

# Vauxhall Conservation Area

## Conservation Area Statement



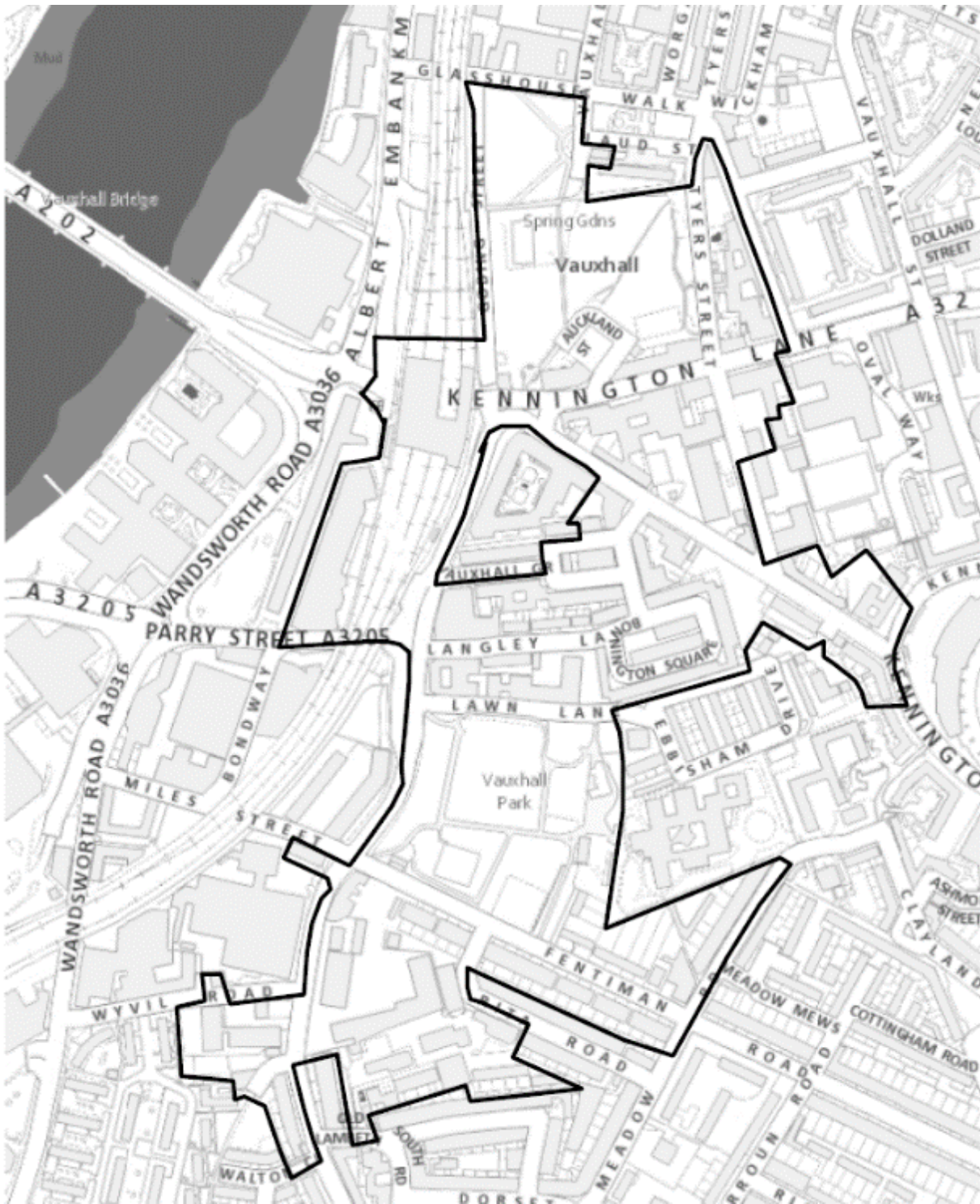
September 2016



# CONTENTS

Section		Page
	<b>CONSERVATION AREA MAP</b>	<b>4</b>
	<b>INTRODUCTION</b>	<b>5</b>
<b>1</b>	<b>PLANNING FRAMEWORK</b>	<b>6</b>
<b>2</b>	<b>CONSERVATION AREA APPRAISAL</b>	<b>8</b>
	Geology	8
	Archaeology	8
	Origins & Historic Development	8
	Spatial Analysis	13
	Architecture	25
	Public Realm /Public Art	28
	Activities and Uses	29
	Open Spaces	29
	Gardens and Trees	31
	Building Materials and Details	33
	Refuse and Recycling	42
	Cycle Storage	42
	Listed Buildings	43
	Buildings that make a Positive Contribution	47
	Buildings that make a Negative Contribution	47
	Views	47
	Capacity for Change	48
	Appraisal Conclusion	48
<b>3.</b>	<b>GUIDANCE</b>	<b>49</b>
	Alterations to existing properties	49
	New Buildings	52
	Shop fronts	52
	Signs and Advertisements	54
	New Uses	56
	Plant and Equipment	56
	Boundary Treatment	56
	Gardens and Trees	58
	Sustainability	58
<b>4.</b>	<b>MANAGEMENT PROPOSALS</b>	<b>60</b>
	Planning Controls	60
	Signage and Advertisements	60
	Monitoring and Enforcement	60
	Highways / Street works	61
	Trees	61
	Development Opportunities	61
	Enhancement Opportunities	62
	Management Conclusions	63
	<b>Sources</b>	<b>64</b>
<b>Appendix 1</b>	<b>Article 4 Direction (Fentiman Rd and Meadow Rd)</b>	<b>65</b>
<b>Appendix 2</b>	<b>Buildings that make a Positive Contribution</b>	<b>71</b>

## CONSERVATION AREA MAP



© Crown Copyright and database right 2016. Ordnance Survey 100019338

## **INTRODUCTION**

The Vauxhall Conservation Area was designated June 1981 and its boundary changed in May 1984, June 1998 and July 2016. The western boundary of the conservation area extends to Bondway and it extends southward along South Lambeth Road to the corner with Walton Close. The eastern boundary extends as far as Kennington Oval and Meadow Road.

The conservation area is largely of 18<sup>th</sup> and 19<sup>th</sup> Century date and is urban in character although characterised by much greenery and spaciousness. The historic roads of Kennington Lane and South Lambeth Road provide the main routes off which are numerous leafy residential streets. Vauxhall Park and Vauxhall Pleasure Gardens are significant, historic open spaces.

This Conservation Area Statement is prepared by the Council to assist with the management and enhancement of the conservation area. It was subject to a public consultation which ran from in spring 2016. All consultation submissions were carefully considered and, where necessary, changes made accordingly. The contents of this document are a material planning consideration when determining proposals that affect this conservation area.

