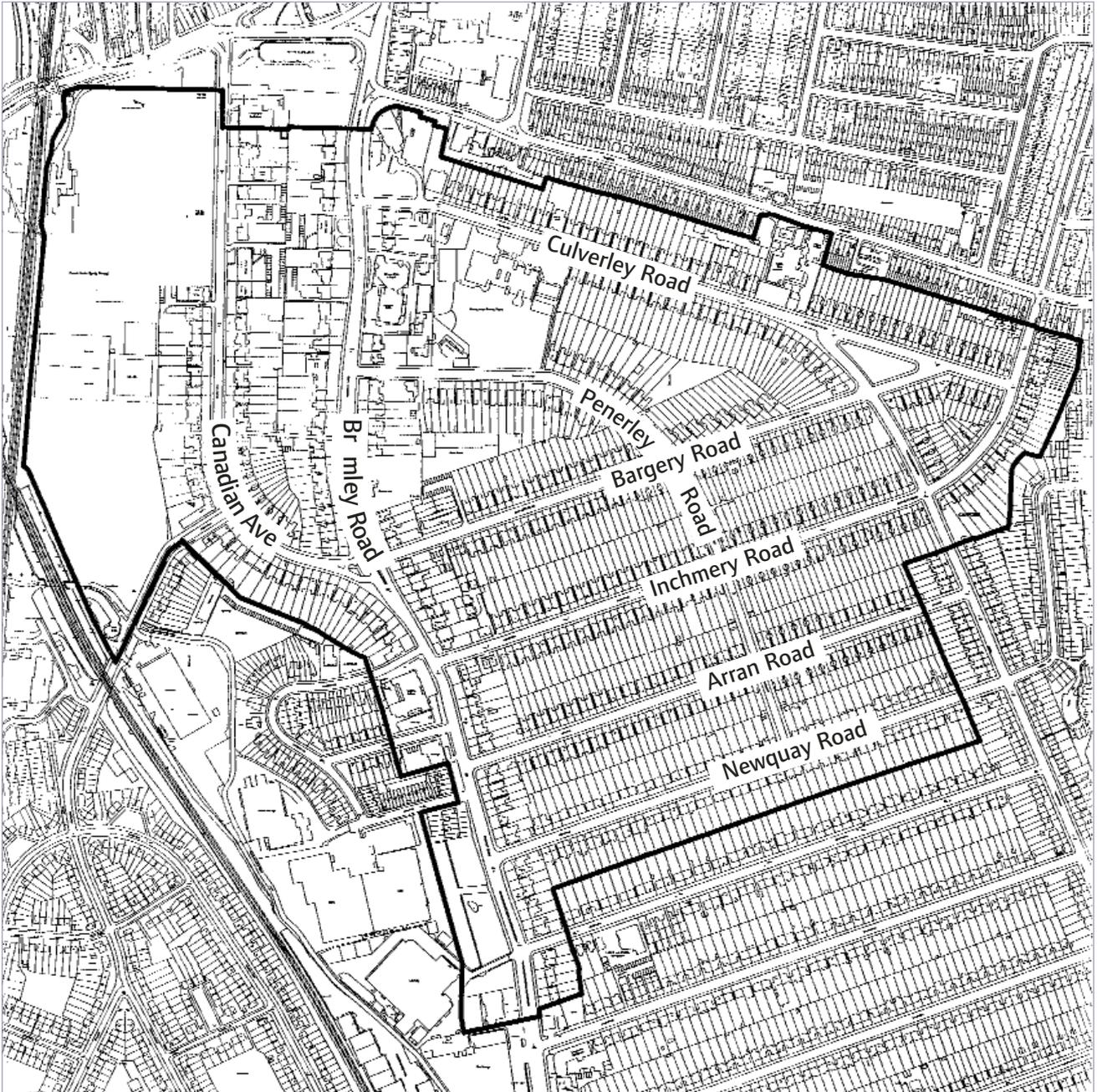


Figure 1: The Culverley Green conservation area

1 History of the area

Location and population

Origins and development of the area



Culverley photo in 1909

1 History of the area

Location and population

The Culverley Green conservation area lies to the south-west of the commercial centre of Catford in suburban south-east London. The boundaries of the area are shown in figure 1.

The area is surrounded for the most part by other housing; to the west is a light industrial area and railway lines, and to the north an area of shops and offices at the heart of the town. The landscape is for the most part flat and quite heavily built up with few open spaces. An estimated 3,500 people live in the conservation area.

The origins and development of the area

There is some archeological evidence of early settlement in the area adjoining the River Ravensbourne at Catford – the terrace gravels fringing the Thames are commonly associated with the remains of successive prehistoric communities. These early inhabitants lived by a combination of agriculture and river fishing. An area including the Culverley Green conservation area has been designated an Area of archeological

Priority in the Borough's Unitary Development Plan.

The name Catford relates to an ancient ford to the River Ravensbourne. In the 13th century there was a manor of that name, part of a larger estate centred on Lewisham. However, the area did not develop beyond a scattered agricultural settlement until the 19th century – the John Roque map of 1746 (fig 2) shows a rural landscape with no buildings at all in the vicinity of the modern conservation area.

By 1843 (fig 3) Sangley Farm and Sangley House were to be found to the east of Bromley Road. Sangley Farm survived until recently as the Priory House School at 61 Bromley Road.

The importance of Bromley Road as the main coach road from London to Kent stimulated development of elegant villas along its length (fig 4). However, the vital factor in the growth of Catford as the residential area with which we are now familiar was undoubtedly the developments in public transport that occurred towards the end of the 19th century. Although the Lewisham to Beckenham railway line had opened in 1857 with a station at Catford Bridge, it was the opening

in 1892 of the Catford Loop Line, with stations at Catford and Bellingham, which was more influential. Also important was the establishment during the 1890s of a network of horse trams, which gave commuters access to Greenwich and thus trains to London.

These improvements in accessibility attracted a new working - and, increasingly, lower-middle-class population to Catford. Many of these new residents were housed in developments that spread over the grounds of the large houses that had formerly characterised the area. As the commuters moved in, the rich moved out. The large houses that fell vacant proved hard to let and the land was usually bought by developers.

