

ENGLISH HERITAGE

OLD KENT ROAD SURVEY

August 2009

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Emma Nelson of English Heritage also contributed to this survey.

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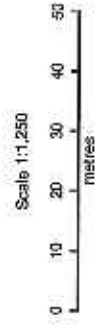
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Section A

Page's Walk to Humphrey Street

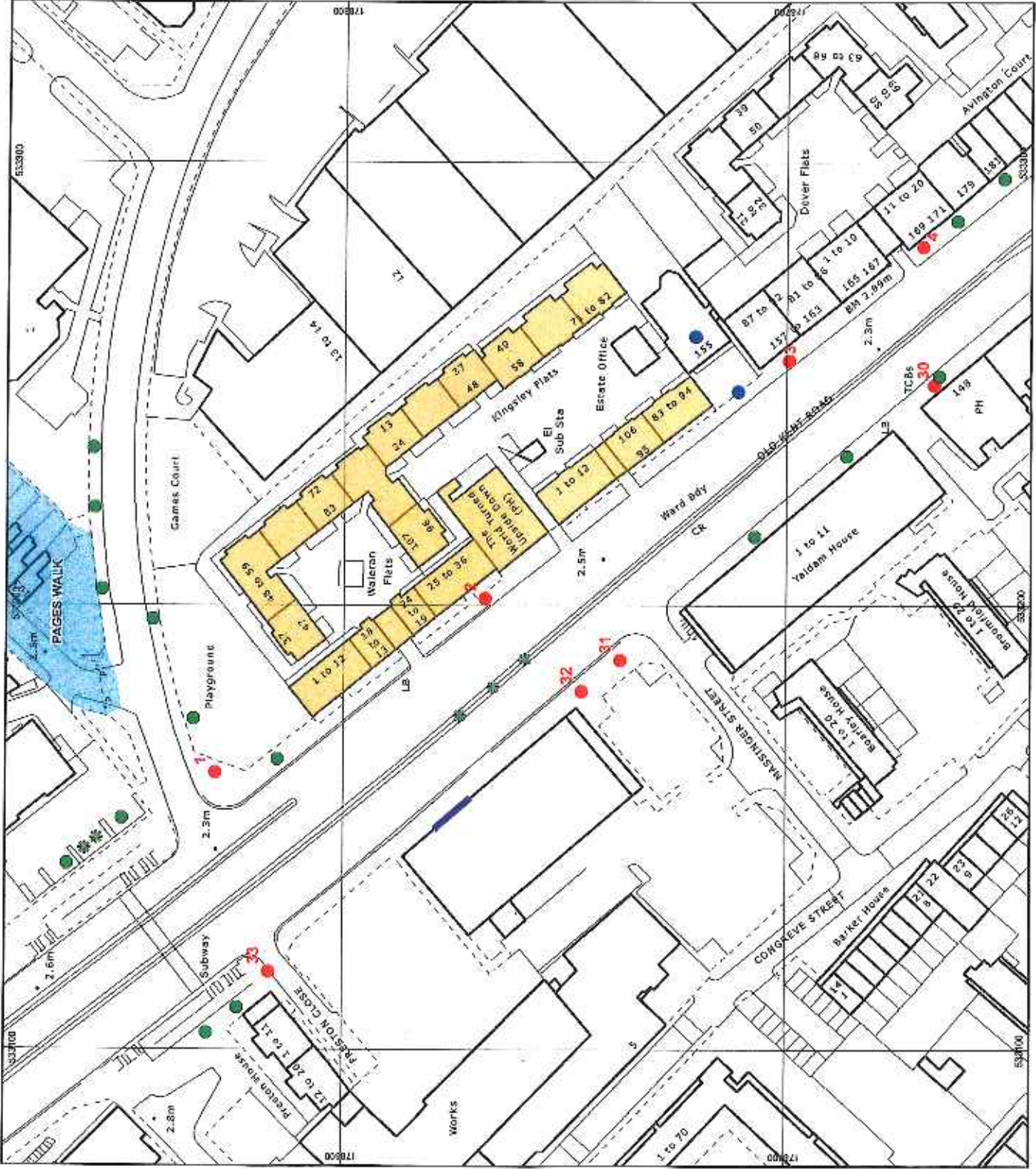
OLD KENT ROAD SURVEY
SECTION A
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 Page's Walk to 171

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



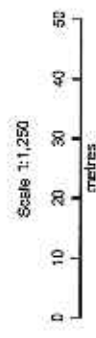
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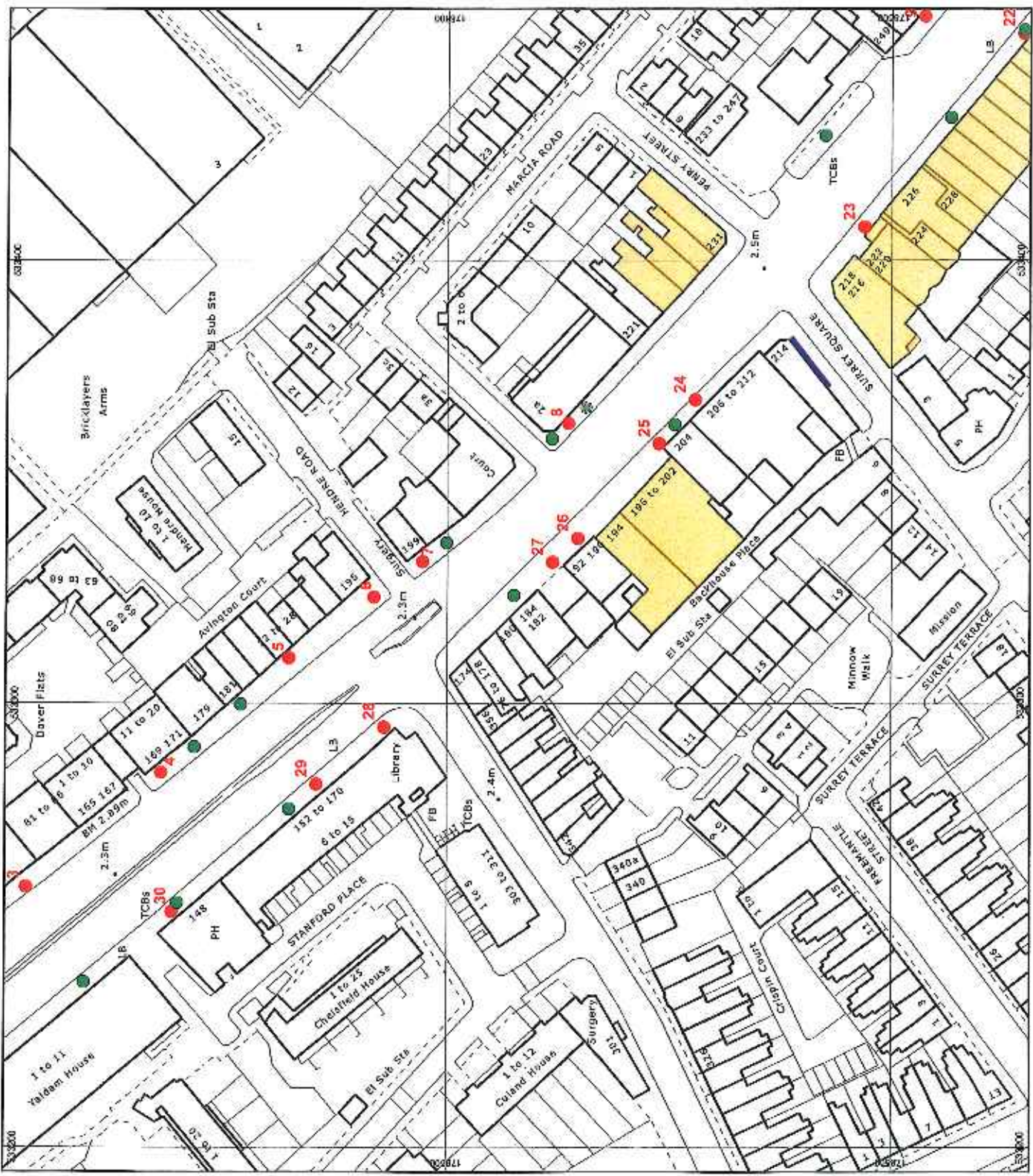
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- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



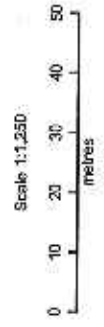
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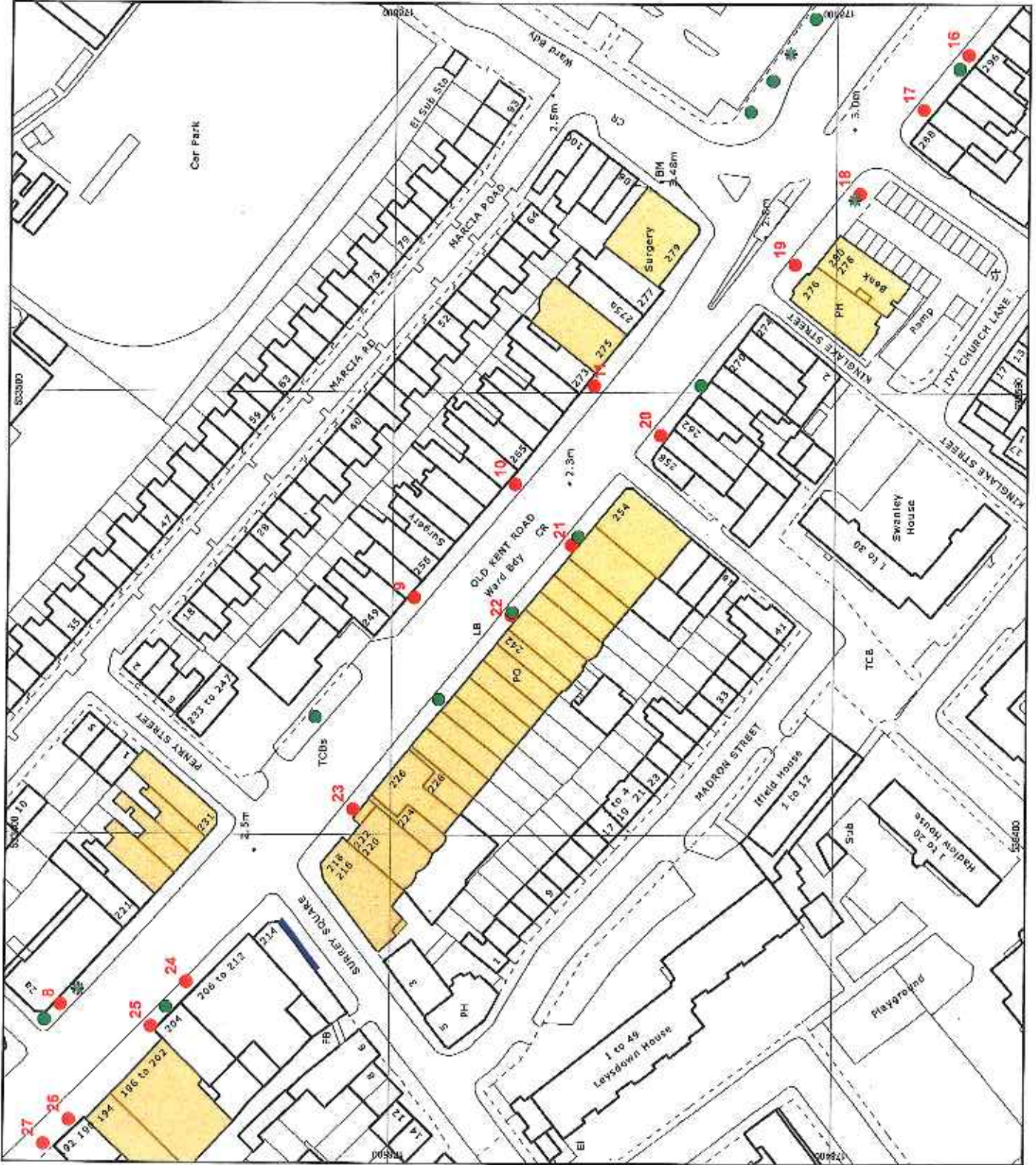
OLD KENT ROAD SURVEY
SECTION A
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 Sheet 3
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- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



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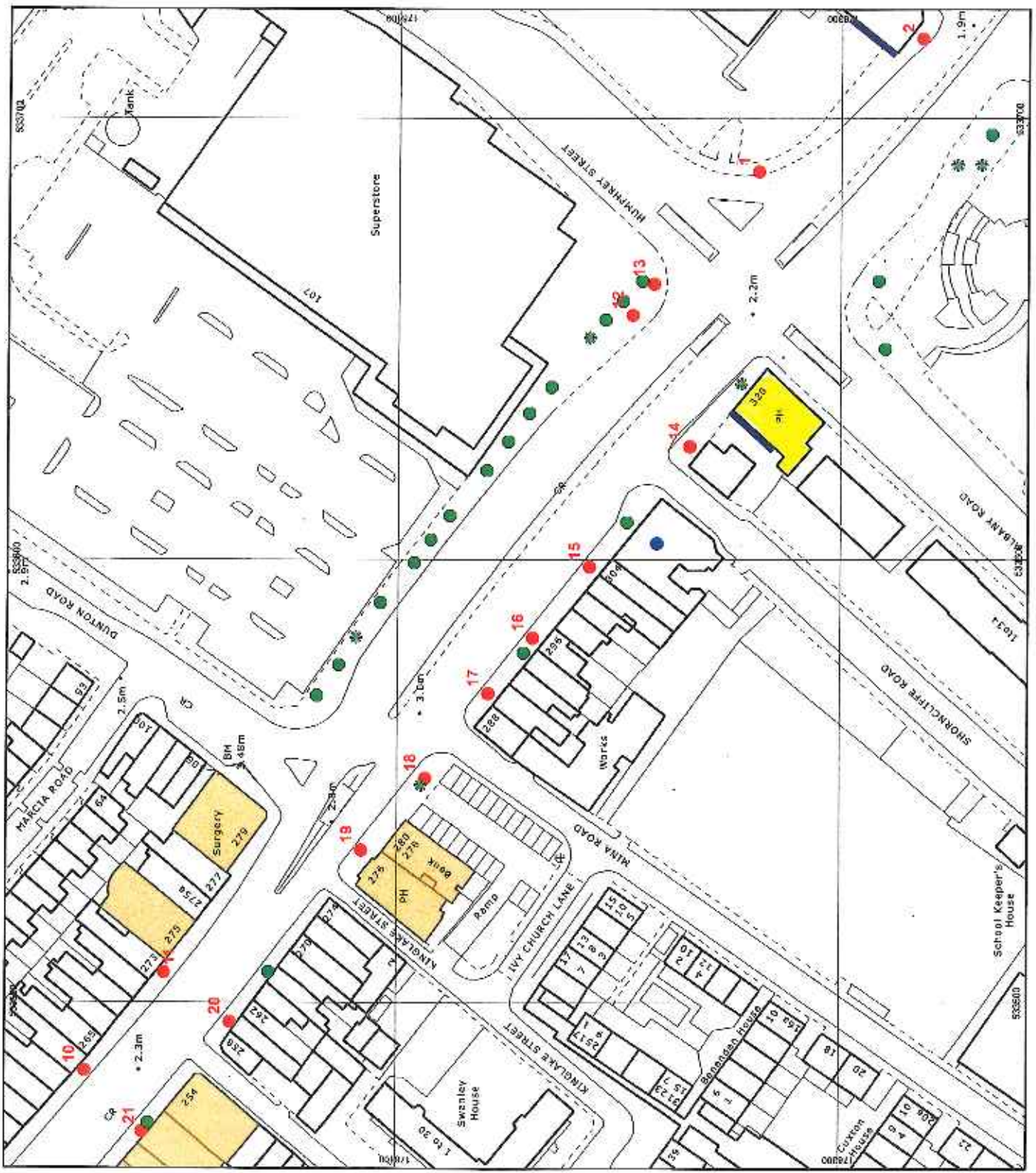
OLD KENT ROAD SURVEY
SECTION A
Page's Walk to Humphrey Street
 Sheet 4
 Dunton Road to Humphrey Street

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



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Section A

Page's Walk to Humphrey Street

A.2 Brief History

This section of the Old Kent Road retains elements of its commercial and residential past, as well as traces of the Victorian goods yard which stood on a huge site south of Willow Walk, now part-occupied by the Mandela Way Industrial Estate.