Only by understanding what gives the area special architectural or historic interest can we ensure that its special character and appearance of the conservation area is preserved or enhanced. This document therefore attempts to identify the features that give the area its special character and appearance and contains guidance notes and a series of management proposals that are deemed of particular importance.



## **1. PLANNING FRAMEWORK**

1.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act) requires all local authorities to identify *'areas of special architectural or historic interest the character and appearance of which it is desirable to preserve or enhance'* and designate them as Conservation Areas.

1.2 Conservation Area designation brings with it additional planning controls, control over demolition and the protection of trees. Section 72 of the Act places a duty on the Council and other decision makers to pay special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of Conservation Areas. This includes exercising control over development proposals that are outside the Conservation Area but would affect its setting, or views into or out of the area.

1.3 The National Planning Policy Framework (NPPF) is the national policy document on the protection of the historic environment and its guidance must be taken into account by local planning authorities when formulating policy or making planning decisions.

1.4 The Regional Spatial Strategy for the Lambeth area is the London Plan adopted in July 2011. This document sets out an integrated social, economic and environmental framework for the future development of London over a time span of the next 15-20 years. It recognises the importance of conservation areas, listed buildings and World Heritage Sites in contributing to the quality of life of local communities and to London's international status as a world class city. The London Plan identifies central Vauxhall and Albert Embankment as an Opportunity Area and states that *'The Mayor expects boroughs and others to use appropriate tools to manage the historic environment, including character appraisals and conservation plans'*.

1.5 The Vauxhall Supplementary Planning Document (2013) builds upon the work carried out in the Mayor's Vauxhall Nine Elms Opportunity Area Planning Framework (OAPF) and helps guide and inform redevelopment in the Vauxhall and Albert Embankment Area. This document recognises the importance of the historic environment and the opportunities it presents in delivering a new and better Vauxhall.

1.6 The Lambeth Local Plan 2015 contains general policies relating to all aspects of planning in the borough including urban form, listed buildings, conservation areas and design as well as site-specific policies.

### **Planning Control**

1.7 Conservation area designation brings with it controls over the demolition of certain buildings and boundaries, limits the size of extensions, controls roof alterations, cladding, rendering and satellite dishes in some locations. Trees are also protected.

## **Article 4 Directions**

1.8 While conservation area designation brings with it additional planning controls there are still a range of works that do not normally require planning permission when undertaken on single dwelling houses; this work is known as 'permitted development'. When the impact of these 'permitted' works is having an adverse impact on the character or appearance of a conservation area the Council can remove the permitted development rights and thus bring the works under planning control. This is achieved by making a Direction under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

1.9 The following properties are subject to an Article 4 direction:

Nos. 105 – 189 (odd) Fentiman Road; and  
Nos. 6 – 42 Meadow Road

1.10 Details of the Direction and its associated guidance can be found in Appendix 1.

1.11 It should be noted that flats and commercial premises have few permitted development rights and that most works that would materially change the building require planning permission. This can include replacement windows and doors.

## **2. CONSERVATION AREA CHARACTER APPRAISAL**

### **Introduction**

2.1 This appraisal has been undertaken in accordance with English Heritage's *Understanding Place: Conservation Area Designation, Appraisal and Management*, (2011).

### **Geology**

2.2 The Vauxhall area is flat, part of the great low-lying plains of clay deposits formed by the River Thames in the London Basin.

### **Archaeology**

2.3 There are no Scheduled Ancient Monuments and the area is not designated as an Archaeological Priority Area. Some Mesolithic (8300-4000 BC) flint blades and some Neolithic (4000-1800 BC) pottery shards were found during archaeological dig opposite Vauxhall Park; the main indications are that the area was inhabited from the late Iron Age (600 BC-AD 43).

### **Origins & Historic Development**

#### Early History

2.4 Historically the area was in two parts; to the north the Mawby Estate belonging to the Manor of Kennington and to the south the Caron House Estate belonging to Vauxhall Manor. Harleyford Road roughly marks the boundary between the two manors which were separated by the northern arm of Vauxhall Creek (now called the River Effra). The Effra now flows below ground.

2.5 The name 'Kennington' has been interpreted as meaning 'royal manor' and it has been suggested that Saxon kings had a palace there. In 1337 Edward III granted the manors of Kennington and Vauxhall and a meadow in Lambeth and Newington to Edward, Earl of Chester and Duke of Cornwall, commonly known as the Black Prince. With the exception of the sequestration during the Commonwealth period, this grant has remained operative ever since, and the Manor of Kennington is administered with the other estates belonging to the Duchy of Cornwall.

2.6 The name 'Vauxhall' (Fauxhall) is derived from Falkes de Breaute, the second husband of Margaret, widow of Baldwin de Redvers who owned the manor in the 13th century. In 1293 South Lambeth Manor and 'la Sale Faukes' passed to Edward I.

#### Seventeenth Century

2.7 Enclosure, the process by which common land is taken into private ownership, was well advanced in Vauxhall by the beginning of the 16th century. Most of the freehold land in Vauxhall Manor was held at the



beginning of the 17th century by Sir Noel de Caron, Lord of Schoonewale in Flanders, Ambassador to Elizabeth I and James I. In 1602 he bought a 'greate howse' with about 70 acres. Later he added several further pieces of land. The original Caron House was pulled down in the 1680s, but subsequent houses carried the name forward.

2.8 Vauxhall is perhaps best known for the Vauxhall Pleasure Gardens which opened in the mid 17<sup>th</sup> century and gained both fame and notoriety. Visitors were carried over from London by boat and on the payment of an entrance fee had access to landscaped gardens with walks and alleys, live music, performances and spectacles and food and drink. A performance of Handel's music for the Royal Fireworks is said to have attracted 12,000 attendees in 1749 and high profile visitors included Charles Dickens and Frederick, Prince of Wales. The Pleasure Gardens were one of the leading public entertainment venues in London until their closure in 1859.

2.9 No. 308 Kennington Lane (now the vicarage of the church of St. Peter) is the only building surviving from the complex – it formerly stood within the gardens and was built as the manager's residence. Jonathan Tyers, and later his son (also called Jonathan) managed the gardens from 1729. Their legacy at Vauxhall can also be found in the naming of nearby streets - Jonathan Street and Tyers Street along with other notable characters and artists associated with the Vauxhall Pleasure Gardens.