During the later 1890s a series of substantial villas, detached and semi-detached, began to spread along Canadian Avenue (then Berlin Road, laid out by 1894) and Bromley Road. These villas were built for local landowners the Forsters by, among others, the eminent Scottish builder James Watt (see fig 5 next page).



Figure 2: Extract from the John Roque map of 1746. The modern-day conservation area was still entirely rural, without any buildings. The only features still obvious in today's landscape are Bromley Road, running north-south, and a field track running off this, which may have eventually become Sangley Road.

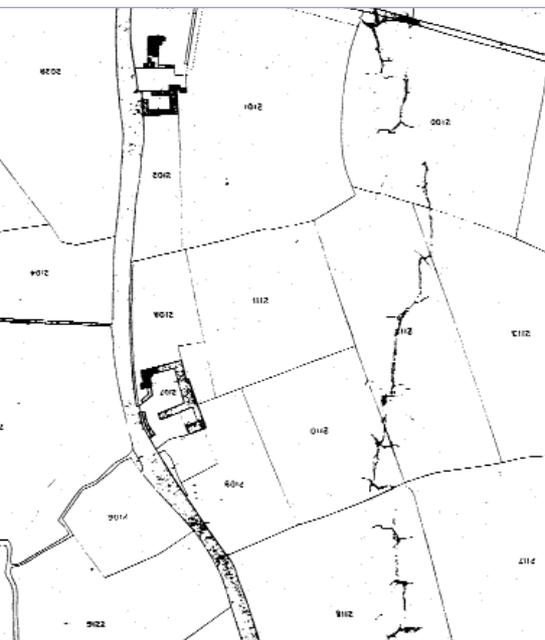


Figure 3: Extract from the Lewisham Parish Tithe Map 1843. Sangley Farm (bottom, later Priors House School, demolished) and Sangley House (demolished) are shown beside Bromley Road in what is still a rural landscape.



Watt was also among those employed by the Forsters in the development of their Sangley Farm Estate on the eastern side of Bromley Road. It was this development which sealed the suburban character of the Culverley Green area. The planned nature of the growth of the suburb is manifested today in the regularity of the grid-like road network and in the similarity of form, layout and style of the villas, discussed further below.

The estate, which stretched for some distance to the south of Sangley Road, was built up piecemeal between 1902 and the 1920s, and became a typical middle-class Edwardian suburb. Its character still closely reflects the domestic aspirations of those it was designed to attract. Rows of semi-detached villas are set back from wide, tree-lined streets behind modest front gardens; deep rear gardens backing on to each other fill the backlands between adjoining rows. Despite the density of the housing development, the individual villas are comfortably sized, and the substantial gardens mean that the area has a peaceful, spacious, almost semi-rural feel to it.

Further green space was provided within the area by the sports ground (which predates the suburb at Culverley Green), and by the Catford Cricket and Lawn Tennis Club, the pavilion and part of the grounds of which survive.

These areas are testimony to the strong interest of the Edwardian middle classes in healthy outdoor activity.

To the north-west, the former cinema (1913, also built by James Watt), and adjoining shops are included in the conservation area. These high, and in the case of the cinema, grand, buildings mark the edge of the commercial centre of Catford, and the movement from the suburban to the urban.

The 1936 OS map (fig 7) shows the area to have been substantially built up by this date. More modern development or redevelopment has been limited, although Second World War bomb damage in particular may have opened up some plots. The most significant modern building in the conservation area is the Church of St. Laurence, Bromley Road (1968). There is also a modern school (Rushey Green Primary) at Culverley Road, and some commercial development along the southern stretch of Bromley Road.



Figure 4: Extract from the Lewisham Parish Tithe Map 1863: By this time Bromley Road had become the principal coaching route from London to Kent, stimulating development of elegant villas along its length. The first railway line serving Catford, which opened in 1857, is shown left of the map.

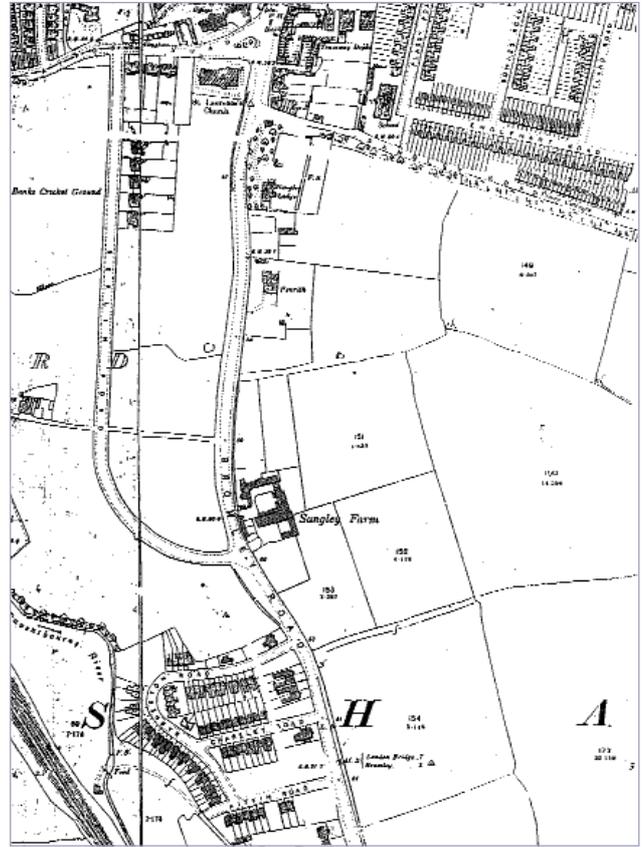


Figure 5: Extract from the 1894 OS Map. This map shows the first evidence of the tide of development that was to sweep over the Culverley Green area during the Edwardian period. Canadian Avenue (then Berlin Road) has been laid out, and a row of substantial detached villas stands to its northern end. To the north and south, new roads and terraced housing push against the edges of the area. To the north west is the Private Banks Cricket Ground, opened in 1874.