EARLY RESIDENTIAL DEVELOPMENT- THE ROLLS ESTATE

Remnants of late C18 and early C19 ribbon development are still visible along the road. Much of the land then belonged to the Rolls family: the White House at No 155 and the north side of Surrey Square are both the work of Michael Searles, surveyor to the estate, and went up in the 1790s. Remarkably, both developments retain original railings and ironwork. The terrace at Nos 218-250 incorporates further late C18 houses, also by Searle, now part-hidden behind C19 shop extensions.

INDUSTRIAL PAST - THE BRICKLAYER'S ARMS GOODS YARD

The Bricklayers' Arms Goods Depot started life in 1844 as a passenger and freight terminal, in a building designed by Lewis Cubbit, of King's Cross fame. It opened as a goods yard in 1866 and remained in operation until 1980. Little of the complex now remains: some Victorian paving is still visible on the corner with Mandela Way and a few other vestiges can be seen around Willow Walk. Luckily, some fine railway workers' housing of 1840 has survived in Page's Walk and is now designated as a Conservation Area.

SOCIAL HOUSING AND PUBLIC BUILDINGS

The late C19 saw the building of large-scale social housing south of the goods yard; these buildings are now Peabody Estates and remain in good condition (with original railings). In 1903 the fire station at Nos 212-216 was rebuilt by the London County Council Architect's Department and is a fine example of a grand Edwardian civic building.

COMMERCIAL ACTIVITY

This section of the Old Kent Road was a vibrant shopping street which played host to stall-holders and costermongers until the arrival of the tram in 1871. The C19 terrace at Nos 227-231 previously incorporated a hatter's shop, now demolished, while some fine early C20 shop fronts can still be seen at Nos 194-202 and 275. The lively atmosphere that characterised this section of the Old Kent Road before it became a major transport artery can still be found in nearby East Street.

A.2 Brief History (cont.)

There are four surviving public houses of particular merit along this stretch of the road: the World Turned Upside Down, the Dun Cow, the Green Man and the Thomas à Becket. The first is reputed to have stood on the site since the C17, with the current incarnation an 1868 remodeling of an earlier building. There is much debate surrounding the origins of the name, with some saying that it relates to the discovery of Australia, others to a radical song of the C17, while others argue that it refers to things being generally out of kilter. According to Victorian author Jacob Larwood, the name was in “former ages” represented on sign boards with depictions of “animals chasing men, horses riding in carriages, and similar conceits and pleasantries”. The Dun Cow and Green Man originally stood next to a C18 toll gate introduced by the Turnpike Trust to fund road improvements. No 186, a late C19 building, contains some very fine decorative tiles evoking the history of the Old Kent Road and its connection with Chaucer’s *Canterbury Tales*. The Thomas à Becket also reflects this legacy and stands on a site once known as the Thomas à Watering, referred to by Chaucer in his Prologue:

“And forth we ridden a litel more than pas,
Unto the watering of Seint Thomas,
And then our host began his hors arrest.”

This was the pilgrims’ first stop on the route to Canterbury, and once marked the boundary of the City liberties.

Image: Old Kent Road, view of 1870-1900 by York & Son © English Heritage



Section A

Page's Walk to Humphrey Street

A.3 Historic Buildings / Areas

Listed Buildings

- A.3.1. 155 OKR: The White House
- A.3.2. Surrey Square (off OKR)
- A.3.3. 306 OKR: Old Kent Road Fire Station



Faith Revival
WOMEN'S BIBLE CLASS
300 721-8729
1000 W. 10th St. - 1st Floor





Section A

Page's Walk to Humphrey Street

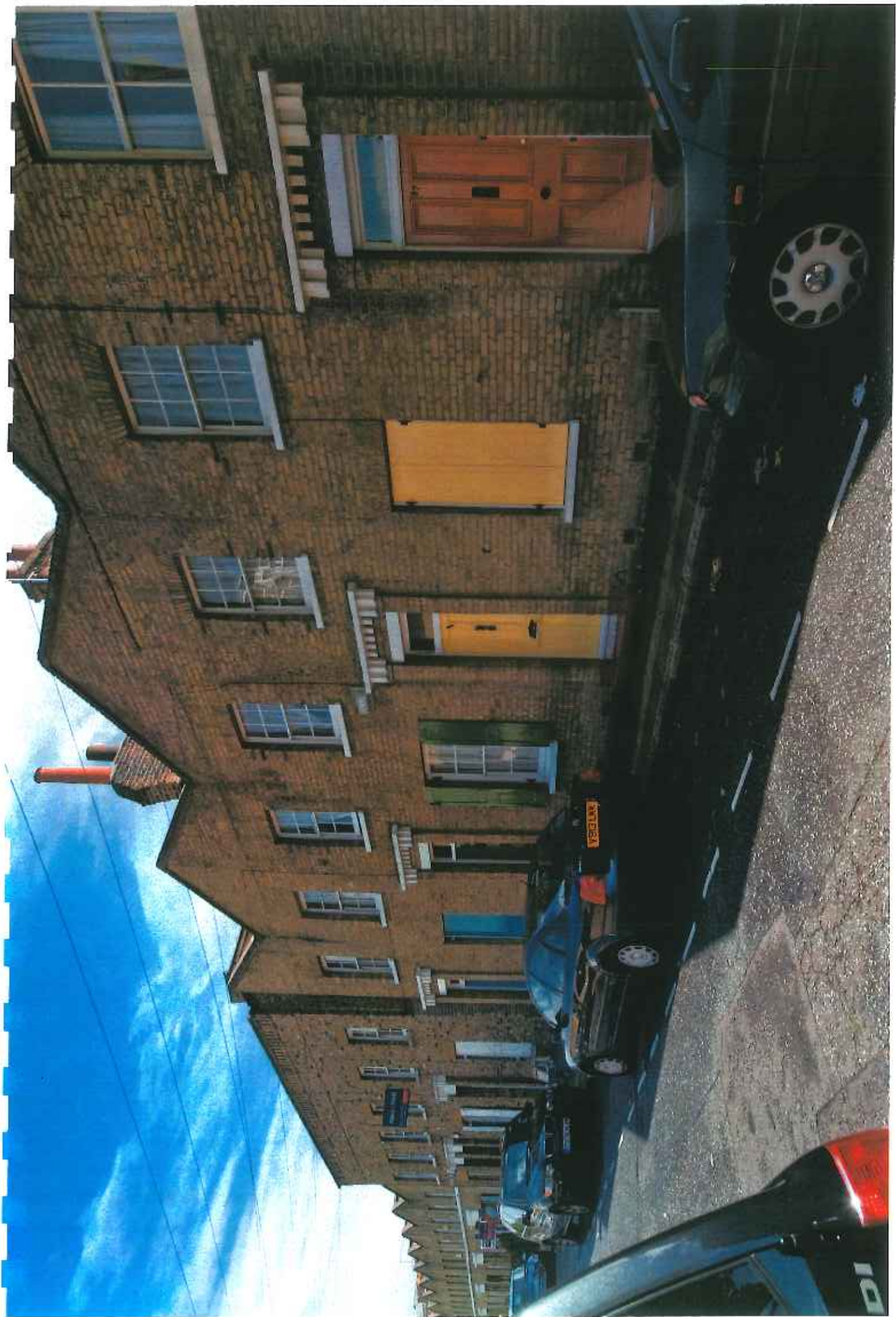
A.3 Historic Buildings / Areas

Conservation Areas

A.3.5 Page's Walk (off OKR)

A.3.6 Page's Walk (off OKR)





Section A

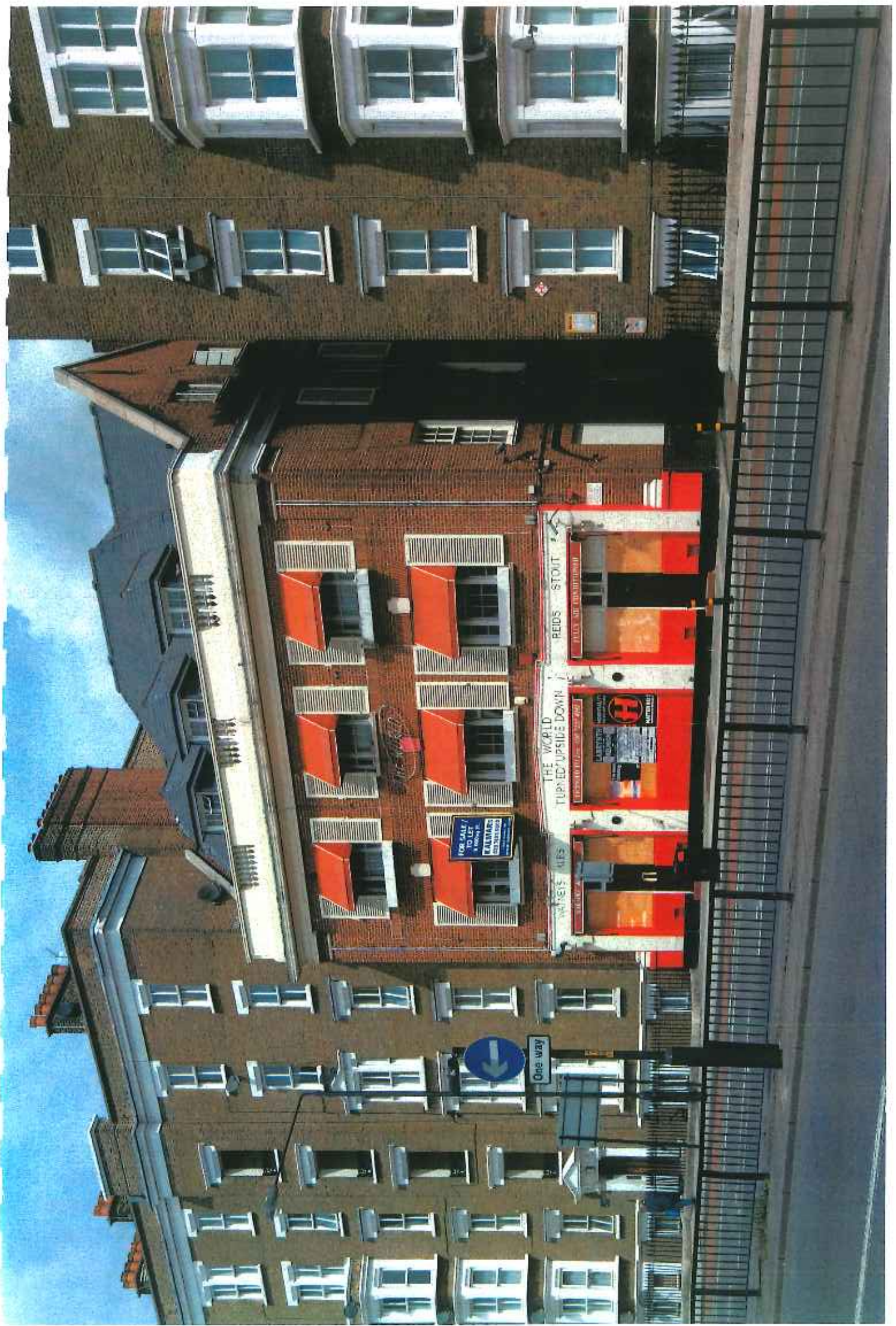
Page's Walk to Humphrey Street

A.3 Historic Buildings / Areas

Unlisted Buildings of Townscape Merit

- A.3.7 1-94 OKR: Peabody Estate
- A.3.8 45 OKR: World Turned Upside Down Public House
- A.3.9 194-202 OKR: formerly 'Pistons'
- A.3.10 218-254 OKR: C18 and C19 terrace
- A.3.11 225-231 OKR: C19 terrace
- A.3.12 275 OKR: formerly 'Wells Furnishers'
- A.3.13 276-278 OKR: formerly Green Man Public House and bank
- A.3.14 279 OKR: formerly Dun Cow Public House
- A.3.15 320 OKR: Thomas à Becket Public House





One way



FOR SALE / TO LET
Call: 01273 606000
KIMMINGS
COMMERCIAL

The World Turned Upside Down

THE WORLD
TURNED UPSIDE DOWN

REIDS STOUT

REIDS STOUT

FULLY SET UP EQUIPMENT

REIDS STOUT

REIDS STOUT





CONFERENCE

Premier Hotel

conference room





永福 WING FU With Chinese Food, Take Away, Home Delivery, 227 Old Kent Road, London SE5 8PR, Tel: 0203 227 3044

HOME DELIVERY 227

Торговый Дом "Метелица" (Food Store)

OLD KENT ROAD

Торговый Дом "Метелица" (Food Store)

永福 WING FU With Chinese Food, Take Away, Home Delivery, 227 Old Kent Road, London SE5 8PR, Tel: 0203 227 3044

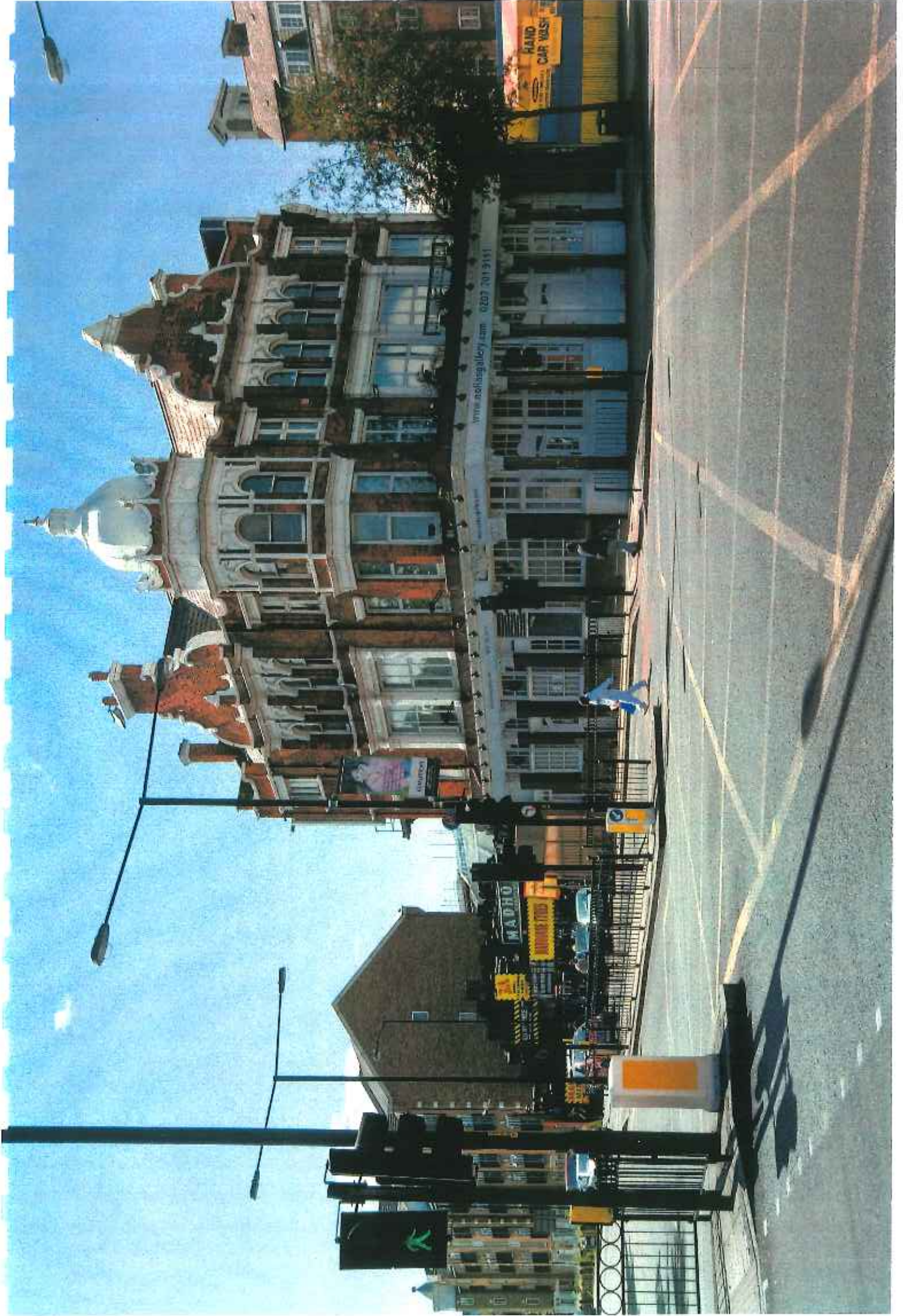
HOME DELIVERY 227

Торговый Дом "Метелица" (Food Store)