#### Late Eighteenth Century and Nineteenth Century Development

2.10 The land around Vauxhall was flat, marshy in parts and poorly drained by ditches. With the exception of industrial and commercial uses lining the bank of the Thames (outside of this conservation area) the wider area served as market gardens. The opening of Westminster Bridge in 1750 brought urban development to the Waterloo area and development slowly spread southward. In Vauxhall Brunswick House (outside the conservation area is a survivor from this period. The oldest building within the conservation area is St Anne's Church, South Lambeth Road which was erected in 1793 as a Chapel-at-Ease to St Mary's Church, Lambeth reflecting the growing population.

2.11 The opening of Vauxhall Bridge in 1816 that spurred urban development in the area. Harleyford Road was laid as part of the Turnpike system bringing new development of the area. Properties on the south side of Kennington Lane date from the early 19<sup>th</sup> century and many of the properties on Harleyford Road and were built in the 1820s including St Mark's School. Development in Vauxhall was generally piecemeal and dependent on the granting of leases. While urbanisation began in the 1820s it was not complete until the 1890s.

2.12 In the 1840s the railway line was extended from Nine Elms to Vauxhall on a viaduct which essentially cleaved Vauxhall in two. The riverside area intensified for industrial uses including gas works and factories whilst the area inland became predominantly, but not wholly, residential. Vauxhall Station opened in 1848. The viaduct subsequently extended northward to Waterloo and has been widened in a number of phases since.

2.13 The industrial innovations of the 19<sup>th</sup> century had an immeasurable impact on the area, although few physical reminders from this industrial period

remain. The introduction of factories, timber mills and gas works changed the visual and social make-up of the area, as heavy industry came to dominate the middle-classes began to move out. The Beaufoy Vinegar works (Regents Bridge Gardens) dates from 1812. Wine, gin and vinegar were produced on the site. Some brewery buildings survive on Durham Street; this site subsequently became a Marmite factory in the 1920s. Keybridge House on South Lambeth Road (just outside the conservation area) was built on the site of Brand's fish paste factory. The Albert Embankment was laid out in the 1860s, clearing the historic riverside and bringing with it new industry.

2.14 Since it opened in 1845 on the site of a market garden owned by the Duchy of Cornwall, the Oval Cricket Ground has been South London's major sporting arena, the home of the Surrey County Cricket Club. It lies outside the conservation area but visible from it.

2.15 The Vauxhall Pleasure Gardens closed in 1859, the land was redeveloped for housing in the 1860s; this includes the northern frontage of Kennington Lane which includes the Royal Vauxhall Tavern and St Peter's Church and vicarage. The streets behind were subsequently cleared in the 1970s to create a public park on the site of the original Vauxhall Pleasure Gardens.

2.16 Residential development in the area brought with it the need for more schools, churches and community facilities such as public houses and gradually the area was transformed from one of market gardens to an urban area. St Peter's Church, Kennington lane was erected in 1863 on a site which was formerly part of the Vauxhall Pleasure Gardens. The Gothic façade of St Anne's Church, South Lambeth Road dates from its extension in the 1870s, St Anne's RC Church, Kennington Lane opened in 1903. There are also a number of impressive Victorian pubs within the conservation area.

2.17 In response to a proposal to redevelop the site with new residential streets a campaign was begun to secure the site of Carroun House as a public park in the 1880s. Octavia Hill (housing reformer and a founding member of the National Trust) played an influential role and eight and a half acres of land were purchased in 1889 for the creation of Vauxhall Park. Contributors included the Lambeth Vestry, the London County Council, the Charity Commissioners and Mark Beaufoy, M.P. for Kennington. The cost of laying out the park was borne by the Kyrle Society. Fanny R. Wilkinson, one of the few women landscape gardeners of the time, was responsible for the layout. It was officially opened by the Prince of Wales, in July 1890.



L - R - St Peter's Church, Kennington Lane, St Anne's Church, Kennington Lane and St Anne's Church, South Lambeth Road.

2.18 Poor environmental quality due to the numerous local industrial uses gradually drove away discerning residents in the late 19<sup>th</sup> century and many of the streets fell into slums while others saw the houses subdivided into lodging houses.

2.19 Rowton House at 11-13 Bondway dates from 1892 and was the first of a chain of hostels for working men sponsored by the Victorian philanthropist Lord Rowton.

### Twentieth Century

2.20 The first Vauxhall motorcars were built in the Vauxhall Iron Works in 1903 on the Wandsworth Road/Wyvill Road site.

2.21 In the wider area inter-war slum clearance schemes removed the worst of the 19<sup>th</sup> Century slums. During the Second World War historic railings were removed for the war effort. Enemy action and neglect during the war took its toll on the area and further slum clearances followed in the 1950s and 1960s.

2.22 The Royal Vauxhall Tavern, Kennington Lane has become a recognised lesbian, gay, bisexual and transgender (LGBT) venue and a flagship for the gay community. Its presence, along with the availability of inexpensive premises locally has allowed LGBT bars and clubs to flourish. Vauxhall's reputation as a destination for the LGBT community is now well established and has developed into a cluster known collectively as 'Voho'.

2.23 In the 1960s, the run down properties of Bonnington Square were let at peppercorn rents to groups collectively known as the Bonnington Housing Co-op. In the early 1990s the Bonnington Square Garden Association began planting street trees, vines and creating small community gardens in the surrounding area which have since matured to great effect.

2.24 In the 1970s the Council comprehensively refurbished a number of groups of the 1820s properties, mostly on Harleyford Road. Great efforts were made to remove inappropriate alterations, restoring lost details and generally repairing and restoring the historic fabric. This was part of a borough-wide initiative which represented a move away from the previous slum-clearance policies towards conservation best practice.

2.25 Vauxhall Underground Station, on the Victorian Line, opened in 1971. The decorative tiles on the platforms are of rustic benches representing the historic Vauxhall Pleasure Gardens.

2.26 Statutory listing in the 1970s and a changing attitude to the historic environment halted further comprehensive development schemes. Vauxhall by the 1980s when the conservation area was first designated was rundown. Gentrification of the residential streets slowly followed- leading to the refurbishment of properties and further investment in the locality. The old commercial and industrial buildings, railway arches and premises have gradually been replaced or re-used. This process is ongoing.

## Twenty First Century

2.27 Major regeneration is ongoing in central Vauxhall. It is largely taking the form of tall building development between the River Thames and the railway viaduct (outside the conservation area). Substantial investment in the wider locality has seen improvements to open spaces and the public realm.

## **Spatial Analysis**

The key roads are described below in alphabetical order:

### Auckland Street

2.28 This is a continuation of Glyn Street and is one of the few survivors of 1860s roads laid over the original Vauxhall Pleasure Gardens. Today it is little more than an access road along the south side of the Vauxhall Pleasure Gardens. It has an open access into the Pleasure Gardens and beyond.