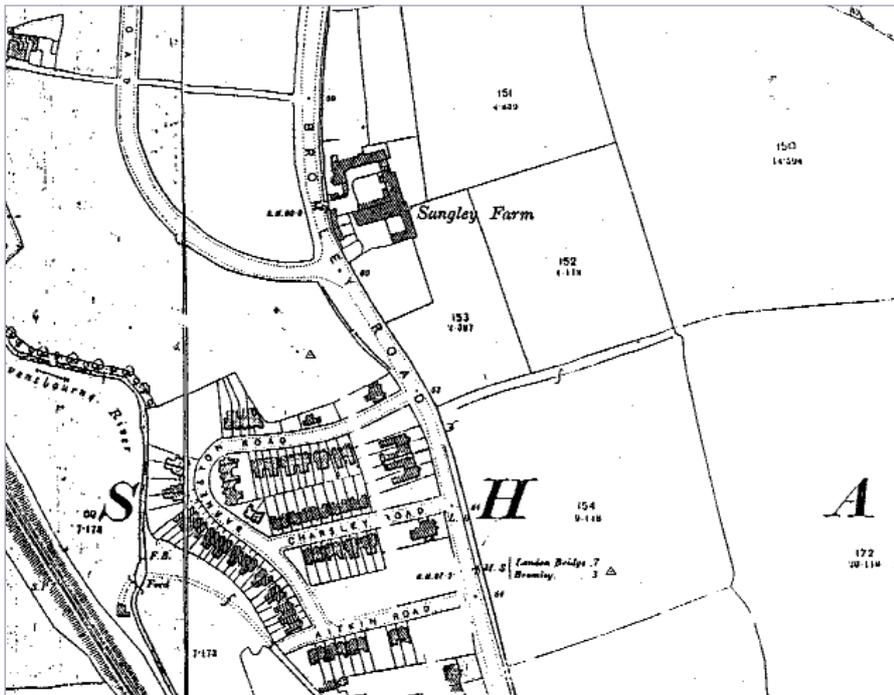


Figure 6: Extract from the 1914 OS Map. This map shows the suburb in mid-development. The terraces along Arran and Newquay Roads have only been partly built – the later date of the villas on these roads is reflected in a different architectural style and shorter back gardens.

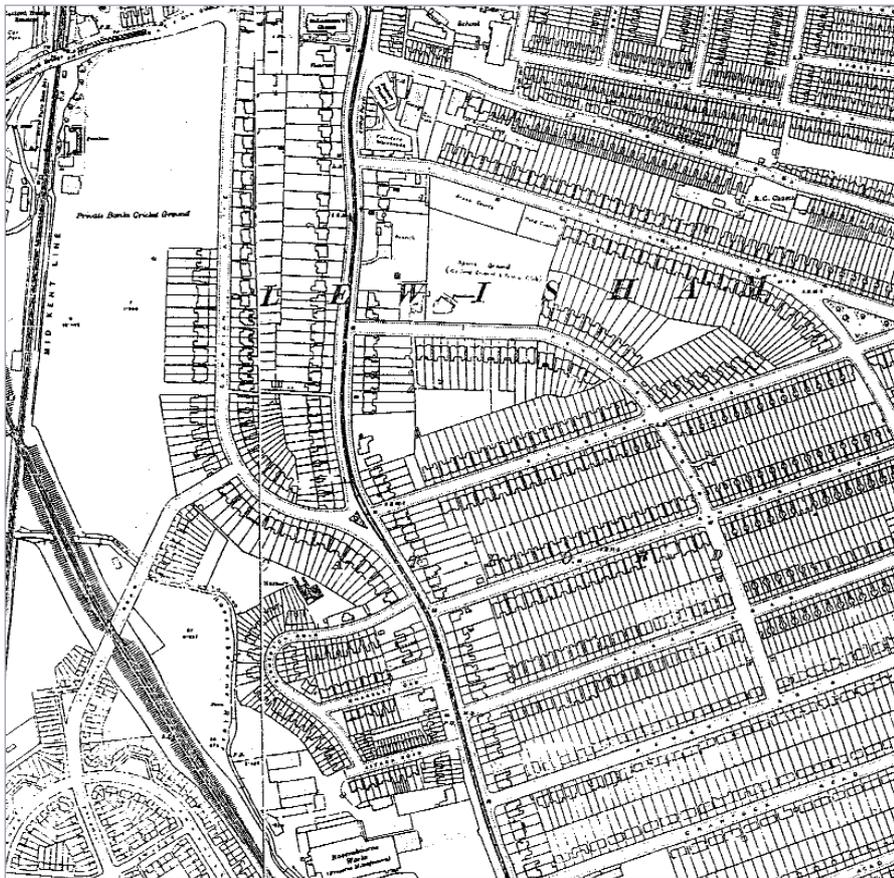


Figure 7: Extract from the 1936 OS Map. By this time the area had been substantially built up. Comparison with figure 1, which shows the modern-day conservation area, shows how little has changed in the intervening years.