OLD KENT ROAD

Торговый Дом "Метелица" (Food Store)





Section A

Page's Walk to Humphrey Street

A.4 Present Character

- Fast-flowing traffic at end of flyover
- Dual carriageway with heavy traffic
- Mixture of housing, cafés, convenience stores
- One large superstore
- Local amenities: library, post office

Section A

Page's Walk to Humphrey Street

A.4 Present Character- Streetscape

ELEMENT	PRIMARY	SECONDARY	OBSERVATIONS
PAVING	Square concrete slabs	-	The area around Tesco- south and north- has its own design
ROAD SIGNS	Classical 1960s	-	Not that many signs overall
GUARDRAILS	Decorative black (circle and ball)	Plain black	-
TELEPHONE BOXES	BT x 7	New World x 3	Application (Nov 2008) to replace two phone boxes outside 304
BOLLARDS	White and yellow plastic with arrow	Thin black with fluorescent yellow stripe	Thames Water blue bollards near Yaldam House
BUS STOPS / SHELTERS	Clear Channel x 5	-	-
POST BOXES	EIR x 2	-	-
STREET LIGHTING	Tall lamp columns, single light	Tall lamp columns, double light (mainly in Tesco area)	-
BENCHES	Red metal	White metal	Benches only in the Tesco area
HIGHWAY	Tarmac	-	Fairly uniform
LITTER BINS	Black and gold plastic	Commercial bins	-
MISC	-	-	2 historic fingerposts in Tesco area

Section A

Page's Walk to Humphrey Street

A.5 Trees

TYPES

The predominant type is the London Plane
The secondary type is the rowan.

PLANTING

Potential areas for tree-planting are:

- Nos 1-167
- Nos 205-231
- Nos 249-279

Image: Typical London Plane in Section A



Section A

Page's Walk to Humphrey Street

A.6 Advertising Billboards

A.6.1 Outside LIDL (no brand, notice Jan 2009)

A.6.2 Side wall of 214 (Titan)

A.6.3 Side wall of 320 (Clear Channel)

A.6.1 Outside Lidl



A.6.2 Side wall of 214 (Titan)

A.6.3 Side wall of 320 (Clear Channel)



Section A

Page's Walk to Humphrey Street

A.7 Street Clutter

North side, travelling West to East

- A.7.1 Redundant lamp column
- A.7.2 Inefficient signage (lamp column, directional sign, red route sign)
- A.7.3 Multiple litter bins (repeated elsewhere on OKR)
- A.7.4 London Transport communications box post
(these boxes relay location information between buses and bus stops)
- A.7.5 Severed post and redundant phone box
- A.7.6 Cluttered intersection of OKR and East Street
- A.7.7 Severed post
- A.7.8 Inefficient signage
- A.7.9 Inefficient signage
- A.7.10 LT comms box post
- A.7.11 Multiple litter bins
- A.7.12 Inefficient signage
- A.7.13 Electricity boxes

Section A

Page's Walk to Humphrey Street

A.7 Street Clutter

South side, travelling East to West

- A.7.14 Speed camera box
- A.7.15 Multiple litter bins
- A.7.16 Severed post
- A.7.17 Inefficient signage (LT comms box post)
- A.7.18 Clutter and severed post
- A.7.19 Multiple litter bins and inefficient signage
- A.7.20 Inefficient signage
- A.7.21 Inefficient signage, litter bins
- A.7.22 Inefficient signage, severed tree
- A.7.23 Inefficient signage
- A.7.24 Inefficient signage
- A.7.25 Inefficient signage and LT comms box post
- A.7.26 Inefficient signage
- A.7.27 Redundant cycle rack and redundant phone box
- A.7.28 Inefficient signage
- A.7.29 Inefficient signage
- A.7.30 Inefficient signage and neglected phone boxes and cash machine
- A.7.31 Inefficient signage
- A.7.32 Inefficient signage, severed post
- A.7.33 Redundant post

A.7.1 Redundant lamp column

A.7.4 London Transport communications box post (repeated elsewhere on OKR)



A.7.2 Inefficient signage (lamp column, directional sign, red route sign)

A.7.3 Multiple litter bins (repeated elsewhere on OKR)



A.7.5 Severed post and redundant phone box

A.7.8 Inefficient signage



A.7.6 Cluttered intersection of East Street and OKR

A.7.7 Severed post



A.7.9 Inefficient signage
A.7.12 Inefficient signage



A.7.10 LT comms box post
A.7.11 Multiple litter bins



A.7.13 Electricity boxes
A.7.16 Severed post



A.7.14 Speed camera box
A.7.15 Multiple letter bins



A.7.17 Inefficient signage (LT comms box post)

A.7.20 Inefficient signage



A.7.18 Clutter and severed post

A.7.19 Multiple litter bins and inefficient signage



A.7.21 Inefficient signage, litter bins
A.7.24 Inefficient signage



A.7.22 Inefficient signage, severed tree
A.7.23 Inefficient signage



A.7.25 Inefficient signage (LT comms box post in background)

A.7.28 Inefficient signage



A.7.26 Inefficient signage

A.7.27 Redundant cycle rack and redundant phone box



A.7.29 Inefficient signage

A.7.32 Inefficient signage, severed post



A.7.30 Inefficient signage and neglected phone boxes and cash machine in background

A.7.31 Inefficient signage



A.7.33 Redundant post

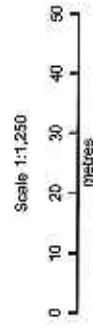


Section B

**Humphrey Street to
Marlborough Grove**

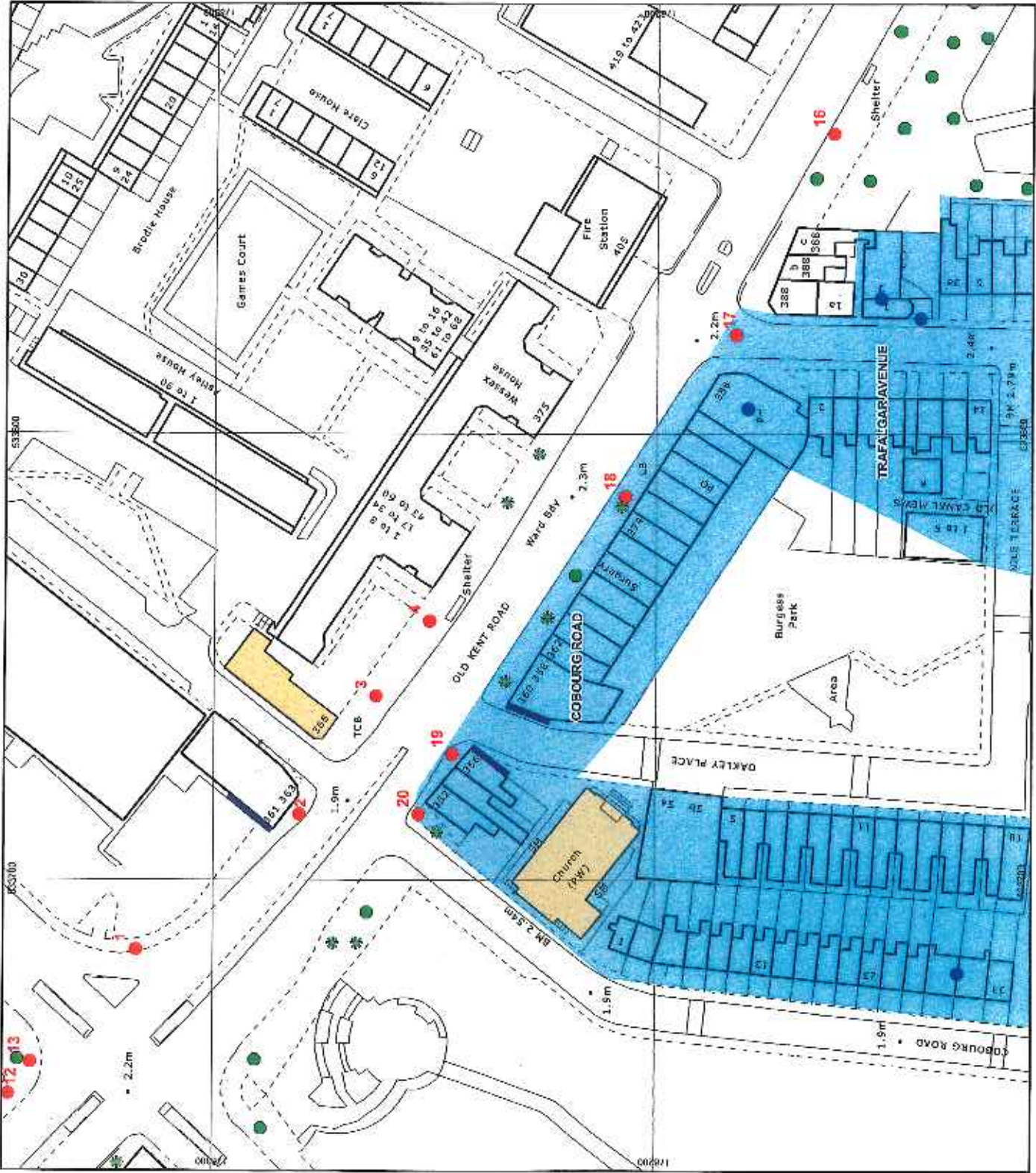
**OLD KENT ROAD SURVEY
SECTION B
Humphrey Street to Marlborough
Grove
Sheet 1
Humphrey Street to Wessex House**

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



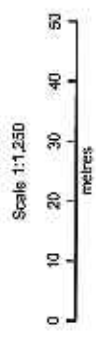
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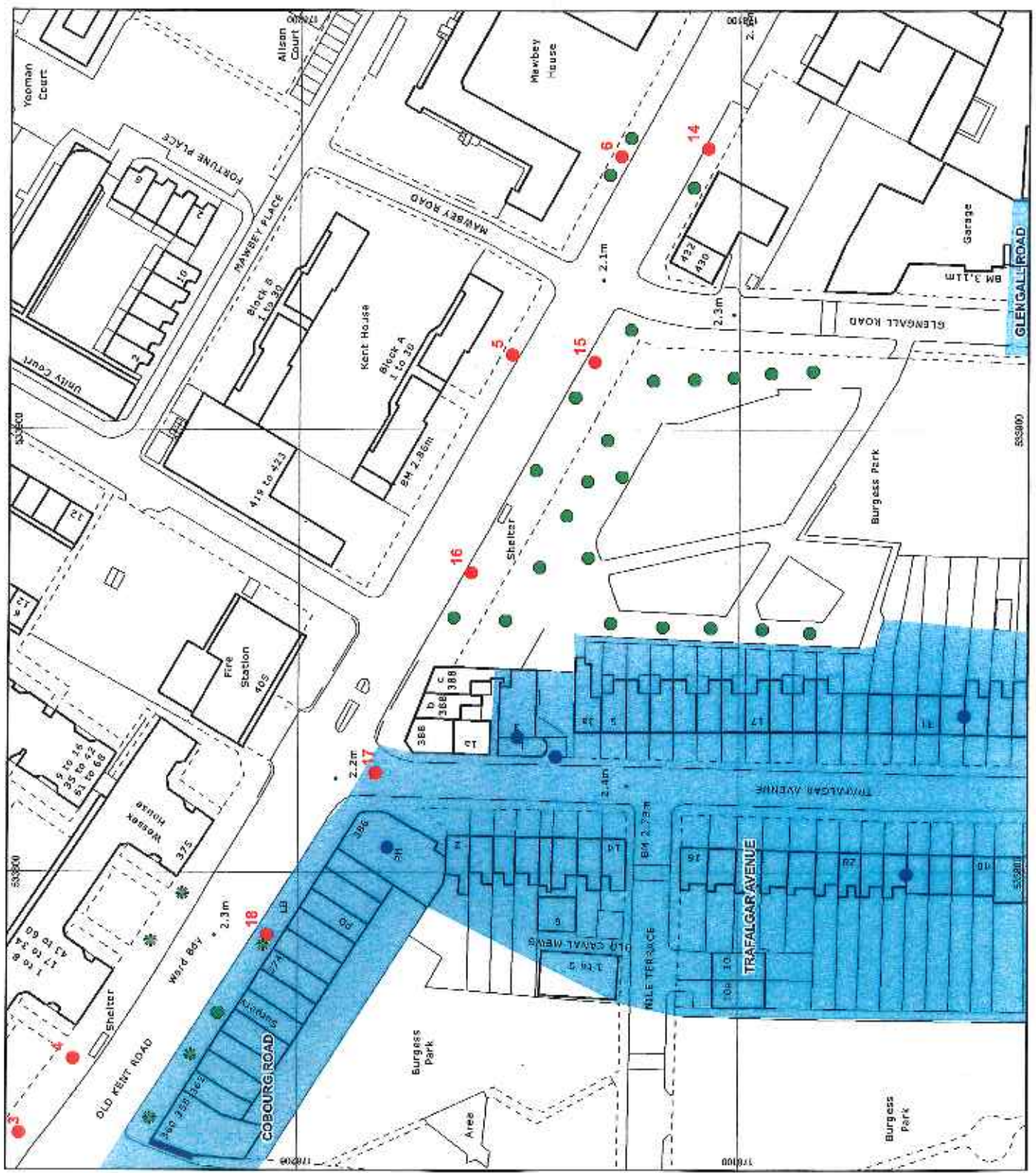
**OLD KENT ROAD SURVEY
SECTION B
Humphrey Street to Marlborough
Grove
Sheet 2
Wessex House to Mawbey Road**

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Street Clutter
- Advertising Billboard



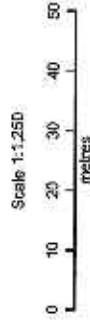
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**OLD KENT ROAD SURVEY
SECTION B
Humphrey Street to Marlborough
Grove
Sheet 3
Mawbey Road to Avondale Square**

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Street Clutter
- Advertising Billboard