### Bondway

2.29 Formerly names Bond Street, it runs parallel to the railway viaduct from South Lambeth Place south to Miles Street. The buildings represent one of the last coherent group of Vauxhalls commercial character, a variety of brick buildings of roughly similar heights (between 4 to 6 storeys) give a coherent character. Of particular note are the former bank, Rowton House and a narrow Dutch style block dating from the 1880's.

### Bonnington Square

2.30 Bonnington Square's name and layout suggests a traditional London square with perimeter housing facing a central communal garden. However, the central element that should contain a garden is built upon. The result is an irregular townscape of very dense Victorian housing development (especially in the central part where back-to back distances between properties are very short). It is not a through route and has a quiet and intimate character.

2.31 It has a strong sense of enclosure and an intimate character due to the relatively narrow road width in relation to the three storey building heights. The robust Italian Gothic style terraced houses of 1881 have characterful gault brick and cast stone facades. No. 13 has a traditional corner shop.

2.32 There is a strong degree of architectural unity but for No. 85, Vine Lodge, which is a quirky, two-storey early-mid 19<sup>th</sup> century villa which, adds great townscape interest to the street scene.

2.33 Bonnington Square is given a unique quality by its street trees and dense pavement planting which is a mixture of in-ground planning and planting in pots. The character is lush, alien and exotic. A former bomb site has also been landscaped into a particularly attractive sub-tropical community garden. Further pocket gardens have been created in each of the corners of the square adding to this exceptional character.

### Durham Street

2.34 Durham Street links Kennington Lane to Harleyford Road. Aligned north-south it is wide, straight and fairly leafy (street trees). The east side of the road is dominated by the former buildings of the New London Brewery. The best of these are handsome Italianate style mid-late 19<sup>th</sup> century premises in gault brick – a lodge and a courtyard block behind has an attractive stucco oriel window and incorporates a handsome clock.

2.36 The west side of the street is characterised by a three-storey late 19<sup>th</sup> century terrace and a three-storey late 19<sup>th</sup> century former public house (No. 4). There are good glimpses to the rear of premises on Kennington Lane. The primary school buildings are of no interest. A 19<sup>th</sup> century sewer vent column marks the junction with Harleyford Road.

### Fentiman Road

2.37 Only the western section of Fentiman Road (west of the junction with Meadow Road) is included within the conservation area. This is a broad, attractive road aligned NW – SE which has a leafy residential character. Views SE are into the St Mark's Conservation Area. From the NW end the view is terminated by the Gothic façade of St Anne's Church.

2.38 On the north side, Vauxhall Park has a long frontage enclosed by railings and lends a leafy character to this end. Next to the park gate are the modest Noel Caron Almshouses (1854) which have been established locally since the 17<sup>th</sup> Century. The row is in red brick in a Tudor Revival style and sits in an attractive garden.

2.39 Next to these are a row of 1830s stucco villas (three storeys plus basement) which bring architectural formality in mature front gardens enclosed by railings. Forming an attractive landmark at the junction with Meadow Road is the Cavalry Church – red brick in the Perpendicular style it marks the eastern boundary of the conservation area.

2.40 The South side of Fentiman Road is characterised by late 19<sup>th</sup> century terraced housing in two distinct groups. These properties (nos. 105 – 189) are subject to additional controls through an article 4 Direction (See appendix 1). Nos. 105-129 are a particularly ornate terrace in red brick with lavish Queen Anne style detailing. Unfortunately some have been painted and this ruins their collective effect. The rest of the street has more conventional properties with canted bays; again three storeys. There are three rows, each of six houses, to the junction with Rita Road and then another two rows beyond that. At the west end a final row, originally of six, has been largely demolished (only one house remains) and replaced by the Travis Perkins timber yard (see South Lambeth Road).

### Glasshouse Walk

2.41 This road forms the northern boundary of the conservation area.

### Glyn Street

2.42 Originally a street of 19<sup>th</sup> century terraced houses built on the site of the Vauxhall Pleasure Gardens in the 1860s. The houses were cleared in the post-war period to recreate the Vauxhall Pleasure Gardens but the road

remains. Its alignment allows glimpse views of the rear elevations of nos. 342-348 Kennington Lane which add historic character.

#### Goding Street

2.43 Runs north – south along the edge of the railway viaduct and defining the western side of Vauxhall Pleasure Gardens. The street is presently no more than a service route for the rear of premises in the arches. The viaduct itself is a strong and imposing architectural form albeit neglected. The arches are all infilled with commercial units and their forecourts / the road dominated by parked vehicles, bins and servicing – to the detriment of the setting of the street scene and the setting of Vauxhall Pleasure Gardens. The creation of more frontages in the arches fronting Goding Street have the potential to address this harm.

#### Harleyford Road

2.44 Aligned northwest-southeast, Harleyford Road is a wide and busy arterial road linking Kennington Lane to Kennington Oval. It has a varied architectural character but its historic buildings are predominantly Regency in date and style. The view to the north west is terminated in the distance by the monumental post-modern M16 headquarters at Vauxhall Cross.

2.45 The western section on the north side is characterised by early 19<sup>th</sup> century stock brick and stucco terraced houses of two-storeys (some over semi-basements); a builder's yard with railing (at the back of premises fronting Kennington Lane) breaks up the frontage to ill effect. A quirk in the built frontage adds townscape richness here as do the varied traditional roof forms. The urban character of the road is softened to the east of these houses by the large open playground of St Anne's RC Primary School on the north side which has historic gateways (salvaged from the previous school on the site) built into the otherwise modern boundary. The open playground allows good views to the rear of St Anne's Church and the roofscape / rears of premises on Kennington Lane.

2.46 The eastern section of the remaining north side of Harleyford Road is characterised by mostly early 19<sup>th</sup> century development. The attractive group at the junction with Durham Street includes a former corner pub (now residential) which is something of a landmark in views from Kennington Oval. To the east of the junction is the Beehive PH (interwar, picturesque half-timbered in a Tudor style), a handsome early 19<sup>th</sup> century stock brick and stucco terrace of three-storeys over semi-basement, and St Mark's Primary School which marks the corner in an attractive landscaped garden. These buildings collectively have a smart urban character and are largely Regency in style and traditional in built form.