2 Form and character of the area

Architectural and historical character

The character of spaces within the area

The importance of trees, gardens and parks

Townscape analysis

Character areas

2 Form and character of the area

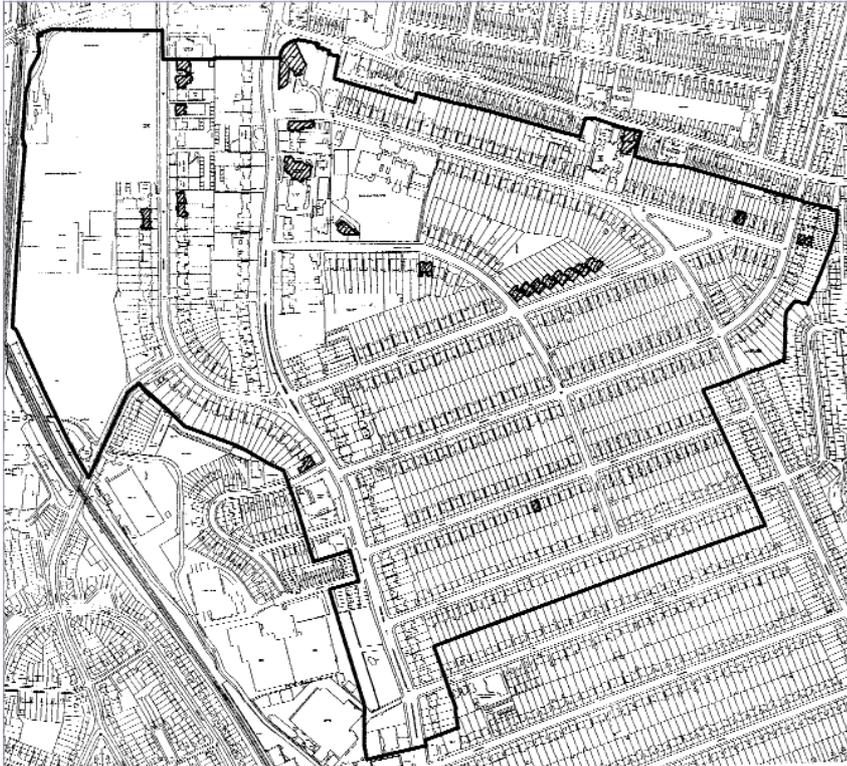


Figure 8: Key unlisted buildings and groups of buildings that make a particularly strong positive contribution to the character and appearance of the area. The addresses of the buildings shown are: 7,9 and 13 Canadian Avenue Holy Cross RC Church, Sangley Road 25 and 27 Canadian Avenue, 157–159 Culverley Road, 8–10 Canadian Avenue, Club House Penerley Road, Former cinema and shops at 1–13 Bromley Road, 30–32 Penerley Road, 25 Bromley Road, 59–89 Bargery Road, St Laurence’s Church Bromley Road, 184–170 Inchmery Road, 92 Bromley Road and 48 Arran Road.

Architectural and historic character

There are no listed buildings in the Culverley Green conservation area; key unlisted buildings or groups of buildings that make a particularly strong positive contribution to the character or appearance of the area are shown in figure 8. Some of these buildings constitute unusually good or complete examples of the main styles found in the conservation area; others may be less readily grouped with the prevalent building types, but are of a locally outstanding architectural or historic interest, which may be enhanced by their individuality, or by a prominent landmark location.

However, although there are some good quality individual buildings in the conservation area, such as the late 19th-century houses along Canadian Avenue, the special interest of the Culverley Green conservation area lies largely in the strong cohesive identity of the first phases of the Edwardian development. To the northern part of the area east of Bromley Road the villas, which date from 1902–1914, have a common form (semi-detached, with twin projecting gables, handed front doors and windows

etc, producing a symmetrical facade), with detailing executed in a freely interpreted 'medieval' style, similar to that popular in late Victorian housing. The range of materials employed is limited; the villas are brick-built, originally with slate roofs, window and door dressings in stone or stucco, and timber sash windows and doors. Villas occur in groups of identical pairs, with the same or slightly varying styles occurring repeatedly in this manner in different streets.

The villas to the south of the area, which are later in date, have some similarities in form to those to the north and are also brick built, but are frequently pebble-dashed and/or tile-hung to the elevations, with plain tile roofs, and are entirely different in style.

Also important to the character and appearance of the conservation area are the decorative quality of most of the older buildings to the north of the area, and the high standard of craftsmanship apparently employed in their construction.

This may have contributed towards the survival of original features on many of these villas

However, the continued survival of original features such as windows, doors, roof coverings, front fences or walls, and facade finishes, which contribute so much to the character and appearance of the conservation area, is constantly threatened. Incremental changes to buildings such as unsuitable replacement windows and pebble-dashing the facade are alarmingly common throughout the conservation area and this problem is discussed in a later section.

The architectural interest of the buildings is discussed further in the section on Culverley Green's character areas.



Figure 9a: Typical examples of the Edwardian villas to the northern part of the area.



Figure 9b: Later villas to the southern part of the area. Although similar in form to those to the north, these villas are stylistically very different, being a form of the Old English fashion that was very popular with contemporary builders.

The character of spaces within the area

The regular layout both of the roads in the heart of the conservation area and of the buildings along them adds to its consistency. However, although the rows of villas to the east of Bromley Road front in the main part on to the wide, straight tree-lined streets running east-west through the area, Penerley Road and Thornsbeach Road curve down through it roughly north-south, forming a grid-like street pattern. Where Penerley Road cuts down between Bargery and Newquay Roads it is bordered with high brick walls or fences.

These create a strong sense of enclosure, although a contrasting impression of the width of the green spaces between the rows of villas is also obtained.

Bromley Road and the area to its west have a very different spatial character to the heart of the conservation area. Bromley Road itself is wide and busy; its sweeping curves create a series of revealed views along its length. The building line tends to be set well back from the pavement and there is a much less pronounced sense of enclosure than in the roads to the east.

Canadian Avenue is mostly straight, and like the roads in the heart of the conservation area, is lined with trees. However, the wide, open space of the sports ground that borders the road contributes to what is again a weaker sense of enclosure. There is also a small fenced off green to the east end of Culverley Road from which the conservation area takes its name.



Figure 10a: Pair of villas with views to green space between.



Figure 10b: Culverley Green.

The importance of trees, gardens and parks

The impression of a comfortable Edwardian suburb, a peaceful domestic haven, relies quite heavily on the contribution made both by trees and by green spaces, particularly gardens, within the area. The mature trees lining the residential streets are very important to their character. Front gardens separate the houses from the roadside footway and very long (some 40m) rear gardens, backing onto each other, create substantial strips of open space between adjacent rows of houses.

The importance of trees within the streetscape and of private gardens is heightened by a lack of public open space within the heart of the conservation area. Access to the school playing field at Penerley Road is restricted, and the small green at the junction of Culverley, Bargery and Thornsbeach Roads is fenced off. However, to the extreme west of the area the sports ground is accessible to the public.

All these spaces contribute visually to the character of the area, although the positive nature of this contribution is detracted from by the almost universally poor quality of the surrounding fencing.