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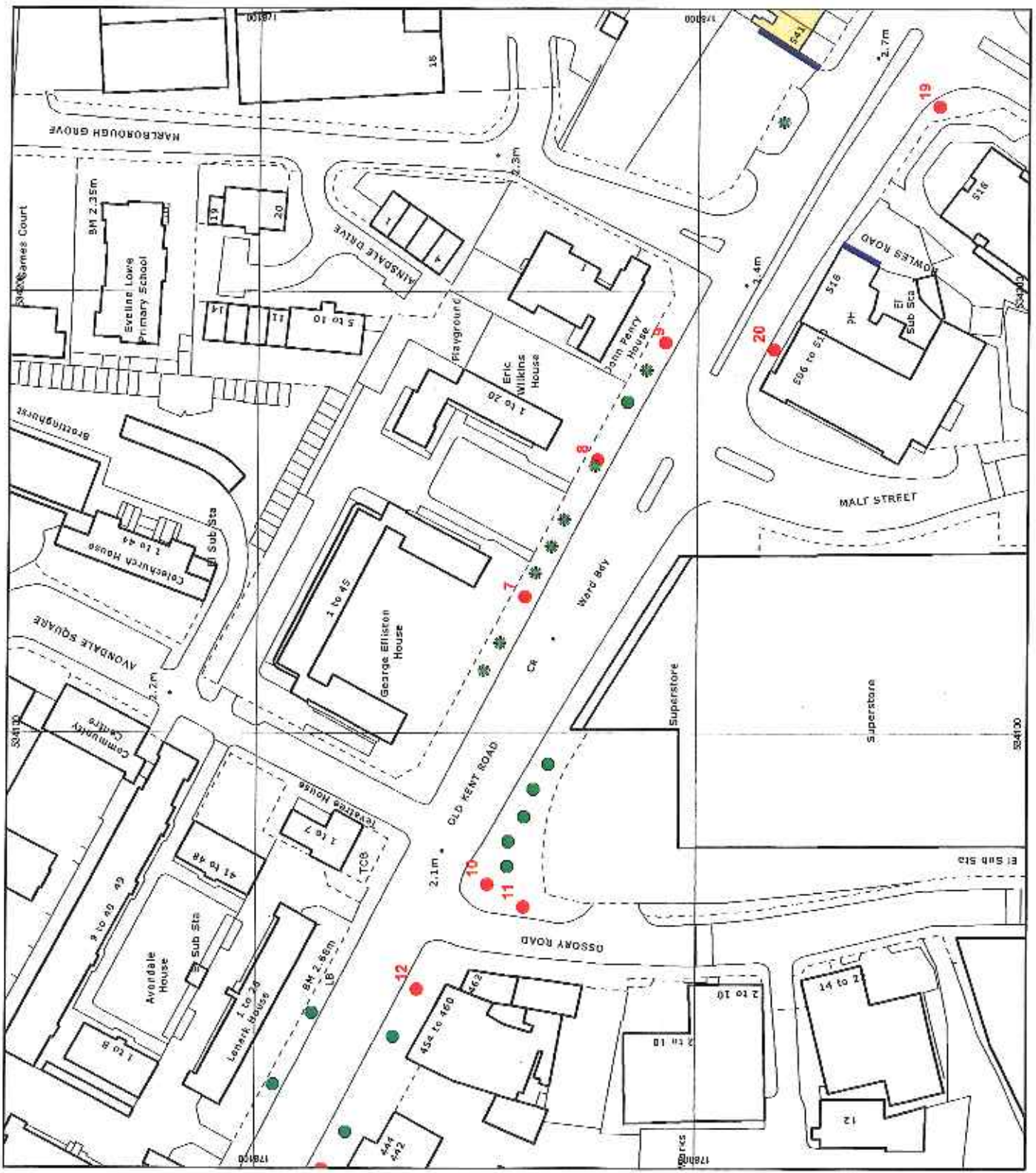
OLD KENT ROAD SURVEY
SECTION B
Humphrey Street to Marlborough Grove
Sheet 4
Avondale Square to Marlborough Grove

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



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Section B

Humphrey Street to Marlborough Grove

B.2 Brief History

This section of the Old Kent Road underwent dramatic changes in the C20, with the introduction of large public housing schemes and more recently, a superstore east of Ossory Road. Prior to this it was a mainly residential area, with a variety of shops fronting onto the highway.

EARLY RESIDENTIAL DEVELOPMENT- C19 SURVIVALS

Much of the area south of the Old Kent Road and east of Albany Road was cleared after World War II to make way for Burgess Park, a new green space whose creation was recommended by Abercrombie and Forshaw in their County of London Plan of 1943. To the credit of Southwark Council, three parallel historic streets were saved from the bulldozer in the 1970s: Cobourg Road, Trafalgar Avenue and Glengall Road. These contain fine Georgian and early Victorian villas and terraces and are now designated as conservation areas.

INDUSTRIAL PAST- GRAND SURREY CANAL

There are very few surviving signs of the bustling area which developed in Victorian times on what is now Burgess Park. Small workshops, factories and timber yards stood cheek to jowl with a web of terraced housing and a scattering of public buildings. After a short spell as a tranquil and desirable residential area in the early C19, this section of the Old Kent Road became increasingly industrialised to the south, deriving much of its activity from the Grand Surrey Canal (see Section C).

COMMERCIAL ACTIVITY

The C19 terrace at Nos 360-386 has retained its commercial character, and now has a rich mix of shops and local services. The shop fronts have benefited from refurbishment and this stretch of the Old Kent Road is successful in evoking a lively Victorian past.

SOCIAL HOUSING AND PUBLIC BUILDINGS

There are several large housing estates in this section of the Old Kent Road, including some erected by the London County Council in the first half of the C20. Avondale Square is a good example of a Post-War housing estate which successfully incorporates tower blocks, slabs and maisonettes, with regard for detailing and landscaping.

B.2 Brief History (cont.)

The Lord Nelson is a very handsome public house on the corner of Trafalgar Avenue and the Old Kent Road. It was originally built in the early C19 (the name hints to an early date) and was extended in the later C19. It has a very fine interior, including an original bar with carved wood fittings, painted decorative mirrors showing scenes from Nelson's career, well executed mosaic floors and attractive stain-glassed windows. No 365 is a later C19 survival of a public house with some attractive decorative features.

Image: Cobourg Road in 1978.



Section B

Humphrey Street to Marlborough Grove

B.3 Historic Buildings / Areas

Listed Buildings

B.3.1. 386 OKR: Lord Nelson Public House



Section B

Humphrey Street to Marlborough Grove

B.3 Historic Buildings / Areas

Conservation Areas

B.3.2 Cobourg Road (including 360-386 OKR)

B.3.3 Trafalgar Avenue

B.3.4 Glengall Road





P Permit Holders Only
Pay at Meter
→
Complete Local
Phone Meter at Meter
Mon-Fri
8:00am-6:00pm

NO



Section B

Humphrey Street to Marlborough Grove

B.3 Historic Buildings / Areas

Unlisted Buildings of Townscape Merit

- B.3.5 365 OKR: former Duke of Kent Public House
- B.3.6 Church on Oakley Place
- B.3.7 388 OKR (add to Trafalgar Avenue CA?)



C.7.17 Inefficient signage

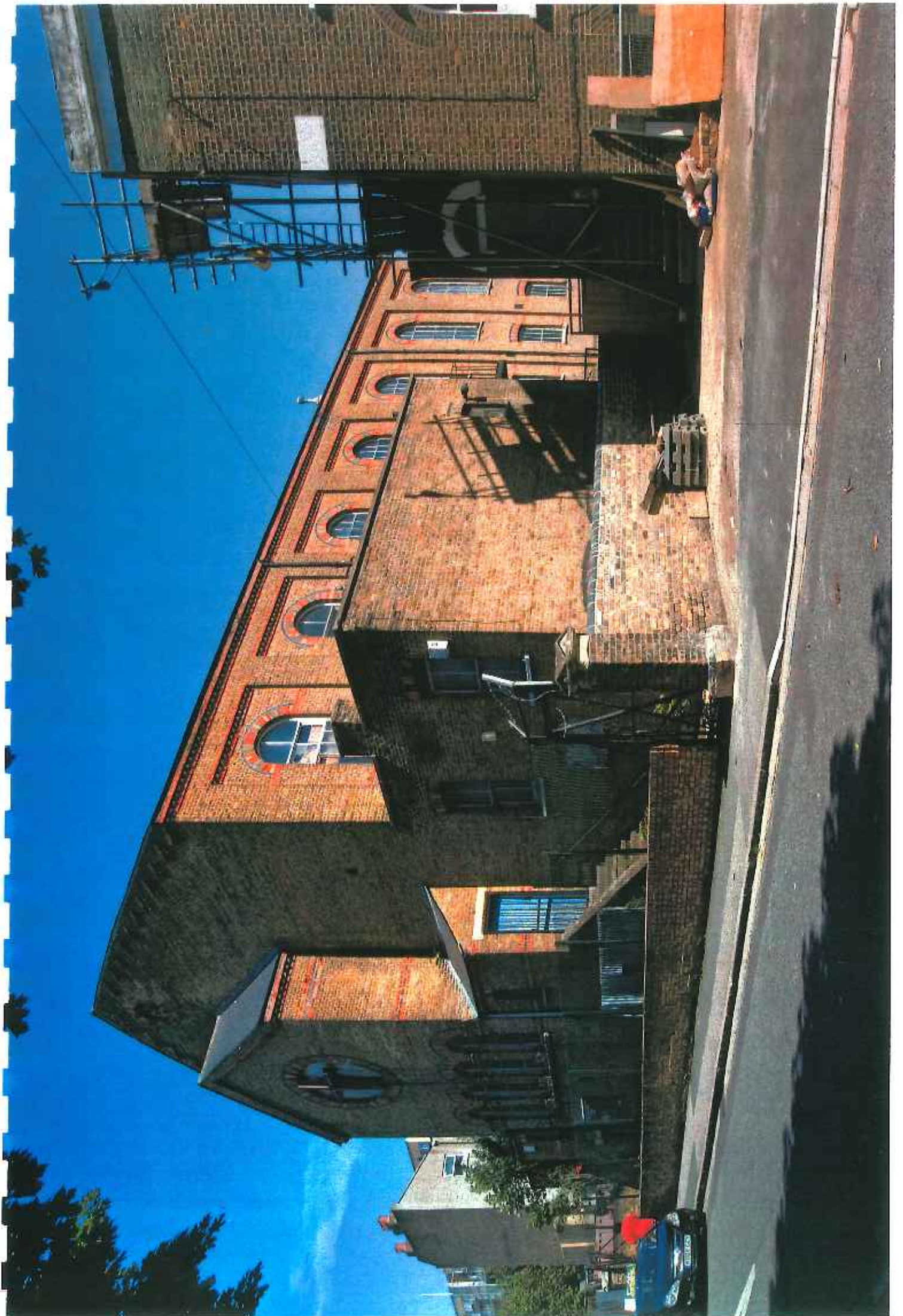
C.7.20 Temporary cover used as permanent



C.7.18 Severed post

C.7.19 LT comms box post







Section B

Humphrey Street to Marlborough Grove

B.4 Present Character

- Dual carriageway with heavy traffic
- Mixture of retail and C20 housing estates
- One large superstore
- Large green space (Burgess Park)
- Good run of trees
- Local amenities: fire station (operational), post office

Section B

Humphrey Street to Marlborough Grove

B.4 Present Character- Streetscape

ELEMENT	PRIMARY	SECONDARY	OBSERVATIONS
PAVING	Square concrete slabs	Black and red stripes with slabs	Mainly in good condition
ROAD SIGNS	Classical 1960s	-	-
GUARDRAILS	Decorative black (circle and ball)	Plain black	-
TELEPHONE BOXES	BT x 3	Spectrum Interactive x1	
BOLLARDS	Thin black with yellow stripe	Black with white top	Unique bollard in area outside Asda
BUS STOPS / SHELTERS	Clear Channel x 4	-	-
POST BOXES	EIR x 2	-	-
STREET LIGHTING	Tall lamp columns, single light	Tall lamp column with single circular light- specific to Burgess Park	-
BENCHES	Red metal		Outside Burgess Park
HIGHWAY	Tarmac	-	Fairly uniform
LITTER BINS	Black and gold plastic	Commercial bins	- -
MISC	-	-	2 historic fingerposts in Tesco area

Section B

Humphrey Street to Marlborough Grove

B.5 Trees

TYPES

The predominant type is the London Plane
The secondary type is the rowan.

PLANTING

Potential areas for tree-planting are:

- Nos 361-375
- Nos 419-Mawbey Road

Image: Veteran London Plane in Section B



Section B

Humphrey Street to Marlborough Grove

B.6 Advertising Billboards

- B.6.1 Side of wall of 360 (Primesight)
- B.6.2 Side wall of 361 (Clear Channel)
- B.6.3 Side wall of 356 (JC Decaux)

B.6.1 On wall of 360 (Primesight)



B.6.2 Side wall of 361 (Clear Channel)
B.6.3 Side wall of 356 (JC Decaux)



Section B

Humphrey Street to Marlborough Grove

B.7 Street Clutter

North side, travelling West to East

- B.7.1 Damaged guardrails
- B.7.2 Inefficient and damaged signage
- B.7.3 Inefficient signage
- B.7.4 Inefficient signage
- B.7.5 LT comms box post
- B.7.6 Inefficient signage
- B.7.7 Inefficient signage (bus lane info just before end of bus lane)
- B.7.8 Inefficient signage
- B.7.9 Redundant post

South side, travelling East to West

- B.7.10 Inefficient signage
- B.7.11 Redundant post
- B.7.12 Inefficient signage
- B.7.13 Inefficient signage (LT comms box post)
- B.7.14 Intrusive signage
- B.7.15 Inefficient signage
- B.7.16 Redundant phone box
- B.7.17 Cluttered crossing
- B.7.18 Litter problem and inefficient signage
- B.7.19 Litter problem, clutter and inefficient signage
- B.7.20 Inefficient signage

B.7.1 Damaged guardrails
B.7.4 Inefficient signage



B.7.2 Inefficient and damaged signage
B.7.3 Inefficient signage



B.7.5 LT comms box post
B.7.8 Inefficient signage



B.7.6 Inefficient signage
B.7.7 Inefficient signage (bus lane info just before end of bus lane)



B.7.9 Redundant post
B.7.12 Inefficient signage



B.7.10 Inefficient signage
B.7.11 Redundant post



B.7.13 Inefficient signage (LT comms box post)