2.47 The southern side of Harleyford Road is only partly within the conservation area - Cobalt House at the west end is excluded. The St. Anne's Catholic Settlement frontage in yellow 'Roman' bricks with Portland stone dressings relates well to the early 19<sup>th</sup> century houses east of the junction with Vauxhall Grove. These are a good Regency group including Clun Terrace 1826; although it should be noted that no. 60a is a recent addition. Formal facades, traditional detailing, railings forming the street



boundary and stock brick are unifying features. The heavily planted community garden and other trees brings much welcome greenery.

2.48 Harleyford Court is an interwar block of flats of four-storeys, red brick with green tile-hung bay windows. Beyond to its east are terraced houses (mostly mid-late 19th century of three-storeys over semi-basement) which continue around the corner onto Kennington Oval. Round-headed dormers here add interest to the roofscape. The view to the south east is to the contemporary structures of the Oval Cricket Ground.

#### Kennington Lane

2.49 Only the western end of Kennington Lane is included within the conservation area. Aligned west - east, it is wide and straight and has a strong sense of enclosure which adds to the urban character. Its linear character means that views up and down are particularly important. In this regard advertising panels attached to the flank elevations of nos. 348, 349 and No. 383 are highly visible and cause severe harm to amenity.

North side (from west to east)

2.50 The north side of the road has a strong 19<sup>th</sup> century character and dates from the 1860s when the original Vauxhall Pleasure Gardens was redeveloped. At the west end, adjoining the railway viaduct stands the Royal Vauxhall Tavern (RVT) with its curved brick frontage and pedimented ends. It stands isolated due to post-war clearances which created the current Vauxhall Pleasure Gardens but still has an important townscape role. The tavern terminates views north along South Lambeth Road and its east flank has a lush green wall treatment. The park entrance to the east is well landscaped and marked by very tall, landmark columns of black concrete with feature lighting and sculptures. To the east (no. 350) is a good office block dating from 1990s in a pastiche Regency style which sits well with its neighbours to the east and takes some of its architectural references from the RVT.

2.51 Between Glyn Street and Tyers Street is a relatively uniform three storey terrace of fourteen early 19<sup>th</sup> century properties with shops. They mostly have London roofs and sash windows and their rear elevations are all highly visible from the Vauxhall Pleasure Gardens. The two western properties, at the corner with Glyn Street, are slightly different with mansard roofs and a curved corner flank— making them attractive townscape contributors. Many historic shop front elements survive (see shop fronts/other premises).

2.52 On the west side of the junction with Tyers Street is another terrace of three properties with London roofs which lead to the St Peter's Church complex (1863-4). The former orphanage has an imposing Gothic Revival façade; the church, with its tall gable, rises hard off the back of the pavement in a similarly imposing manner. These are an important landmark in the street and are enhanced to the east by the vicarage (No. 308 - a Regency house with Victorian alterations). Unusually it has a leafy front garden and this landscaped space, especially its large mature tree, bring welcome greenery to the street. The conservation area boundary currently ends here, at the junction of St Oswald's Place.



L - R - The buildings on the north side of Kennington Lane date from the 1860s and retain much of their historic character.

Kennington Lane - South side (from east to west)

2.53 The modern Lilian Baylis Technology School is outside the conservation area. Adjoining is an imposing mid 19<sup>th</sup> century Gothic Revival house (No.331) – four storeys over a semi basement. It and its Regency neighbour at No. 337 both have modest front gardens which bring welcome greenery. Both buildings are in stock brick. Next door, turning the corner into Durham Street is a large mid 20<sup>th</sup> century former factory in gault brick with bands of windows (former Marmite Factory).

2.54 Crossing Durham Street is a terrace of four assorted three-storey properties with deep single storey shop projections. The main buildings all date from the early 19<sup>th</sup> century and exhibit detailing from that period including traditional valley roofs. The first, no. 349, is degraded slightly by replacement windows. No. 355, The Royal Oak PH has a particularly impressive pub front (dated 1891) at ground floor level. A little passage leads down the side of the pub serving an Edwardian commercial development to its east – lending richness to the townscape. Fronting the street is an altered three storey Edwardian block in red brick and behind are workshop buildings with loading doors and a link walk. Rear of these all visible from Durham Street.

2.55 St Anne's Church, red brick with an imposing tower, dates from 1903-7 and has a strong Gothic presence and excellent architectural detailing. The tower is a landmark feature in views along Kennington Lane.

2.56 The properties from the church to the corner of Harleyford Road all date from the early 1800s and are typically three storeys with stucco finishes / detailing. St Anne's Presbytery, nearest the church, has particularly impressive architectural detailing. Next door are a pair of mid 19<sup>th</sup> century houses with London roofs; these three have small front gardens which bring welcome greenery. A large commercial shed fills the next plot but it is well detailed to the street in painted stucco. A stucco terrace (now in commercial use) and then two pairs of semi-detached premises with shop fronts and London roofs. The latter mark the corner with Harleyford Road and have London roofs. Large panel advertisement on the flank elevation cause harm.

2.57 This junction where Kennington Road, Harleyford Road and South Lambeth Road meet is an important one. It has a spacious character and is a busy pedestrian crossing point. The buildings around and the views add much to the townscape character. So too do the presence of trees and a glimpse view into the Vauxhall Pleasure Gardens. The view east along Kennington Lane is enhanced by the tree at no. 308. The view to the west is of the ornamental brick railway viaduct (see South Lambeth Road) and in the backdrop the distinctive roofline of the St George Wharf development beyond.

#### Kennington Oval

2.58 Only nos. 60-64 Kennington Oval are within the conservation area. These are a late 19<sup>th</sup> century red brick terrace of two-storeys with attic over semi-basement.

#### Langley Lane

2.59 Langley Lane is an intimate and leafy residential street, aligned west – east and linking Bonnington Square to South Lambeth Road. The north side is characterised by late 20<sup>th</sup> century two to three-storey terraced houses. The

only historic building on this side is to the west - Langley Mansions - a substantial late 19<sup>th</sup> century block of flats erected by the Peabody Trust. At the extreme west end is a recently completed student housing scheme - its brickwork elevations relate well to the other properties on the street and the general effect is harmonious.

2.60 The south side of Langley Lane is in three distinct parts. At the west end is the former Lawn Lane School (see Lawn Lane) where high walls and railings front Langley Lane. In the middle on the south side is a low residential terrace (Nos. 4-38) dating from the late 20<sup>th</sup> century and at the east end is the substantial Park Mansions (see South Lambeth Road).

2.61 The view east is into Bonnington Square (the attractive roof of Vine Lodge is particularly noticeable here). The view west is towards London Borough of Wandsworth.

#### Lawn Lane

2.62 Lawn Lane is a long, relatively narrow street terminating in a cul-de-sac at its eastern end. It is aligned west - east and encloses the north side of Vauxhall Park (which brings welcome greenery). All of its buildings (on the north side) are highly visible from across the park and contribute to its setting.