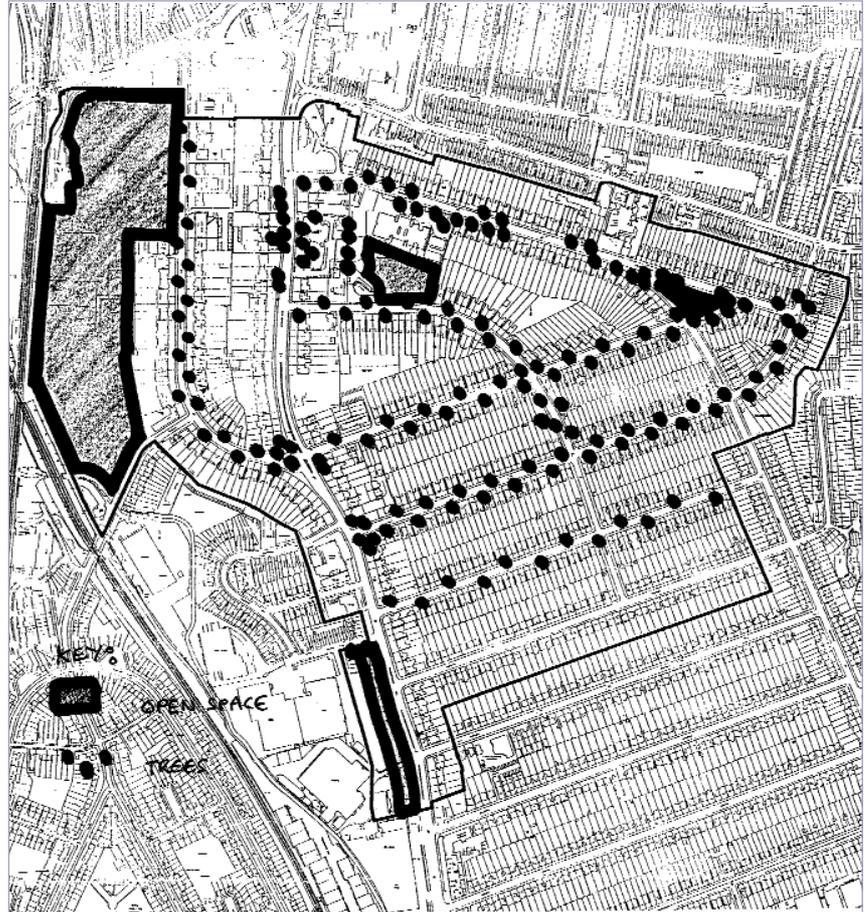


Figure 11a: Significant open spaces and groups and avenues of trees within the conservation area.



Figure 11b: Mature trees lining broad, straight streets such as Inchmery Road to the west of Bromley Road make a strong contribution to the character of the area.

Townscape analysis

Important views within, into and out of the conservation area, principal routes through it, nodes, edges and significant landmarks are shown in the townscape analysis in figure 12. This figure also indicates the relationship of the conservation area and features within it with its wider setting.

The relatively flat, low-lying nature of the conservation area and the surrounding topography tends to mean that views into and out of it are limited. However, views into the suburb can be obtained from the taller buildings in the town centre, and along Bromley Road from both directions. The former cinema and the sports ground in particular are important features of the wider Catford landscape.

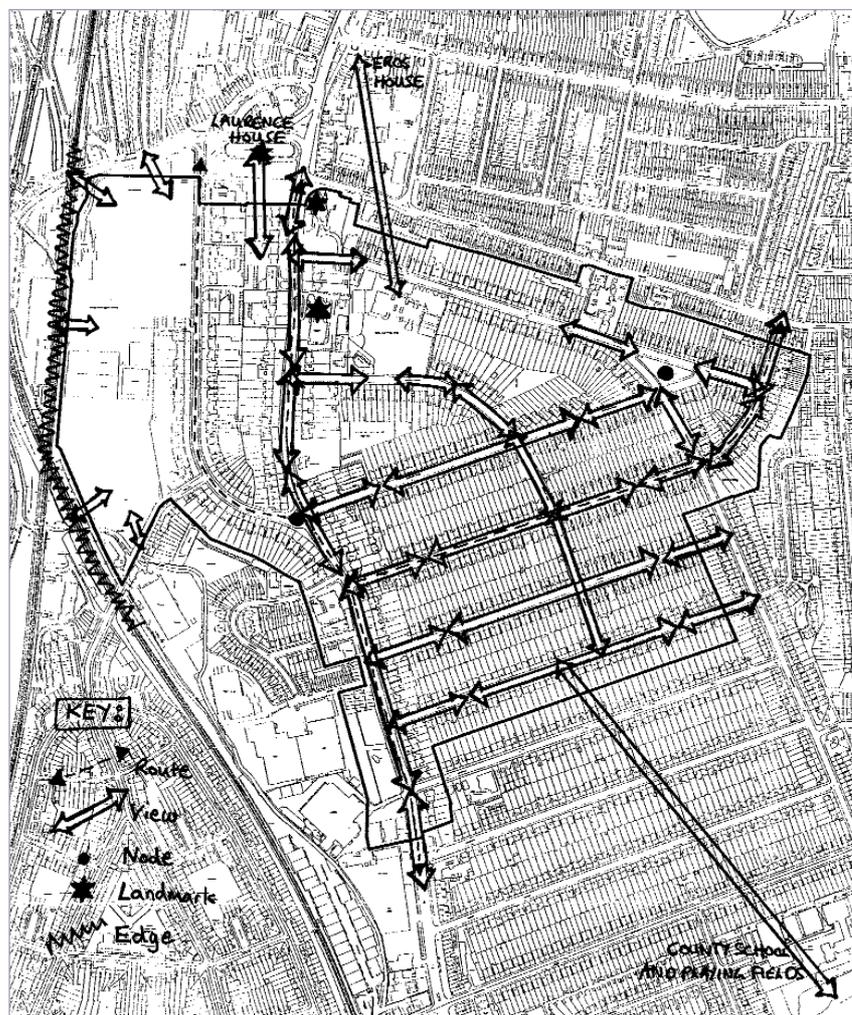


Figure 12: Townscape analysis of the Culverley Green conservation area

Character areas

Three character areas within the conservation area are shown in figure 13. These are discernible areas which have their own identity and which form recognisable zones within the whole.

1. Canadian Avenue and Bromley Road, including sports ground.

This area, running north-south along the main route through the conservation area, encompasses both the oldest recognisable features and buildings within the area and the most significant modern development. The wide, gently sweeping curve of Bromley Road, from which houses tend to be set well back, giving a series of views, contrasts with the narrower, tree-lined Canadian Avenue.