B.7.16 Redundant phone box



B.7.14 Intrusive signage

B.7.15 Inefficient signage



B.7.17 Cluttered crossing

B.7.20 Inefficient signage



B.7.18 Litter problem and inefficient signage

B.7.19 Litter problem, clutter and inefficient signage



Section C

Marlborough Grove to Devon Street

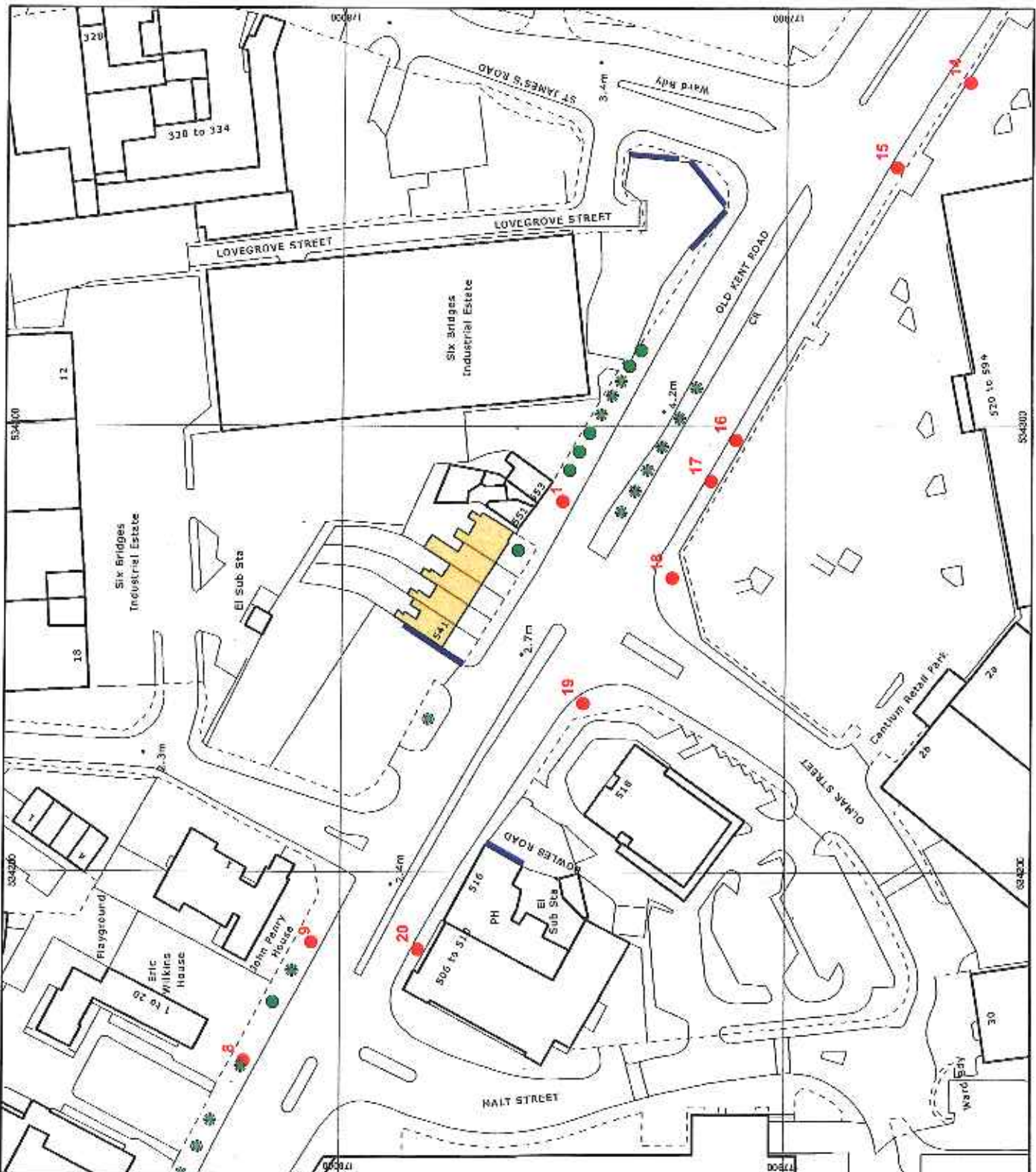
OLD KENT ROAD SURVEY
SECTION C
Marlborough Grove to Murdoch Street
Sheet 1
Marlborough Grove to Lovegrove Street

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



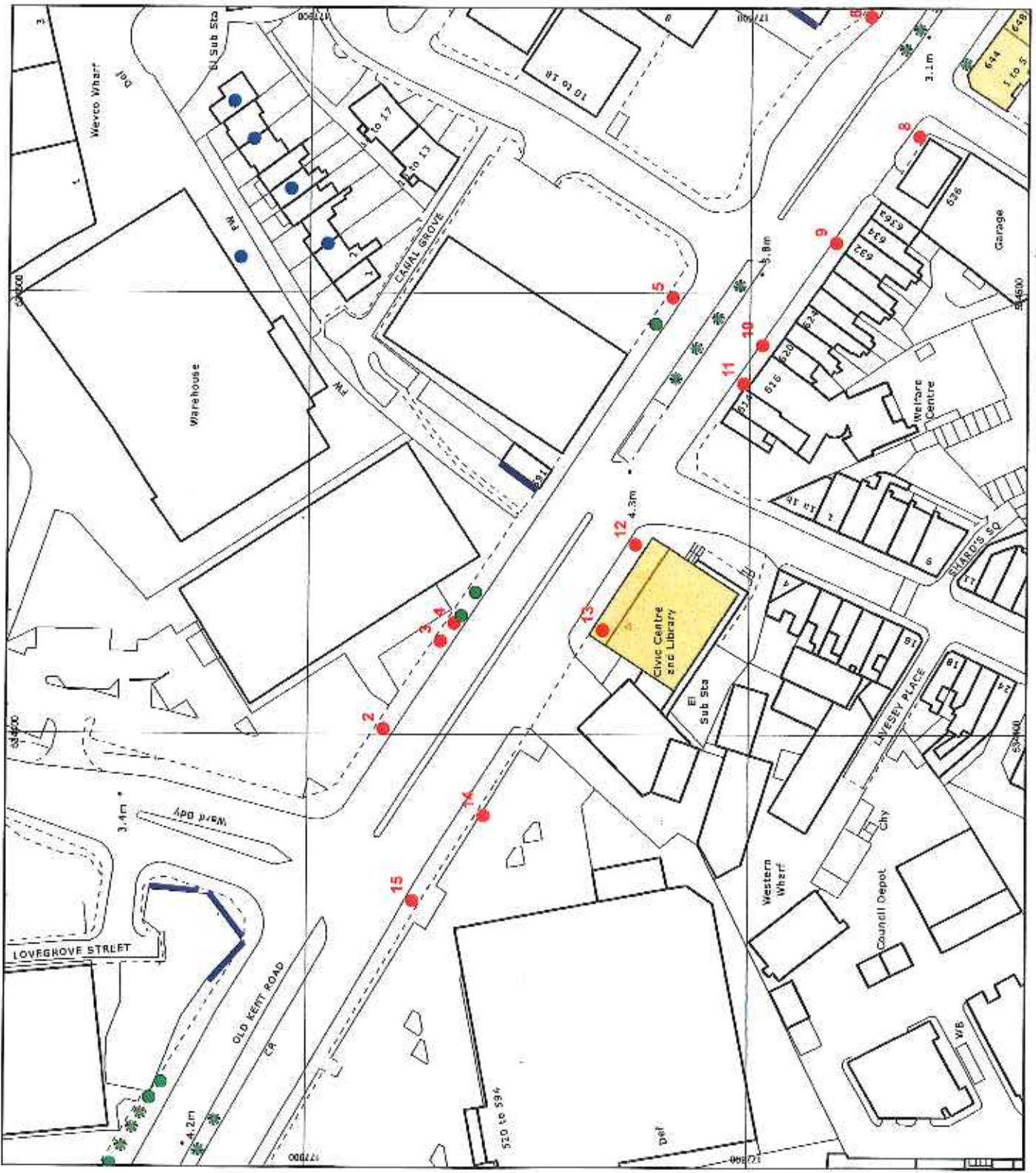
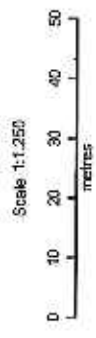
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OLD KENT ROAD SURVEY
SECTION C
Marlborough Grove to Murdoch Street
Sheet 2
Lovegrove Street to Sandgate Street

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter

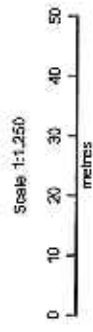


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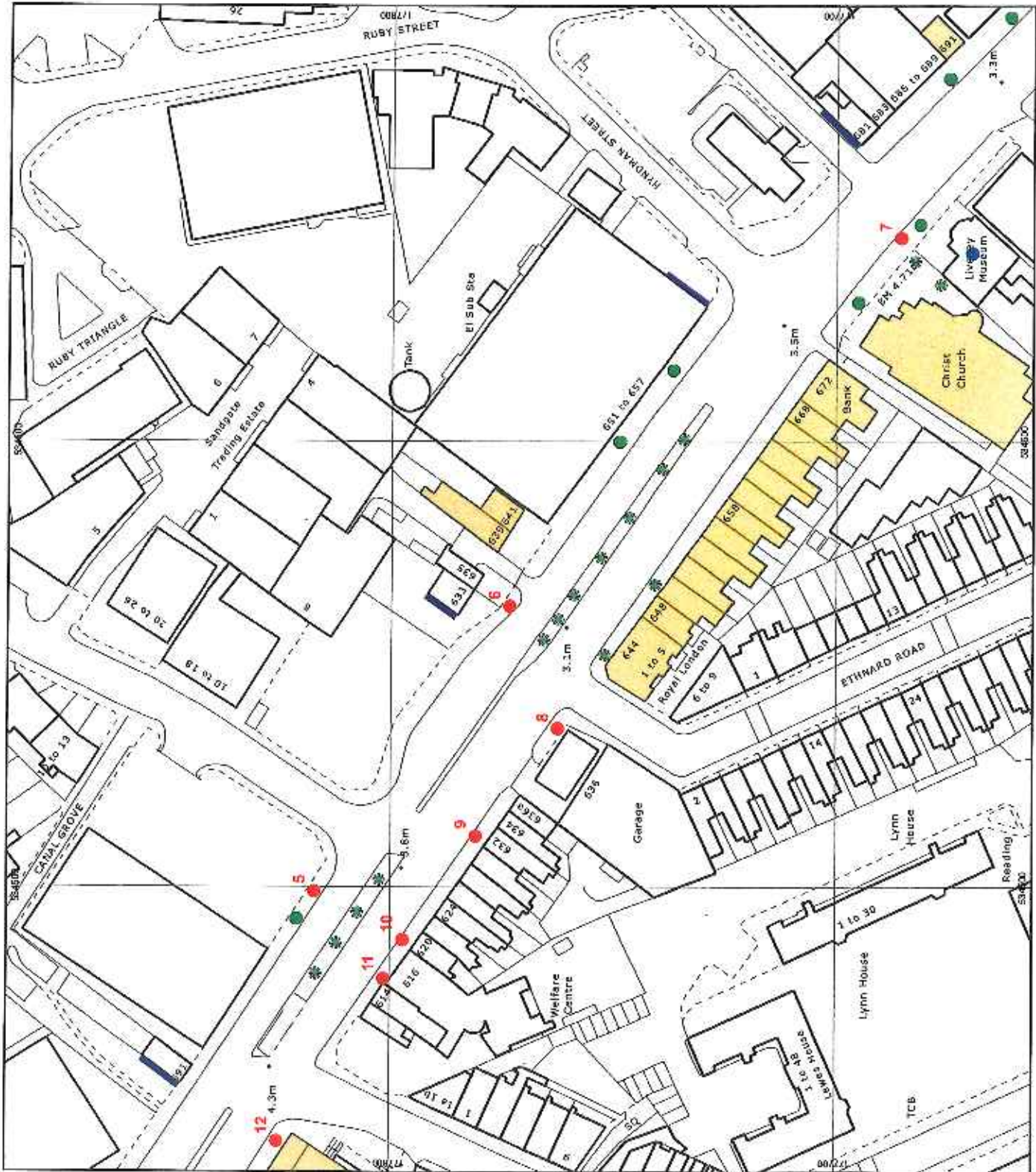
OLD KENT ROAD SURVEY
SECTION C
Marlborough Grove to Murdoch Street
Sheet 3
Sandgate Street to Hyndman Street

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



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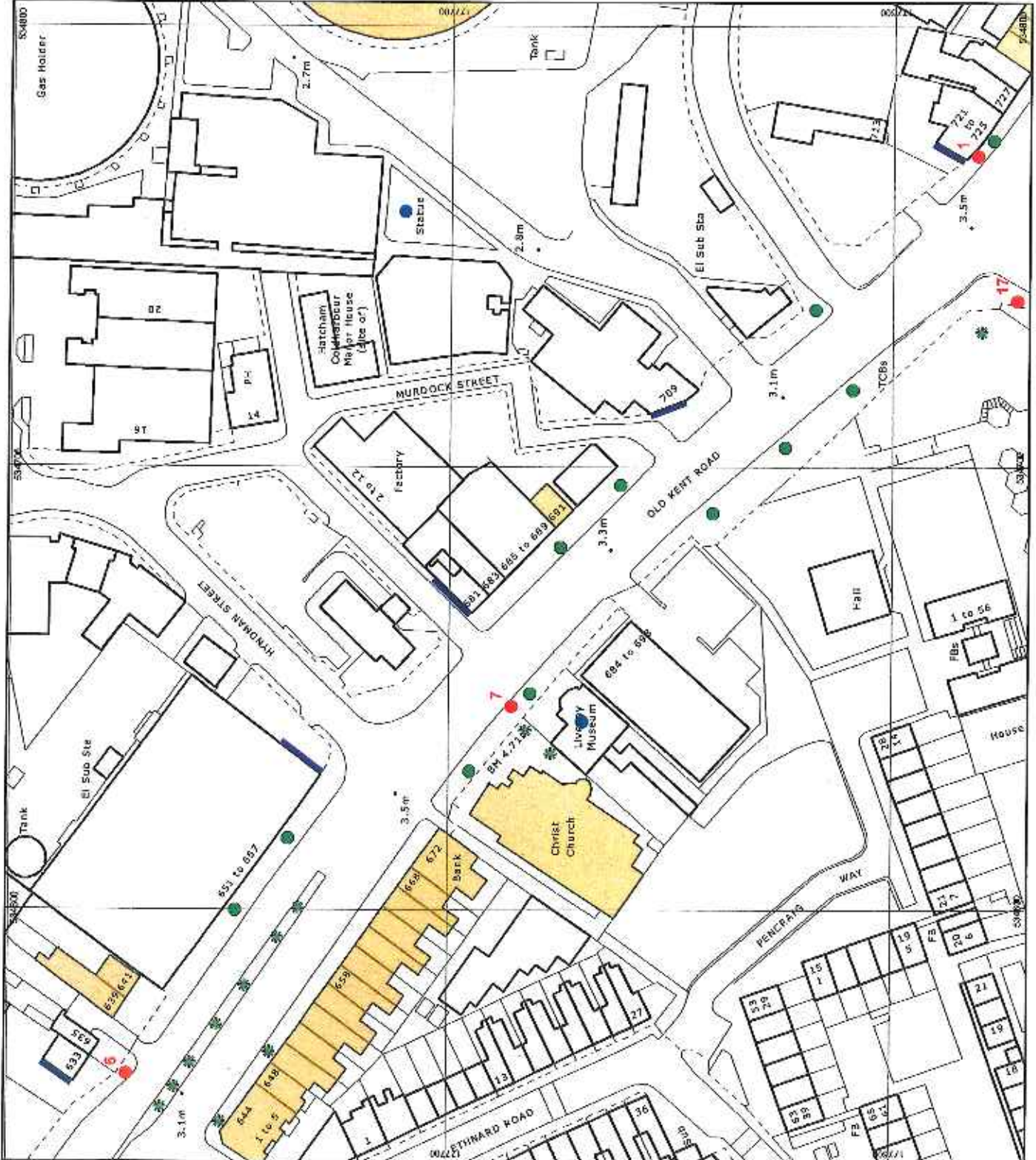
OLD KENT ROAD SURVEY
SECTION C
Marlborough Grove to Murdoch Street
Sheet 4
Hyndman Street to Murdoch Street

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



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Section C

Marlborough Grove to Devon Street

C.2 Brief History

The focus for this section of the road is the junction with the Grand Surrey Canal, which was built in the early C19 to facilitate the transport of goods from the Thames to south London and the South Metropolitan Gasworks, which occupied a large site to the north of the Old Kent Road.

EARLY RESIDENTIAL DEVELOPMENT- C19 SURVIVALS

Nos 541-549, an impressive Victorian terrace, stands isolated on the east corner of Marlborough Grove opposite a large retail development and gives a flavour of the type of housing which existed in this area. Canal Grove is a delightful Regency residential enclave, just north-east of the site where the canal route crosses the Old Kent Road. The houses were built in the early C19, before the advent of the gasworks, and it is surprising to note that they retain the peaceful setting they must have enjoyed at the time. No 641 is a C19 residential building converted to commercial use.