2.63 At the east end is the handsome former Lawn Lane School (1908) at (Nos. 40 – 42) - an attractive Queen Anne style London Board School in red brick and stock brick which has been converted into flats. Its long elevation faces east. Its playground is now car parking and additional residential blocks (2002) have been built to its immediate west.

2.64 The central section of Lawn Lane is commercial in character - dominated by Nos. 10-12 (Park Place) a former Victorian laundry – three gable ended blocks present to the street – each diminishing in size as they move westward. At the west end is the substantial Park Mansions.

#### Meadow Road

2.65 Only the north west side of this road is within the conservation area. The Calgary Church (see Fentiman Road north side) is a landmark here and the rest of the street on this side is largely characterised by two storey, mid 19<sup>th</sup> century terraced housing (Nos. 4 – 42). These are in stock brick with stucco dressings, sash windows and London roofs and present an attractive, informal group. Mature front gardens add much to the character of the street frontage. Nos. 6 – 42 are subject to an Article 4 Direction (see appendix 1).

#### Miles Street

2.66 Runs from South Lambeth Road to Wandsworth Road. Only St Anne's Church on its southern side is within the conservation area. Here the Georgian flank elevation (with the later Victorian additions) of St Anne's Church provides welcome architectural and historic interest. The street is relatively low scale and has an open quality due to the two storey gated commercial development and associated car parking which sits outside the conservation area boundary to the north. The railway arch terminates the view towards Wandsworth Road and frames a view of St George Wharf Tower and to the East open views of Vauxhall Park and Fentiman Road. St Anne's Church has important landmark status as Miles Street meets the prominent junction with South Lambeth Road, Fentiman Road.

### New Spring Gardens Walk

2.67 This is a roadway through the railway viaduct linking Albert Embankment to Goding Street. Inside the brick archway construction joints illustrates the phases of viaduct expansion. A neon lighting installation decorates the arch soffit. There are glazed bricks to the walling at the Goding Street end. The character is strongly urban and industrial. Views east are into the leafy Vauxhall Spring Gardens.

### Regents Bridge Gardens

2.68 This is a gated residential development located east of South Lambeth Road, south of Fentiman Road and accessed from Rita Road. At the heart of the development are assorted 19<sup>th</sup> century buildings in stock brick – mostly industrial – surviving building from the former vinegar works on the site. Conversion to residential use was sympathetically undertaken in the 1990s with infill housing being erected on gaps within the site. The principal building has a distinctive roof-top clock tower and one large timber framed shed is used for car parking. The result is a unique industrial survivor (industrial heritage is scarce in Lambeth) of much character and interest.

### St Oswald's Place

2.69 Runs north from Kennington Lane and is a side street, with a narrow carriageway. The east side, (outside of the conservation area) is largely characterised by a five-storey post-war blocks standing in lawns and parking courts. Only the west side within in the conservation area – here the buildings rise hard off the back of pavement giving an intimate character. Moving north an old brick garden wall leads to the picturesque composition of the former St Peter's Schools, designed in Gothic style. Adjoining buildings continue to the established building line and brick character. At the north end is a sympathetic modern row - new facilities for Vauxhall City Farm with apartments over. Beyond to the north are allotment gardens (glimpse views through the fencing give opne informality) followed by the rears of properties fronting Tyers Street which add townscape interest.

2.70 Looking south along St Oswald's place the rear of properties in Kennington Lane can be appreciated and across a back garden the flank elevation of St Peters Church can also be seen. The view north is terminated by a kink in the road alignment which adds to the richness of the townscape experience.

### South Lambeth Place

2.71 South Lambeth Place links South Lambeth Road to Bondway. For most of its length it runs through the viaduct spanned relatively wide and deep railway bridge below Vauxhall Station. This alignment through the viaduct is due to the presence of the presence of the River Effra flowing beneath. The character is hard, industrial and Victorian with activity brought by some railway arch uses. At the Bondway end the former Elephant and Castle PH (now a coffee shop) turns the corner – it is an attractive landmark building – and the attractive Vauxhall Station building and viaduct add architectural richness.

### South Lambeth Road

2.72 This broad main road runs south to Stockwell from Kennington Lane. It has a characterful winding alignment. The west side north from Parry Street

is dominated by the railway viaduct of Vauxhall Station which continues north towards Waterloo (see Goding Street). The viaduct, although neglected, has an imposing and impressive impact on the locality – lending a strong industrial character. Where Kennington Road pushes through the viaduct the brickwork becomes much more ornamental – with taller parapet, stone dressings piers, panels, keystones etc. marking the presence of Vauxhall Station. The bridge over Kennington Lane is decorated with a painting of a steam train but advertising hoardings detract here. The RVT is a landmark at this end and street trees make a valuable contribution.

2.73 Staying on the west side and travelling south the next noteworthy building is St Anne's Church, a Georgian building – the oldest in the conservation area - with elaborate Victorian Gothic façade of the 1870s. Its squat corner tower marks the meeting of Fentiman Road, Miles Street and South Lambeth Road and the building is a landmark on that side of the road.

2.74 As the road winds further south the Wyvil Rd Primary School (an imposing Board School in the Queen Anne style) is another attractive landmark on South Lambeth Road.

2.75 To its south, the intimate W heatsheaf Lane with the former W heatsheaf PH and the W heatsheaf Hall (both 19<sup>th</sup> century) have great townscape value. The short terrace of Victorian housing beyond (Nos. 128-136) contribute to this group and the bank of mature trees to the junction of Walton Close add welcome greenery to the townscape views. This junction marks the southern boundary of the conservation area.

2.76 Opposite the Travis Perkins timber yard is a large site with a long frontage. It also opens onto Fentiman Road and has a long boundary with Regents Bridge Gardens. The buildings on the site are of no interest but its use is long established and its sensitive location presents a development opportunity. Immediately to its north, adding to the sensitivity around the Travis Perkin's site, are nos. 57 & 59 – an attractive Regency group - are now used as a marble yard.

2.77 Immediately to the north is a terrace of Venetian Gothic style 19<sup>th</sup> century properties in red brick with shop fronts. Many replacement windows and poor shop fronts detract from the character somewhat but the block has great townscape value at the corner with Fentiman Road. Northwards Vauxhall Park occupies the east side – with a long sweeping frontage of chain-link fencing (very poor) on a brick plinth and ornamental gates and each end. The open, leafy character of the park is a welcome break in this busy urban location here. Mature street trees opposite (outside the conservation area) are also of value.