Bromley Road is in itself the oldest recognisable feature of the conservation area, and was at one time the main coaching route between London and Kent. By the late-19th century horse-drawn trams carried commuters and their families up and down the road, encouraging the spread of new housing in the area.

Nos 7, 9 and 13 Canadian Avenue are substantial yellow-brick villas with loosely classical detailing and were the first to herald the development of the area as a residential suburb at the end of

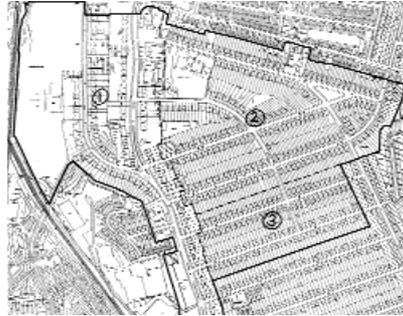


Figure 13: Character areas within the Culverley Green conservation area.



Figure 14b: The sports ground

the 19th century. The large, open expanse of the sports ground is included in the conservation area for the contribution it makes to the overall character and in order to ensure that any future proposals for the land are in keeping with that character. The sports ground is also one of the oldest recognisable features of Culverley Green, appearing on the 1894 OS map (fig 5).

Several later detached villas stand along Canadian Avenue and Bromley Road (fig 14c).



Figure 14a: Bromley Road from the centre of Catford.



Figure 14c: Bromley Road. This building is typical of the substantial detached villas to the northern stretches of Bromley Road and Canadian Avenue.

Architecturally diverse, some of these larger houses have now been converted to flats or for uses such as care homes, tuition centres or veterinary surgeries.

Houses in Canadian Avenue and the northern part of Bromley Road are regularly spaced semi-detached villas with a consistent building line and height of 2 1/2 storeys. Some display ornate detailing similar to that found on houses in character area two (fig 14d).



Figure 14d: Pairs of villas on Canadian Avenue



Figure 14e: The former cinema, Bromley Road, and adjacent shops.



Figure 14f: The Church of St. Lawrence, Bromley Road.

Semi-detached Edwardian villas with twin gables and handed window and doors to the facade. Ornate stucco detailing includes an eaves cornice with central corbel in the shape of a classically inspired head, stilted lintels to the windows supported on colonettes with carved leaf capitals, and central pediment overarching the paired front doors with an apical boss.

To the east of the southern part of Bromley Road there are late Edwardian houses similar to those in character area three. On Bromley Road at junctions running east into the estate, there are houses with prominent features such as corner turrets, proclaiming the entrances to the suburb.

Further north are the former cinema and parade of shops (fig 14e). The cinema opened in 1913 as the Central Picture Hall. It has a grand stucco facade with recessed ionic columns to the centre of the upper floors. The cinema and the neighbouring shops, which have plainer brick frontages, are by far the tallest buildings in the conservation area and mark the transition between the residential suburb and the town centre.

The octagonal Church of St. Lawrence, Bromley Road (fig 14f), built in 1968 to a design by Ralph Covell, replaced an earlier 19th-century church on the site of modern day Laurence House in central Catford. The church is the most significant modern building in the conservation area.

Recent infill development to the north end of Canadian Avenue; and to the south of the area, to the west of Bromley Road, are areas of modern commercial development of poor quality.

2. Culverley, Penerley, Bargery and Inchmery Roads.

This is the heart of the conservation area; a comfortable Edwardian suburb built between 1902 and 1914. These streets are characterised by semi-detached villas of similar size and plan form, consistent building line and spacing. The villas are set back from the footpath behind small walled front gardens (fig 15a), along a regular grid-like road network with wide, tree-lined streets and substantial private gardens to the rear.

The villas are 2 1/2 storeys with facades characterised by twin projecting gables and symmetry of door and window openings. In terms of detailing, a limited number of patterns is repeated throughout the area.

Common elements include two-storey bay windows, recessed doorways, banding dividing the ground and first floors, and mixed 'medieval' references such as colonettes to the bay windows and doors, with carved leaf capitals supporting stilted lintels, pediments or broken pediments. The style of the villas is thus reminiscent of many of those of the late Victorian period.



Figure 15a: Inchmery Road.



Figure 15c: Villas on Inchmery Road sharing common features with other buildings in the area such as twin gables and handed windows and doors within a symmetrical facade. The detailing is again broadly 'medieval' in style; unique features include the wrought iron balconies to the timber porches above the recessed doors, and the steeply pitched brown brick gables above the square two-storey bay windows.



Figure 15b: Villas on Culverley Road. Variations on this style account for most of the villas in character area two. The paired, centred front doors are surmounted by a single overarching stuccoed pediment with apical boss and etched floral design, supported on colonettes with capitals enriched with carved foliage.

In other villa pairs in this style, the stilted lintels to the ground floor windows rest on similar colonettes rather than plain brick piers as in this example.



Figure 15d: Villas on Culverley Road. Here a similar form and style to many of the other villas within the character area is combined with the use of an unusual material – terracotta – in the detailing to the window and door openings.

This material is also employed on some villas in Inchmery Road instead of the slate roofs to the bay windows these villas have flat roofs hidden behind ornate scrolled pediments in terracotta.



Figure 16a: Houses on Arran Road, with mock timber framing to the gables and tile-hung bay windows



Figure 16b: Houses on Newquay Road in a loose Old English style.

Another characteristic is the limited palette of materials used. This includes brick and slate with detailing in stone or stucco, timber sash windows and part-glazed timber doors, some with stained glass. Originally the villas had tiled front paths with timber close-boarded fencing to the front boundary.

The Church of the Holy Cross, fronting on to Langley Road, is an Edwardian building of some quality and character.

There are two small schools in the conservation area, one of which occupies the old Catford Cricket and Lawn Tennis Club grounds (the Rushey Green Primary School), for which the associated Edwardian pavilion still survives.

There is a limited amount of generally poor quality modern infill or redevelopment in this character area, of which the most significant is the Rushey Green Primary School building.

3. Arran and Newquay Roads

This area was the last part of the suburb to be developed; the 1914 OS map shows Arran and Newquay Roads in mid-development, with only a small number of houses completed to the latter. This is reflected in the architectural character of the houses, which is substantially different to those in character areas one and two.