INDUSTRIAL PAST- SOUTH METROPOLITAN GASWORKS

As with Section B, the building of the Grand Surrey Canal had a significant impact on this area of the Old Kent Road. The first section of the canal was built in 1802-1811, between Surrey Docks and Camberwell, and a short branch was added to extend it to Peckham in 1825-6. The other significant infrastructure was the Southern Metropolitan Gasworks, which remained operational until the Post-War period and relied on the Surrey Canal for its supplies of coal. The gasholders are of interest in their own right.

SOCIAL HOUSING AND PUBLIC BUILDINGS

The North Peckham Civic Centre is a modernist building typical of its time, designed by F. O. Hayes of Southwark Borough Architect's Department in 1962-7. It contains an extraordinary ceramic mural by A Kossowski, which charts the history of the Old Kent Road from its beginnings as a Roman Road, to its use as a pilgrim's route in the Middle Ages, through to its later role as a processional route for Charles II's return from exile into its development and modernisation in the C20. Further east stands the Livesey Museum, which was endowed as a library in 1890 by George Livesey, Chairman of the Metropolitan Gas Works and was in community use until fairly recently. Christchurch, next to it, was built in 1867-8 to replace an earlier church.

C.2 Brief History (cont.)

COMMERCIAL ACTIVITY

There are some stretches of commercial buildings east of the bridge crossing at Peckham Park Road, notably Nos 610-636 (mid- C19) and Nos 644-672 (late C19) which are still in use as retail units. Nos 644-672, the Royal London Buildings are particularly well executed and display a masterly use of terracotta. No 639 seems to be a purpose-built Victorian factory / warehouse, a building type which occurs surprisingly rarely on the road. There is another example of this type of building at Nos 731-733 (see section D). A small-scale commercial development can be seen at No 691. Now used as a car dealership, it retains an interesting and well preserved early C20 shop front.

Image: South Metropolitan Gasworks.



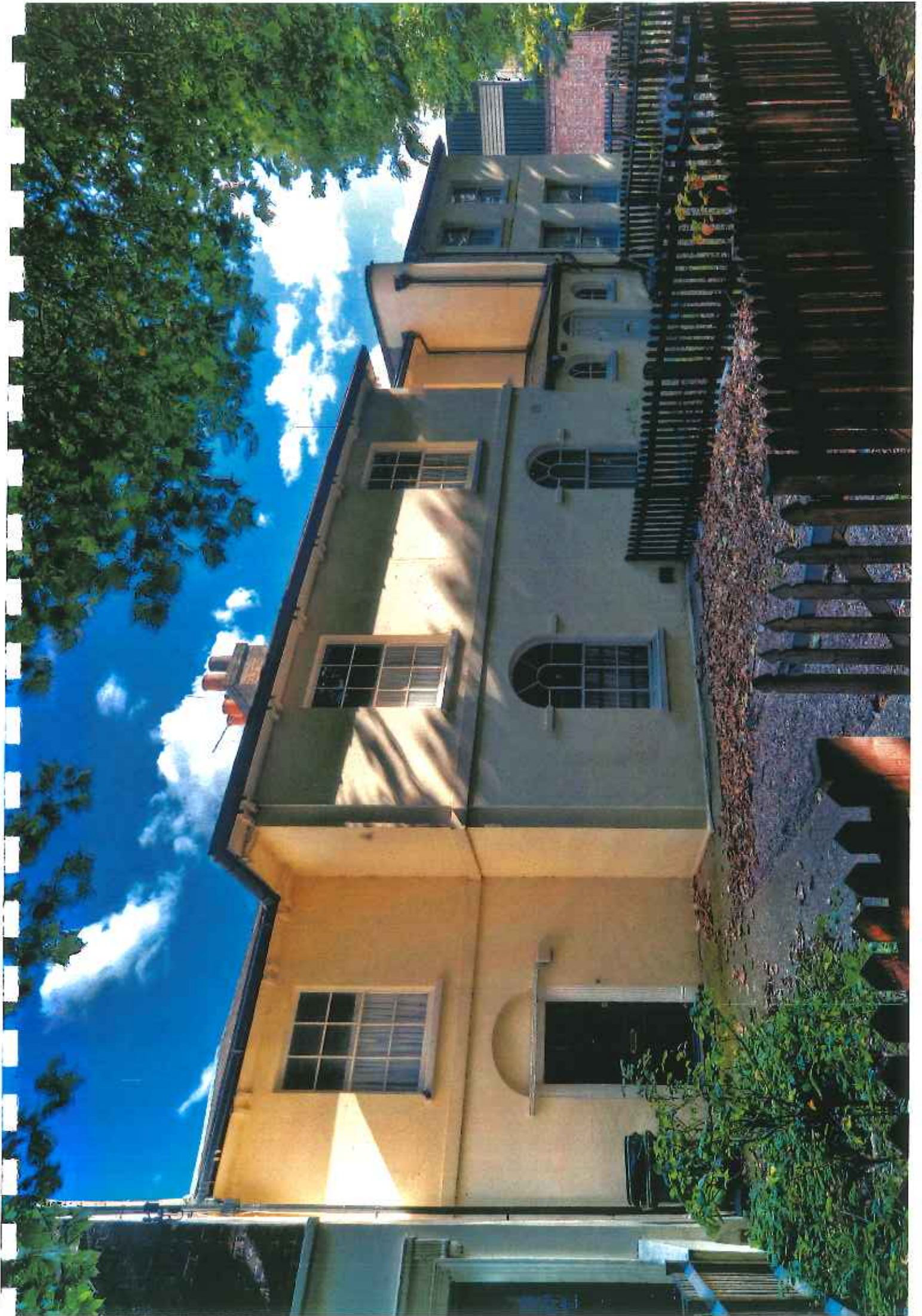
Section C

Marlborough Grove to Devon Street

C.3 Historic Buildings / Areas

Listed Buildings

- C.3.1. Canal Grove (north of OKR)
- C.3.2. Livesey Museum





**Brakes
Batteries**



Section C

Marlborough Grove to Devon Street

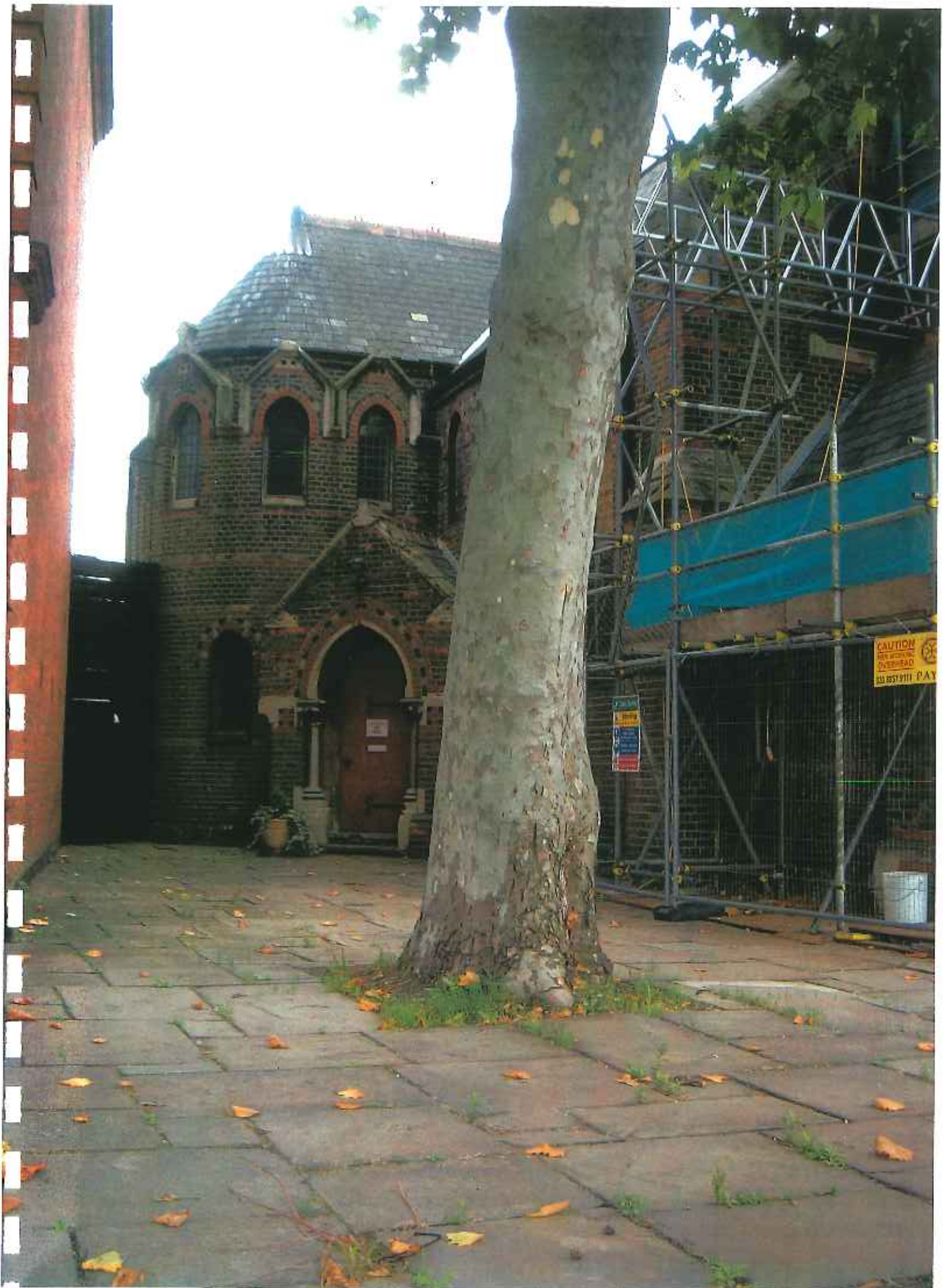
C.3 Historic Buildings / Areas

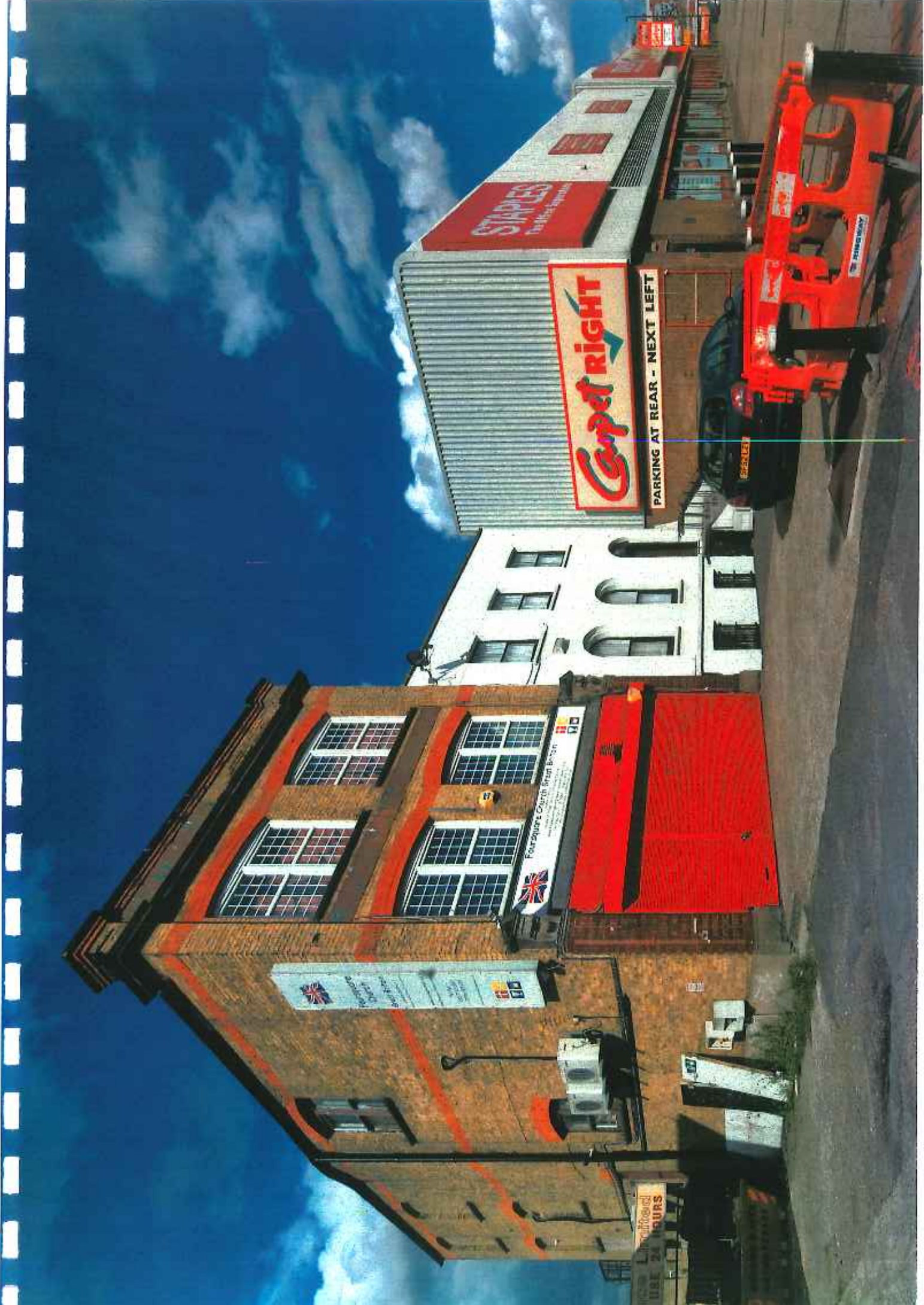
Unlisted Buildings of Townscape Merit

- C.3.3 541 to 549 OKR
- C.3.4 North Peckham Civic Centre
- C.3.5 Christchurch
- C.3.6 639 and 641 OKR
- C.3.7 644-672 OKR
- C.3.8 691 OKR
- C.3.9 Gasholder









Four Square Church Staff Bazaar
100% of the proceeds go to the church
100% of the proceeds go to the church
100% of the proceeds go to the church

Four Square Church Staff Bazaar
100% of the proceeds go to the church
100% of the proceeds go to the church
100% of the proceeds go to the church

Carpet Right

PARKING AT REAR - NEXT LEFT

STAPLES
The Office Furniture

24 HOURS





100-102
LONDON
E1 1AA

VAN
HIRE
&
SALES

WREKHOLO
1800
MAIN OFFICE
LONDON
TRANSIT
VAN
CENTRE
HIRE & SALES

LONDON TRANSIT

TRANSITS UYOM

PROPERTY

HIRE & SALES

OPENING HOURS
MONDAY 9.00am - 5.00pm
TUESDAY 9.00am - 5.00pm
WEDNESDAY 9.00am - 5.00pm
THURSDAY 9.00am - 5.00pm
FRIDAY 9.00am - 5.00pm
SATURDAY 9.00am - 5.00pm
SUNDAY 9.00am - 5.00pm



Section C

Marlborough Grove to Devon Street

C.4 Present Character

- Dual carriageway with heavy traffic
- Fast flowing road
- Mixture of large retail areas and C20 housing estates

Section C

Marlborough Grove To Devon Street

C.4 Present Character- Streetscape

ELEMENT	PRIMARY	SECONDARY	OBSERVATIONS
PAVING	Black and red stripes with slabs	Square concrete slabs	Mainly in good condition
ROAD SIGNS	Classical 1960s	-	-
GUARDRAILS	Decorative black (circle and ball)	Plain black	-
TELEPHONE BOXES	-	-	-
BOLLARDS	Mix of black with white top and thin black with yellow stripe	-	-
BUS STOPS / SHELTERS	Clear Channel x 2	-	-
POST BOXES	EIR x 1	-	-
STREET LIGHTING	Tall lamp columns, single light	-	-
BENCHES	-	-	-
HIGHWAY	Tarmac	-	Fairly uniform
LITTER BINS	Black and gold plastic	Commercial bins	-
MISC	-	-	6 historic fingerposts

Section C

Marlborough Grove to Devon Street

C.5 Trees

TYPES

The predominant type is the London Plane
The secondary type is (seen in middle bits).