2.78 As the road sweeps northward the picturesque mass of Park Mansions (1890s) comes into view – a four storey Queen Anne style mansion block- a well detailed and carefully massed block in red brick, it forms an attractive landmark between Lawn Lane and Langley Lane.

2.79 On South Lambeth Road to the north of Langley Lane an early 19<sup>th</sup> century building with a complementary 1970s extension (Nos. 27 & 29) house



the Interplanetary Society. Their traditional forms, materials and details announce the rich character of the buildings on the adjoining side streets.

2.80 A new block of student housing to the immediate north (Nos. 21-25) is of sympathetic scale and of a brick finish. It runs to the corner with Vauxhall Grove. The remaining frontage of South Lambeth Road – north to Kennington Lane is fronted by the uninspiring block of Cobalt House which has a long and oppressive frontage to Harleyford Road. The use of brick here and the impression of individual buildings in the treatment of the façade has not been sufficient to create a successful development – the frontage to both roads is lifeless and stark. It has been excluded from the conservation area.

2.81 The view to the north along South Lambeth Road is terminated by the distinctive late 19<sup>th</sup> century Royal Vauxhall Tavern on Kennington Lane. The decorative brick arches of this Public House replicate the arches of the railway bridge running North-South along South Lambeth Road.

#### Stanley Close

2.82 The houses here comprise the Whicher and Kifford Almshouses built in the mid 19<sup>th</sup> century in the Tudor style. The buildings retain much of their rich architectural detailing such as ornamental timber barge boards, pendant finials, large decorative chimneys and porch canopies. Accessed from Fentiman Road, they face directly into Vauxhall Park and provide a backdrop to its eastern boundary.

#### Tyers Street

2.83 Runs north from Kennington Lane to Black Prince Road. However, only the section to the junction of St Oswald's Place is within the conservation area. Within the conservation area it runs between the Vauxhall City Farm (east side) and the farm's paddock enclosures (west side) with Vauxhall Pleasure Gardens beyond. The farm premises have an untidy but not unattractive character of animal enclosures and outbuildings. The entrance block- gabled, in brick with a double pitched roof – relates well to St Peter's Church which abuts to the east and is highly visible in the backdrop. On the east side, beyond the farm are allotment gardens (linking through to St Oswald's Place) which continue the informal farm character.

2.84 An irregular terrace (Nos.111 – 131), a combination of a kink in the road, shop fronts converted to residential use and some other unusual detailing (including what appears to be a vulture on the roofline) contribute to its quirky character and rich townscape. These properties terminate in a wedge shaped modern corner house where St Oswald's Place and Tyers Street meet – its excellent massing and careful detailing make it a successful response to this sensitive context. Opposite, on the site of the former Lord Clyde PH, the Cabinet Gallery is a striking brick building appreciated 'in the round' due to its prominent site on the edge of the Vauxhall Pleasure Gardens.





L - R - Tyers Street has a rich and varied architectural character which enriches this part of the conservation area.

### Vauxhall Grove

2.85 Vauxhall Grove (proper) - has a layout, like Bonnington Square which suggests that it was originally intended to create a traditional London square with perimeter housing looking into a central garden. However, the central element was built upon and this results in an irregular and unusual townscape with tightly packed housing in the central part. It dates from the 1880s and the houses largely share common characteristics – gault brick facades and Italian Gothic cast stone detailing prevail. Some have semi-basements. Modern infill here largely replaces properties destroyed by enemy action during the Second World War.

2.86 The north side of Vauxhall Grove has 1880s terraced housing, the rear part of St Anne's Settlement with its historic gateways (the low gabled halls beyond are of no interest) and some 1980s flats (outside the conservation area). Street trees and gardens bring much greenery.

2.87 The east side of Vauxhall Grove links Harleyford Road to Bonnington Square is aligned north to south and lined with three storey houses. The street is narrow and very intimate in character partly because of the abundance of greenery – trees and plants in tubs and planters. The Bonnington Café is the only non-residential property here. It is of the same architecture of its neighbours but returns forward to the back of pavement and has an attractive historic timber shop front. The ground floor is a co-operatively run vegetarian and vegan restaurant; started in the early 1980s as a café providing inexpensive meals for the local community. The rooms above serve as the Bonnington Square Community Centre. This building has important townscape value.

2.88 Views north are to the rear of the locally listed St. Anne's Catholic settlement on Harleyford Road. The site boundary retains a number of historic stone dressed entrances, one of which is inscribed '1937 St. Anne's Hall'. The view south is into Bonnington Square. Trees and soft landscape are key aspects of the street scene.

2.89 The south and north sides of Vauxhall Grove have 1880s housing; the four houses in the south west corner add much to the townscape by virtue of their pronounced stepped alignment. Opposite, in the central part, Nos. 61, 62 and 62 are modest post-war houses of no interest (built on a bomb site).

2.90 A spur road runs west to South Lambeth Road. The modern blocks of flats to the north side are outside the conservation area. The south side has a mixture of traditional housing and a particularly unattractive white painted commercial building (No. 27-29) of no architectural interest. Grove House (no. 32) is a handsome early 19<sup>th</sup> century villa.

### Vauxhall Walk

2.91 Only the very southern end is within the conservation area. Here the Tea House Theatre is a sole survivor from the 19<sup>th</sup> century street layout. The building was formerly the Queen Anne public house; red brick in the Queen Anne Revival style and carries a brick panel of the Queen's profile. A good quality pub front was revealed when it was converted to the theatre café use.

### Wandsworth Road

2.92 Only one property on Wandsworth Road is within the conservation area. This is the imposing former bank which sits at the junction of Bondway and South Lambeth Place.

### Wyvil Road

2.93 Runs west to east linking Wandsworth Road to South Lambeth Road. The only building of interest on its north side is the Vauxhall Griffin PH, a 19<sup>th</sup> century three storey corner pub. Across the street, on the south side, the Wyvil Primary School is an impressive London Board School dating from 1877. It is in two large blocks and has an imposing Queen Anne style architecture. It has a frontage to South Lambeth Road and mature trees here enhance its setting. On the south corner with South Lambeth Road small house is adjoined by a gap site dominated by a large digital advertisement which from the setting of the adjoining school and the South Lambeth Road frontage.

## **Architecture**

### Late Georgian and the Regency (1790-1837)

2.94 Being the first phase of Vauxhall's urban development the buildings of this period tend to be located on the main roads, when the area was semi-rural and highly attractive for middle class occupants due to its suburban character. Most of the development from this period onward in the form of short terraces or semi-detached pairs of houses. Stock brick walls predominate. The earlier properties have relatively plain elevations with punched openings. The simple, arched nave elevations of St Anne's Church, South Lambeth Road illustrate the understated built forms of this period. When that building was erected the area was rural, there was no bridge over the River Thames and no railway viaduct.