The houses are similar in scale and form to character area two, and share common elements with the earlier villas such as twin projecting gables and two-storey bay windows. However, stylistically they are very different. There is a predominantly vernacular theme to the houses on Arran road, with false timber framing to the gables and tile-hung bay windows (fig 16a). The style of the houses on Newquay Road alludes to the contemporary Old English fashion (fig 16b). Materials are also different to character area two with brick and pebble-dash to the walls, and plain tile roofs.

Although all parts of the conservation area are affected by damaging incremental changes, such as the introduction of unsuitable replacement windows, or the removal of the front fence or wall to allow forecourt parking, recent survey work has suggested that houses in character area three have been the worst affected. For example, 75% of houses in Newquay Road have lost their original windows, and 89% their original facade finish. This has had a serious impact on the character and appearance of the area.

3 Negative factors

3 Negative factors

Within the conservation area there are a number of individual sites which detract from the special character of the area, and where improvement would consequently be welcome. These sites consist mainly of modern redevelopment or infill of an indifferent quality and are shown in figure 17.

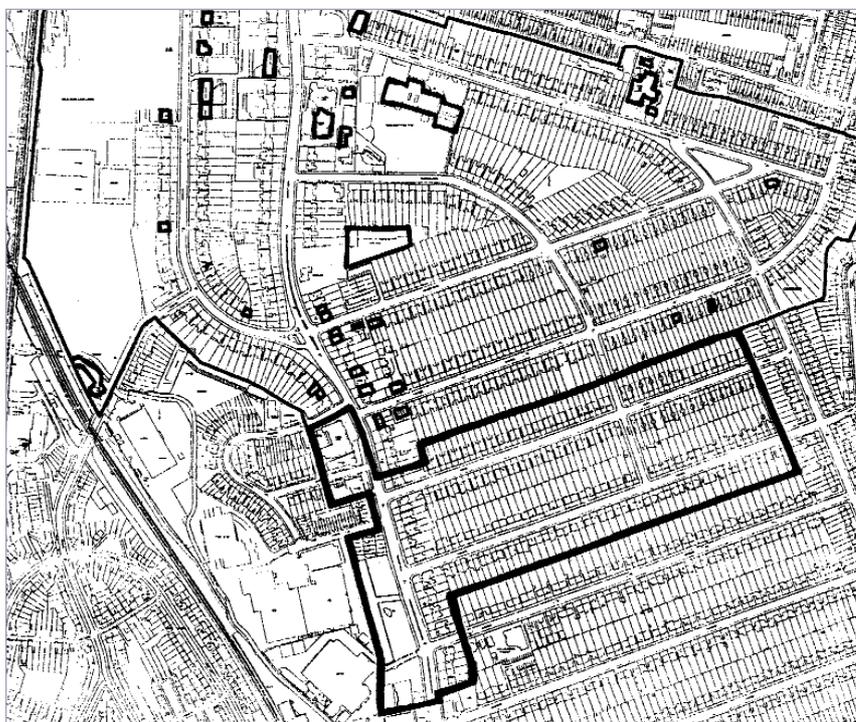


Figure 17: Sites within the conservation area with particular potential for enhancement.

11 Canadian Avenue (Montreal House), 73–75 Bromley Road 2, 2a and 4 Bargery Road, 15 Canadian Avenue, 85 Bromley Road, 37–51 Inchmery Road, Maple Court and Kingsmere Canadian Avenue, 89 Bromley Road, 1a Inchmery Road, The Keep, Canadian Avenue 104–106 Bromley Road, 90 Inchmery Road, 26a Canadian Avenue, 108–110 Bromley Road, Inchmery Court Inchmery Road, 81 Canadian Avenue, Garages to rear of 73 Bromley Rd, 104 Inchmery Road, Rivers Centre Fordmill Road, Building to west of 13 Culverley Road, 74–76 Bargery Road, Elm Court Bromley Road. Rushey Green Primary School, 136 Bargery Road 69 and 71 Bromley Road, Holy Cross RC Primary School, Sorting Office 94–102 Bromley Road, and 31 and 35 Bromley Road Various garages fronting Penerley Road.

Incremental changes such as the inappropriate replacement of original roof coverings, doors and windows, the loss of front walls or fences to allow forecourt parking, and the introduction of unsuitable facade finishes such as pebble-dashing and of satellite dishes in prominent locations, are all very damaging to the character and appearance of the area (see fig 18). This is particularly the case since these factors rely heavily on the cohesive nature of the Edwardian suburb, which is drawn in part from the similarity of the houses and their settings.

A survey of the entire conservation area undertaken in February/March 2000 demonstrated the extent of the problem of incremental change. For example, 43% of houses in the conservation area have inappropriate replacement windows – in some individual streets the percentage is much higher – and 45% of houses have lost their original roof covering in favour of an unsuitable modern alternative.

This survey also highlighted the problem of unsympathetic extensions to buildings, which are equally damaging to the character and appearance of the area. From a recent survey 44% of houses in the area have been affected by such extensions.

The majority of these are in Newquay and Arran roads, although the problem is not restricted to this area.

Shopfronts to the high buildings at the prominent corner location at the junction of Bromley and Sangley Roads are of a uniformly poor design and detract from these landmark buildings (fig 19). This is particularly true of the ground-floor frontage and the signage to the former cinema.

The nature of the fencing surrounding the principal open spaces in the area (Rushey Green Primary School playground, sports ground and Culverley Green) has a strong impact on the character and appearance of the area, in particular in terms of the view it affords of the spaces themselves. At the moment the impact of the fencing to all these areas except to the northern boundary of the sports ground is a negative one. The fencing in the most part is modern, unattractive, and impedes views of the enclosed open spaces (fig 20).

Another factor of concern is the apparent loss of trees to roads in the area. Their contribution to the character and appearance of the conservation area is a vital one.



Figure 18a: The impacts of incremental change. Villas on Culverley Road altered almost beyond recognition. Incremental changes such as the installation of UPVC windows, the replacement of slates with concrete tiles to the roof, the rendering and painting of the brick facade, the removal of the front wall to allow forecourt parking, and the introduction of a satellite dish and rooflights to the front roofslope, have seriously damaged the building's interest.