PLANTING

Potential areas for tree-planting are:

- Nos 506-518
- Nos 612-636
- Nos 644 to 672

Image: Veteran London Plane in Section C



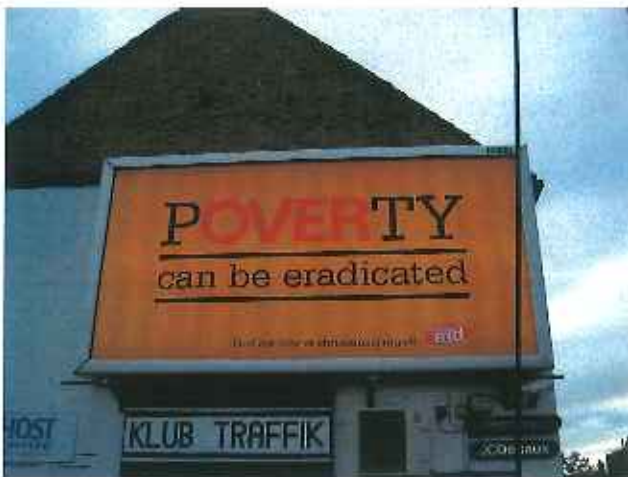
Section C

Marlborough Grove to Devon Street

C.6 Advertising Billboards

- C.6.1 Side wall of 516 (JC Decaux)
- C.6.2 Side of wall of 541 (Primesight)
- C.6.3 Bottom of Lovegrove Street (Titan)
- C.6.4 Bottom of Lovegrove Street Side (Titan)
- C.6.5 Bottom of Lovegrove Street (Titan)
- C.6.6 Side of wall of 591 (unknown)
- C.6.7 Side of wall of 633 (Titan)
- C.6.8 Side of wall of 657 (Titan)
- C.6.9 Side of wall of 681 (Outdoor Hallmark)
- C.6.10 Side of wall of 709 (JC Decaux)

C.6.1 Side wall of 516 (JC Decaux)
C.6.4 Bottom of Lovegrove Street
(Titan)



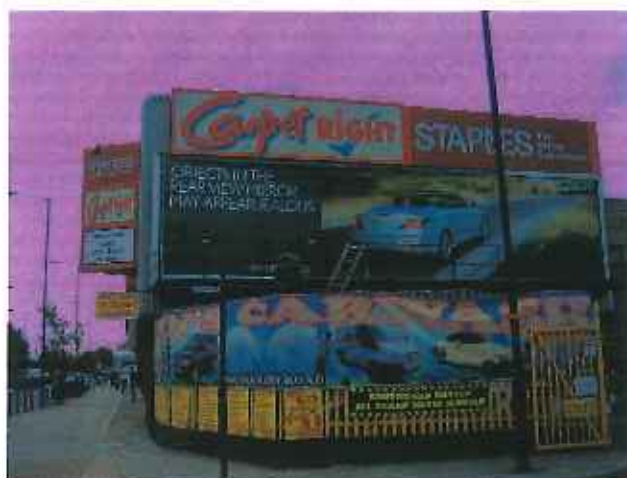
C.6.2 Side wall of 541 (Primesight)
C.6.3 Bottom of Lovegrove Street
(Titan)



C.6.5 Bottom of Lovegrove Street
(Titan)
C.6.8 Side wall of 633 (Titan)



C.6.6 Side wall of 657 (Titan)
C.6.7 Side wall of 591 (?)



C.6.9 Side wall of 681
(Outdoor Hallmark)



C.6.10 Side wall of 709 (JC Decaux)



Section C

Marlborough Grove to Devon Street

C.7 Street Clutter

North side, travelling West to East

- C.7.1 LT comms box post
- C.7.2 Spray-painted paving (seen elsewhere on OKR)
- C.7.3 LT comms box post
- C.7.4 Inefficient signage
- C.7.5 Inefficient signage
- C.7.6 Inefficient signage

South side, travelling East to West

- C.7.7 Inefficient signage
- C.7.8 Inefficient signage
- C.7.9 Clutter
- C.7.10 Inefficient signage
- C.7.11 Severed post
- C.7.12 Severed post
- C.7.13 LT comms box post
- C.7.14 Inefficient signage
- C.7.15 Inefficient signage
- C.7.16 LT comms box post
- C.7.17 Inefficient signage
- C.7.18 Severed post
- C.7.19 LT comms box post
- C.7.20 Temporary cover used as permanent

C.7.1 LT comms box post

C.7.4 Inefficient signage



C.7.2 Spray-painted paving (seen elsewhere on OKR)

C.7.3 LT comms box post



C.7.5 Inefficient signage

C.7.6 Inefficient signage

C.7.8 Inefficient signage (LT comms box post)

C.7.7 Inefficient signage



C.7.9 Clutter
C.7.12 Severed post



C.7.10 Inefficient signage
C.7.11 Severed post



C.7.13 LT comms box post
C.7.16 LT comms box post



C.7.14 Inefficient signage
C.7.15 Inefficient signage

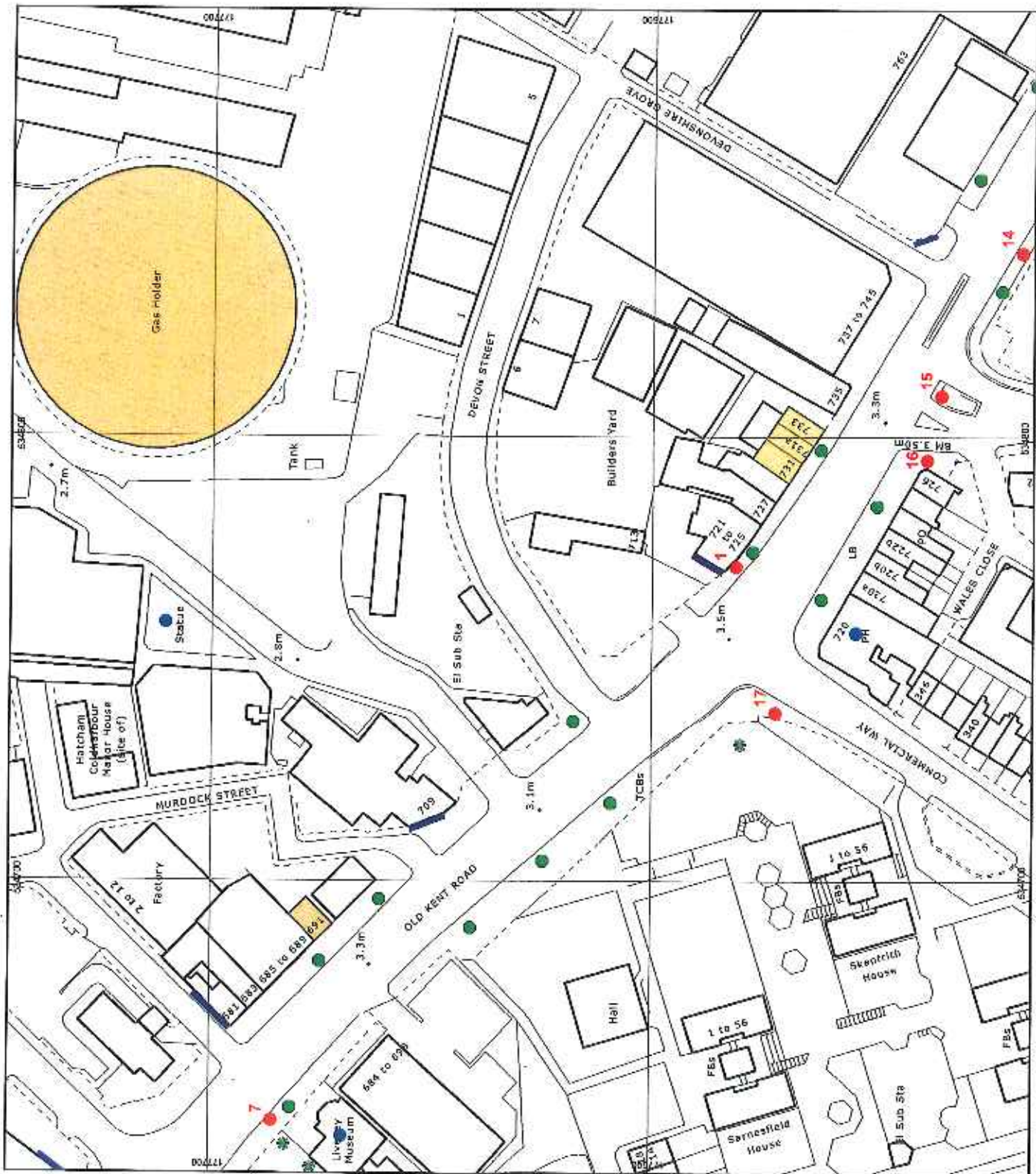
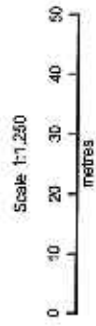


Section D

Devon Street to
Ilderton Road

OLD KENT ROAD SURVEY
SECTION D
Murdoch Street to Viaduct
Sheet 1
Murdoch Street to Devonshire Grove

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- ✱ Trees - Other
- ▬ Advertising Billboard
- Street Clutter



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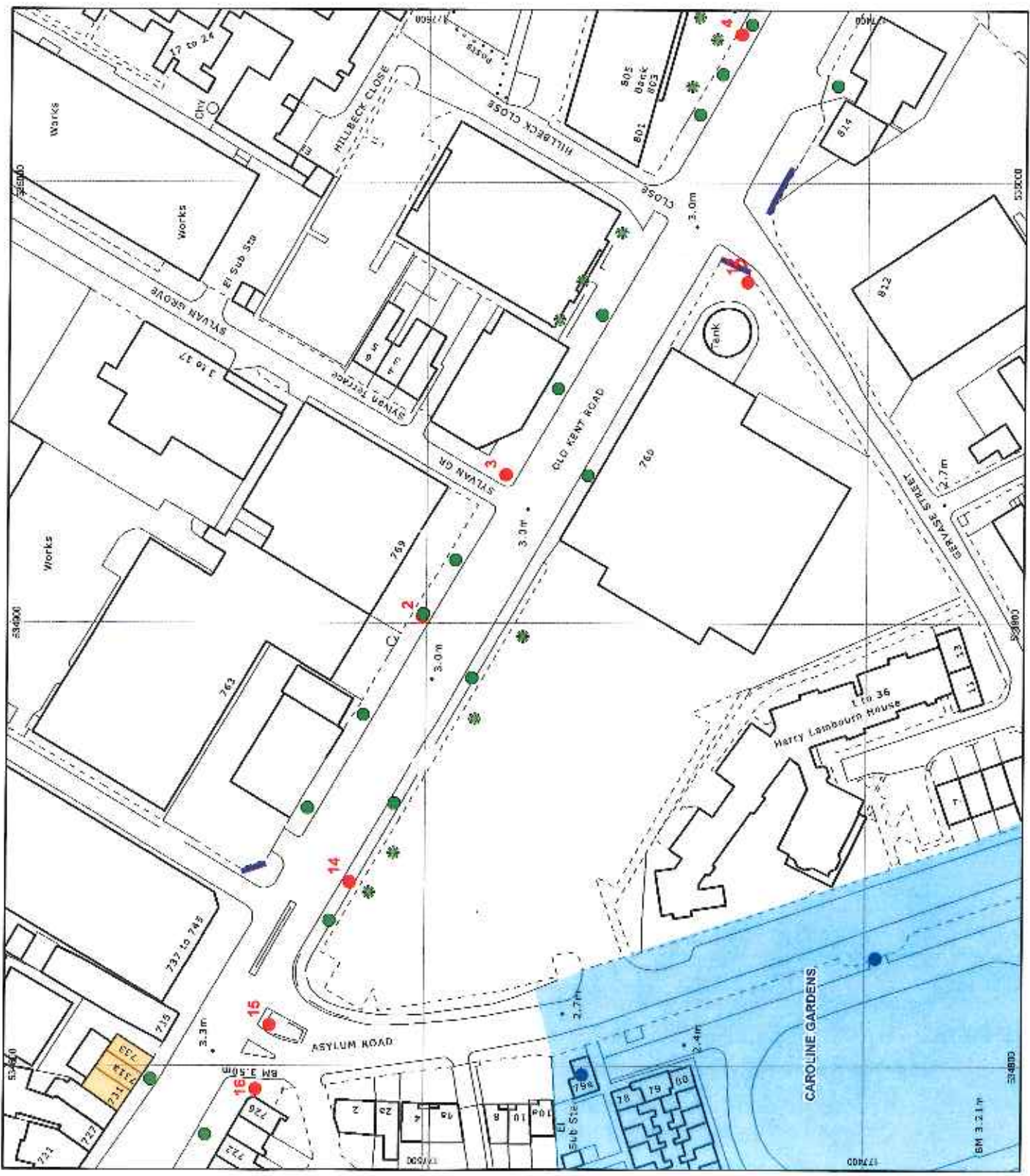
OLD KENT ROAD SURVEY
SECTION D
Murdoch Street to Viaduct
Sheet 2
Devonshire Grove to Hilbeck Close

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



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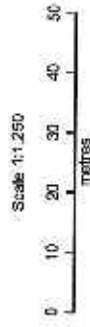
OLD KENT ROAD SURVEY