Figure 18 b: Villas on Newquay Road. The degree to which some of these buildings have been extended and altered makes the original form hard to perceive.



Figure 19: Poor quality shopfronts to the corner of Bromley and Sangley Roads.



Figure 20: Visually intrusive fencing to the sports ground adjoining Canadian Avenue. That to the boundary on Fordmill Road is of an equally poor quality.

Street furniture – including street lamps and street signs – is of a variable quality, and may be damaging to the character and appearance of the conservation area (although some items do make a positive contribution, for example the GR post box on Canadian Avenue). One particularly significant example is the guard rail along the centre of Bromley Road at its junction with Canadian Avenue. This is of a heavy, industrial design that is not in keeping with the character and appearance of the area. It creates a visual and physical barrier between the two sides of Bromley Road (figure 22). The hard landscaping of streets and footways within the area is also of a variable and often poor quality.

Heavy traffic on Bromley Road effectively severs the east and west halves of the conservation area. Rat-running along Canadian Avenue and through the heart of the residential area to the east of Bromley Road (in particular along Inchmery, Bargery and Arran Roads) is seriously detrimental to the peaceful character of the area.

Improvement to any of the negative factors mentioned in this section will enhance the character and appearance of the conservation area and will be welcomed.



Figures 21a and b: Variable quality of street furniture and hard surfacing at the junction of Bromley Road and Canadian Avenue. Road signs add clutter to the pavement.



Figure 22 The barriers to the middle of Bromley Road have a particularly negative impact on the visual quality of the area.

4 Sources and contacts

Local history sources

Lewisham History and Guide

by J Coulter (1994), Alan Sutton Publishing Ltd.

The Archives Photographs Series:

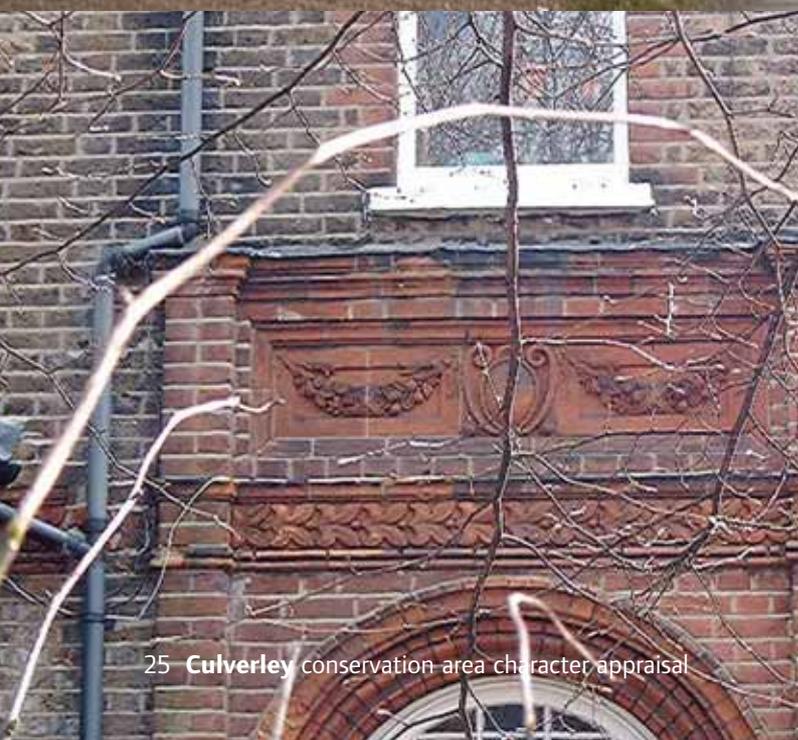
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Lewisham: Events People and Places Over the Last 100 Years

by J Coulter (1999), Sutton Publishing

Discover Sydenham and Catford

by D Spurgeon (1999), Greenwich Guidebooks



Useful contacts

London Borough of Lewisham

Website: www.lewisham.gov.uk

Planning Service

Laurence House
Fifth floor, 1 Catford Road
Catford, London, SE6 4SW
Planning information desk:
020 8314 7400
Conservation and Urban
Design team:
020 8314 6071/8533
Planning Enforcement team:
020 8314 8092

Building Control

Address as above
Tel: 020 8314 8233

Envirocall

Report fly-tipping, graffiti,
potholes etc on the following
phone number or websites:
Tel: 020 8314 7171
[www.lewisham-
visibledifference.org.uk](http://www.lewisham-
visibledifference.org.uk)
www.lovelewisham.org

Highways

Wearside Service Centre
Wearside Road
Ladywell, London, SE13 7EZ
Tel: 020 8314 2181

Street trees

Wearside Service Centre
(as above)
Tel: 020 8314 2024

Housing Needs Grants

Capital House
47 Rushey Green
Catford, London, SE6 4AS
Tel: 020 8314 6622

Lewisham Local Studies and Archives Centre

Lewisham Library
199–201 Lewisham High Street
Lewisham, London, SE13 6LG
Tel: 020 8297 0682

Other contacts

The Building Conservation Directory

01747 871717
www.buildingconservation.com

English Heritage

020 7973 3000 or 0870 333 1181
www.english-heritage.org.uk

Register of Architects Accredited in Building Conservation

01625 523784
www.aabc-register.co.uk

Royal Institute of British Architects

020 7307 3700
(ask for specialist conservation
architects)
www.architecture.com

Royal Institute of Chartered Surveyors

020 7222 7000
(ask for specialist conservation
surveyors)
www.rics.org

The Society for the Protection of Ancient Buildings (SPAB)

020 7377 1644
www.spab.org.uk.
SPAB also operates an advice line –
please phone for details.

The Victorian Society

020 8994 1019
www.victorian-society.org.uk

For translation, please provide your details below:

Për përkthim, ju lutemi shkruajini më poshtë detajet tuaja:

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- தமிழ்/Tamil
- Türkçe/Turkish
- Tiếng Việt /Vietnamese
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Kusoo dir:

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Şu adrese geri gönderiniz:

Gởi trả về:

Planning Service

Laurence House

1 Catford Road

Catford

SE6 4RU

For other formats, including Braille, large print, audio tape or computer disc and for further information contact:

Planning Information Desk, 020 8314 7400, planning@lewisham.gov.uk

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