SECTION D

Murdoch Street to Waduct
Sheet 3

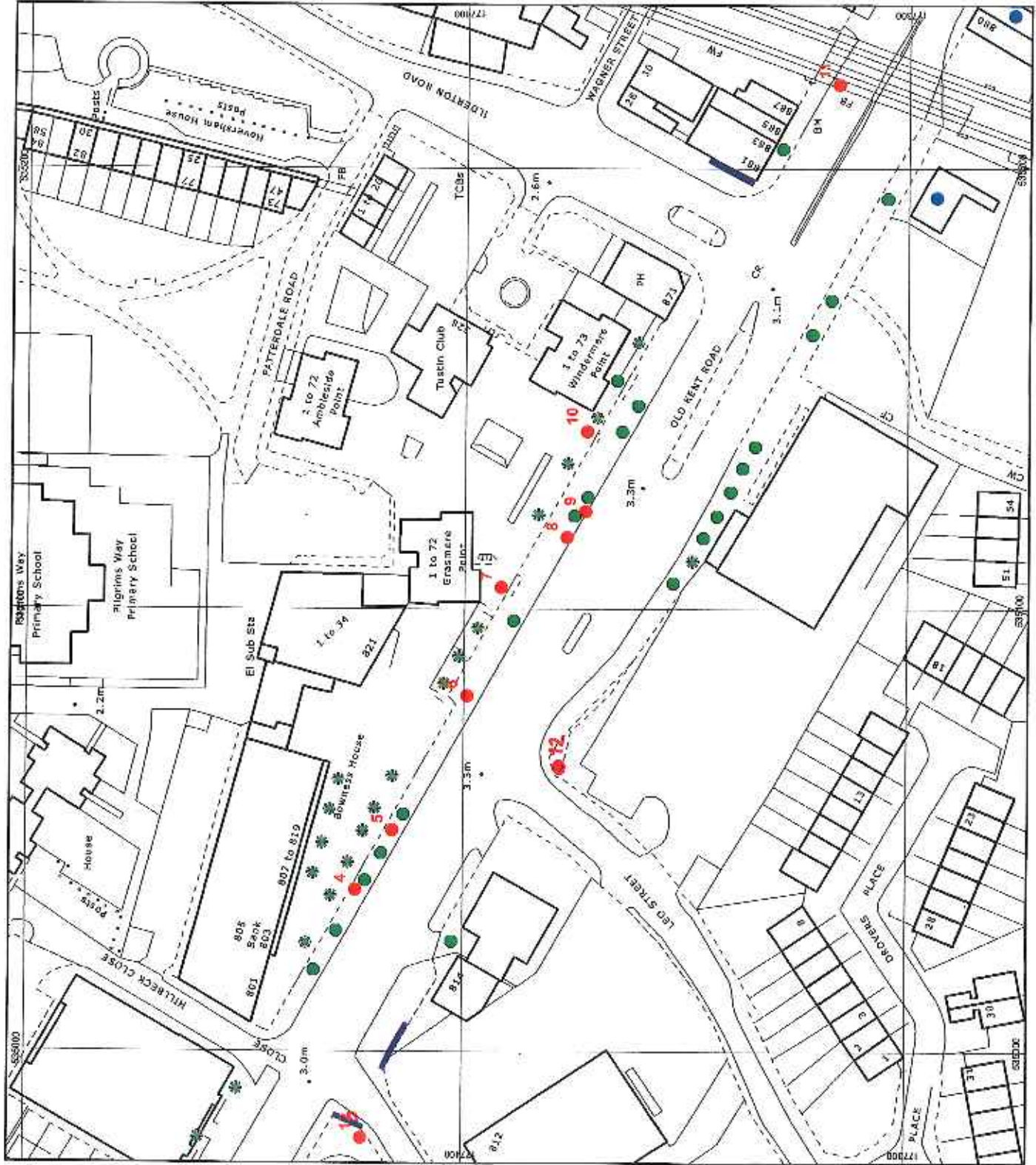
Hilbeck Close to Ilderton Road

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



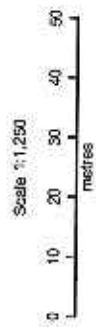
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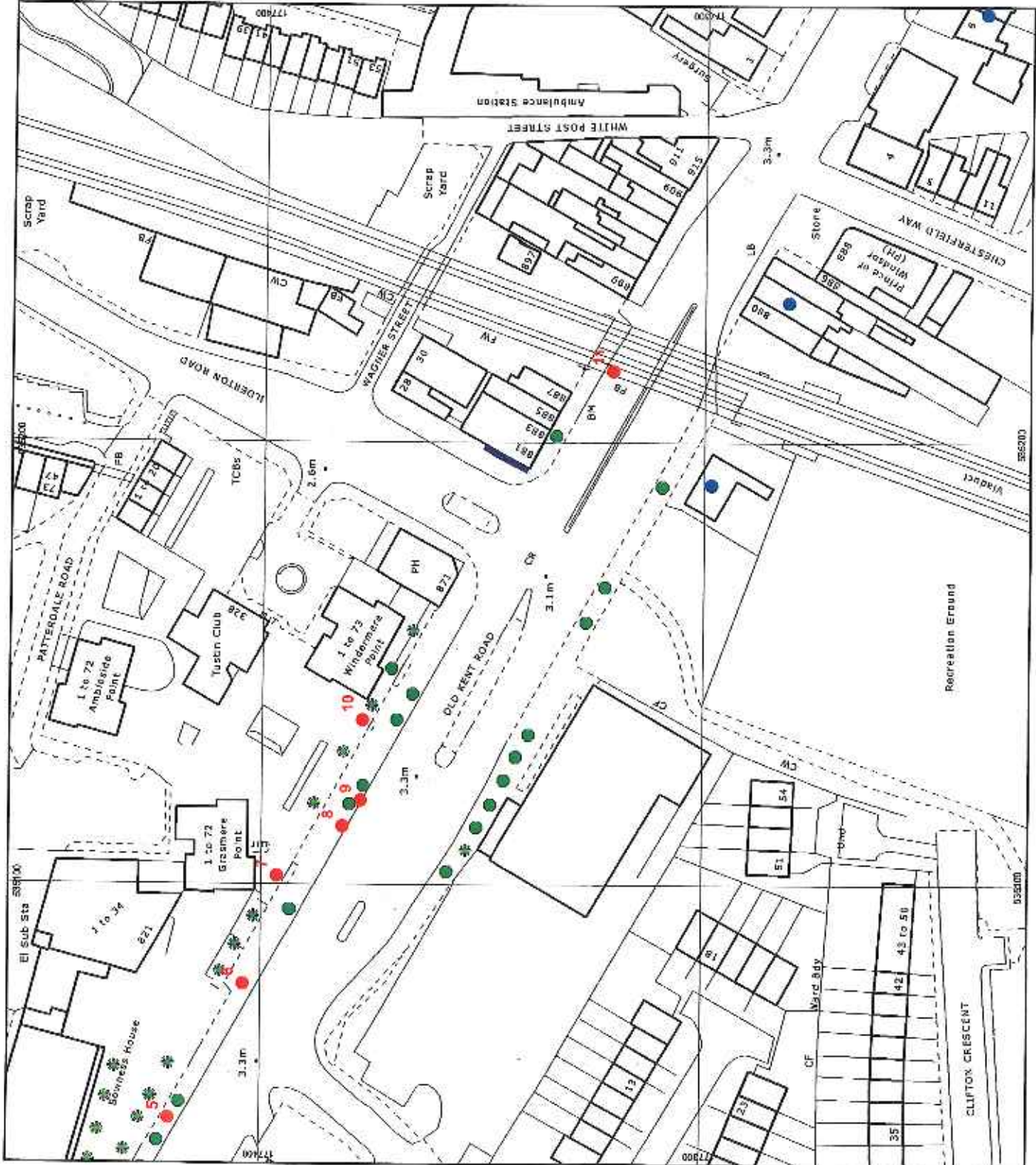
OLD KENT ROAD SURVEY
SECTION D
Murdoch Street to Viaduct
Sheet 4
Ilderton Road to Viaduct

- Listed Building
- Conservation Area
- Unlisted Building of Townscape Merit
- Trees - London Plane
- Trees - Other
- Advertising Billboard
- Street Clutter



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Section D

Devon Street to Ilderton Road

D.2 Brief History

This section of the Old Kent Road bears witness to the C19 industrialisation of the area to the north. The area to the south retains its residential character, integrating high quality C19 housing developments with C20 council schemes. The introduction of the railway in the 1860s marked the intensification of residential development in what just a few decades earlier had been a rural area with a scattering of high quality housing.

EARLY RESIDENTIAL DEVELOPMENT- C19 SURVIVALS

Nos 864 and 866 and Nos 880-884 were built in c.1815 by John Lamb, a local timber merchant. They have the unusual feature of having ammonite capitals, shell-like decorative features shaped to resemble fossils. These can also be seen in Brighton where they were used in the early C19 by the architect Amon Henry Wylds.

SOCIAL HOUSING AND PUBLIC BUILDINGS

There are two notable residential developments in the nearby area: the Licensed Victuallers' Asylum of 1827 and Clifton Crescent of 1847-51. The Licensed Victuallers' Asylum, now known as Caroline Gardens, were erected in 1827 to accommodate retired members of the profession. Buildings were added in the 1860s to create one of the finest compositions of its kind in London. The Chapel is derelict but retains noteworthy internal features- including fine funerary monuments- which survived bomb damage sustained during the Second World War. Clifton Crescent was built in 1847 in a Regency style. It was refurbished by Southwark Council and is now an attractive feature of the area.

COMMERCIAL ACTIVITY

There was a railway station just south of the railway viaduct which now demarcates the boundary between the London Boroughs of Southwark and Lewisham, bar a few properties on the final stretch of the Old Kent Road to the east. This station opened in 1866 and was operated by the London, Brighton and South Coast Railway (LB&SCR); it closed in 1917.

D.2 Brief History (cont.)

The Kentish Drovers is the last of a series of historic public houses on the Old Kent Road. It was built in c.1840 and features an exceptional painted ceramic mural depicting drovers in a landscape- another reference to the road's varied and rich history. This has recently been recovered, following over-painting, and once again adds to the area's historic character and local distinctiveness.

Image: Clifton Crescent in 1979.



Section D

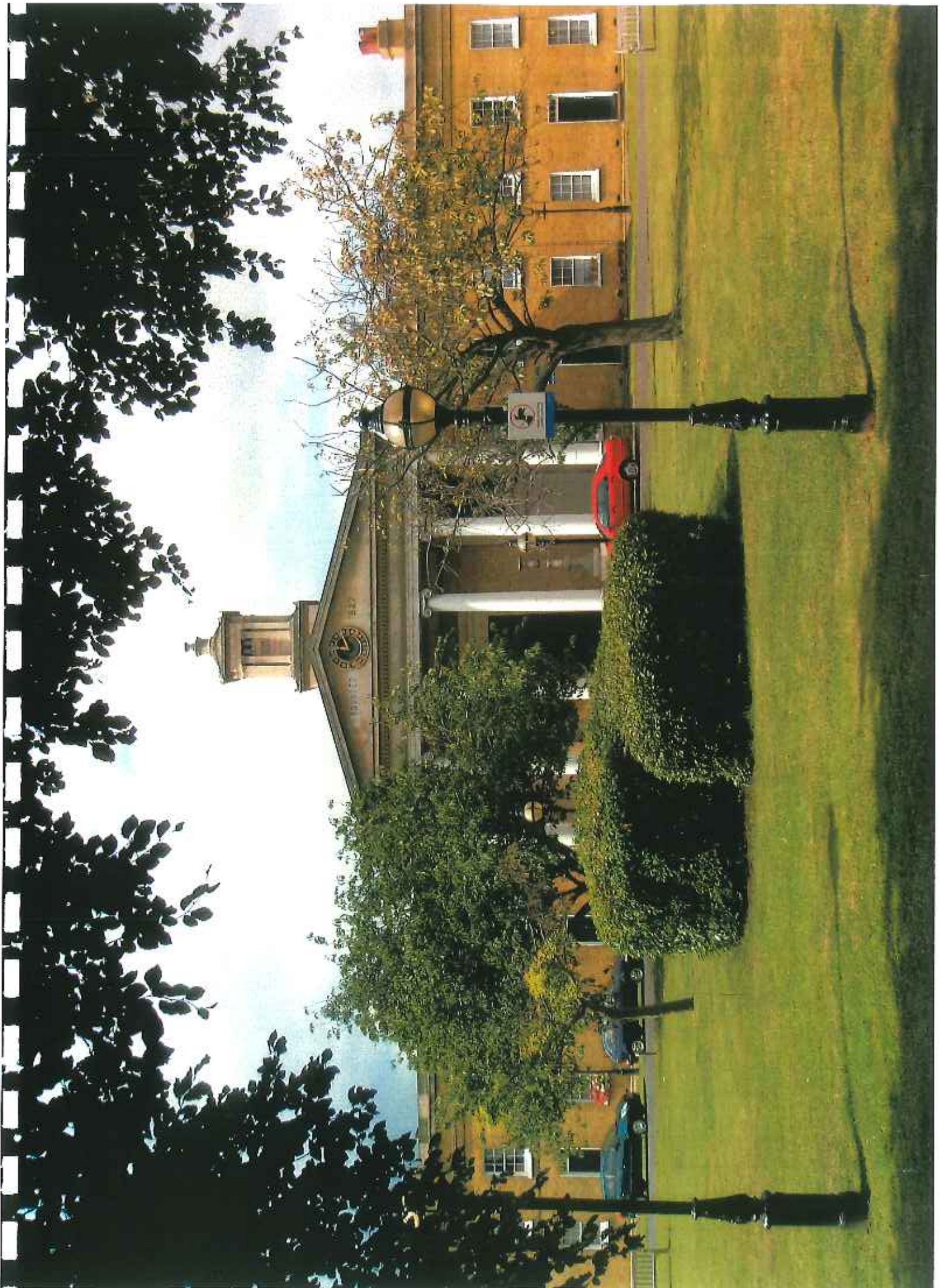
Devon Street to Ilderton Road

D.3 Historic Buildings / Areas

Listed Buildings

- D.3.1. 720 OKR Kentish Drovers Public House
- D.3.2 Licensed Victuallers' Benevolent Institution, Asylum Road
- D.3.3 Clifton Crescent
- D.3.4 864 and 866 OKR
- D.3.4 880-884 OKR











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SMITH'S
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Beauty Salon

LUSSE LNW

S34 EGG

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Beauty Salon

Section D

Devon Street to Ilderton Road

D.3 Historic Buildings / Areas

Unlisted Buildings of Townscape Merit

D3.5 731-733



Leaf Spirit
1984 Rev. & Lounge

A
Tel: 01534 298000
ALLASK

Labyrinth
Reunion
SAY 25 JULY
77 London

Section D

Devon Street to Ilderton Road

D.4 Present Character

- Dual carriageway with heavy traffic
- Fast flowing road
- Mixture of large retail areas and C20 housing estates

Section D

Devon Street to Ilderton Road

D.4 Present Character- Streetscape

ELEMENT	PRIMARY	SECONDARY	OBSERVATIONS
PAVING	Square concrete slabs	Black and red stripes with slabs	Mainly in good condition
ROAD SIGNS	Classical 1960s	-	-
GUARDRAILS	Decorative black (circle and ball)	Plain black	-
TELEPHONE BOXES	BT x 3	-	-
BOLLARDS	Thin black with yellow stripe	Black with white top	-
BUS STOPS / SHELTERS	Clear Channel x 4	-	-
POST BOXES	EIR x 2	-	-
STREET LIGHTING	Tall lamp columns, single light	-	-
BENCHES	-	-	-
HIGHWAY	Tarmac	-	Fairly uniform
LITTER BINS	Black and gold plastic	Commercial bins	-
MISC	-	-	-

Section D

Devon Street to Ilderton Road

D.5 Trees

TYPES

The predominant type is the London Plane
The secondary type is the horse chesnut.

PLANTING

Potential areas for tree-planting are:

- Nos 735-745
- Nos 889-915
- Nos 880-886

Image: London Planes in Section D



Section D

Devon Street to Ilderton Road

D.6 Advertising Billboards

- D.6.1 Side wall of 721 (Clear Channel)
- D.6.2 Bottom of Devonshire Grove (freestanding Primesight x2)
- D.6.3 OKR before Gervase street (Clear Channel)
- D.6.4 Gervase Street (JC Decaux)
- D.6.5 Side of wall of 881 (?)

D.6.1 Side wall of 721 (Clear Channel)

D.6.4 Gervase Street (JC Decaux)



D.6.2 Bottom of Devonshire Grove (Primesight)

D.6.3 Before Gervase Street (Clear Channel)



D.6.5 Side wall of 881



Section D

Devon Street to Ilderton Road

D.7 Street Clutter

North side, travelling West to East

- D.7.1 Inefficient signage
- D.7.2 Neglected bollards
- D.7.3 Inefficient signage
- D.7.4 Neglected trees
- D.7.5 Inefficient signage
- D.7.6 Inefficient signage
- D.7.7 Inefficient steps
- D.7.8 Inefficient signage
- D.7.9 Severed post
- D.7.10 Inefficient steps
- D.7.11 Inefficient signage

South side, travelling East to West

- D.7.12 Severed post
- D.7.13 Severed post
- D.7.14 Inefficient signage
- D.7.15 Cluttered crossing
- D.7.16 Blank space
- D.7.17 Damaged post

D.7.1 Inefficient signage
D.7.4 Neglected trees



D.7.2 Neglected bollards
D.7.3 Inefficient signage



D.7.5 Inefficient signage
D.7.8 Inefficient signage



D.7.6 Inefficient signage
D.7.7 Inefficient steps



D.7.9 Severed post
D.7.12 Severed post



D.7.10 Inefficient steps
D.7.11 Inefficient signage



D.7.13 Severed post
D.7.16 Blank space



D.7.14 Inefficient signage
D.7.15 Cluttered crossing



D.7.17 Damaged post