2.95 Later examples from the period tend to exhibit stucco render ornamentation (mimicking stonework). The houses on Meadow Road are characteristic of this period. Irrespective of how the facades are treated the rear elevations, flanks and roofs are generally plain and have simple, repetitive forms and details.

2.96 The most notable house from this period is St Anne's House, No. 363 Kennington Lane; which is a particularly refined and considered example of its type and has a traditional mansard roof. It was built in 1824 and attributed to Joseph Michael Gandy (1771-1843).

2.97 Another noteworthy building from this period is St Mark's School, a modest building by J. Bailey (1824) and one of the oldest Church Schools to still be in use in London. It comprises of a two storey / three bay schoolhouse flanked by single-storey pedimented classrooms. Nos. 43-55, 48-56 (Clun Terrace, 1826) and Nos. 58 & 60 (The Parade, 1821) Harleyford Road are characteristic terraces from this period; although Nos. 43-45 suffer from inappropriate alteration which has diminished their group value. Classical style railings sunk into plinths are common.





Late 18th and early 19th C buildings tend to be fairly plain and mainly in brick.  
L - R - St Anne's Church, South Lambeth Road and houses on Harleyford Road

### Victorian (1837-1901)

2.98 Stylistic fashion moved from the Neo Classical to the Gothic style with its various permutations (Venetian Gothic, Romanesque) then into the Queen Anne and Georgian revival. This architectural variety allowed the Victorians to be much more creative and exuberant in their architecture and design. Decorative brickwork and fancy joinery become particularly popular.

2.99 While the plan and basic construction of houses changed little from that of Georgian period there are noticeable changes. Pitched and hipped roofs replace London roofs and facades become steadily more decorative. From the 1870s a fundamental change to the form of the London house began to occur. Bay windows became popular. Basement accommodation was considered undesirable; instead houses were given a rear return. The cusp of this change can be seen on Vauxhall Grove (1880s) where some houses have semi-basements and others do not.

2.100 St Peter's Church complex, Kennington Lane is a good example of a true Gothic Revival building in the conservation area. The former Orphanage and Training College for the daughters of clergy and professionals was designed by J L Pearson in the early 1860s (detail below). The former St Peter's Schools, no. 38 St Oswald Place, are also by Pearson who also designed the church with its 13<sup>th</sup> century style lancets and a small conical bell tower to south. St Anne's Church façade to South Lambeth Road with its rich modelling and fine stone carving is another good example (detail below).

2.101 The gault brick houses on the south side of Bonnington Square (pic below) are very characteristic of the period – gault brick, bay windows and cast stone detailing.

2.102 Towards the end of the Victorian period new styles such as the 'Domestic Revival' saw the creation of the Queen Anne Style. Wyvil Road School, Rowton House, Bondway and the red brick Park Mansions, South Lambeth Road are good examples from this period. So too are the houses at nos. 105-129 Fentiman Road are unusually ornate.



### Edwardian Period (1901 – 1918)

2.103 Architecture and design continued to evolve and to carry with it come of the conventions of the Victorian period. For example Gothic was still considered most appropriate for places of worship –St Anne’s RC Church, Kennington Lane, by F A Walters (1903-7) is in a dark red brick with slated roofs in early English style with projecting buttresses and a tall saddleback tower of four stages.

2.104 The handsome former Lawn Lane School (1908) is a good example of an Edwardian Board School in an evolved Queen Anne style whilst the former bank on South Lambeth Place / Wandsworth Road is characteristic of a move to Edwardian classicism and the popular use of Portland stone.

### Post 1918

2.105 There are few buildings in the conservation area from this period. The Beehive PH, no. 51 Harleyford Road, is an interwar public house in a mock-Tudor style, two-storeys, half-timbered, plain tile roof, three large full dormers, transomed and mullioned casement windows with leaded lights. St Anne’s Settlement (1951) main block is a carefully considered and well-executed building in the moderne style which responds remarkably well to its historic context.

## **Public Realm**

2.106 There are a variety of paving materials, kerbs, cross-over and highways details present within the conservation area; they form a reasonably understated and harmonious streetscape. Historic granite kerbs contribute to the character of the conservation area. Highways signage could benefit from rationalisation in places.

2.107 The conservation area’s character is much enhanced by presence street trees and soft landscaped front gardens. The dense on-street planting on Vauxhall Grove and Bonnington Square is exceptional in this regard.

2.108 There are tall historic stench pipes at the corner of Durham Street and Harleyford Road and at the junction of Harleyford Road and Kennington Lane. Their ornamental qualities add townscape interest. Numerous traditional red post boxes are dotted around the area. There is also a listed early-mid 19<sup>th</sup> century gun-post bollard within Regent’s Bridge Gardens.

## **Public Art**

2.109 Two striking concrete columns mark the Kennington Lane entrance to Vauxhall Pleasure Gardens and have become local landmarks. The mural of the steam train on the viaduct bridge and the bridge colour-scheme date from a 1980s British Rail initiative to enhance rail infrastructure with art. A number of the routes through the viaduct have lighting schemes and artwork panels relating to local history. All these add to the richness and interest of the conservation area as too does ornamentation on buildings such as the

elephant and castle sculptures at South Lambeth Place and the decorative carving on St Anne's Church, South Lambeth Road

### **Activity and uses**

2.110 The main routes of Kennington Lane and South Lambeth Road tend to be lined with retail, commercial and community uses. The most significant buildings and most elaborate architectural statements are in prominent locations and at junctions. Employment uses can be found in the railway viaduct arches, on Durham Street, Lawn Lane and South Lambeth Road. The railway station is a busy interchange. Educational and community facilities support the residential side streets and wider district.

2.111 Vauxhall's established night-time economy is a key part of local character. It is an established a hub of LGBT bars and clubs colloquially known as 'Voho'. In recent years there has been an increase in cafes, bars and restaurants generally across Vauxhall and the established arts community is growing and becoming more visible.

### **Open Spaces**

2.112 Open space has been key to Vauxhall's historical development and remains a key constituent of the character and appearance of the locality:

#### Bonnington Square Pocket Park

2.113 A particularly attractive sub-tropical community garden created in 1994 by the Bonnington Square Garden Association. It sits on a tight former bomb site and has glimpse views to the rear of adjoining properties. As part of the 'Paradise Project' further gardens have been created in the corners of the square; densely planted to give the locality a uniquely lush quality.

#### Harleyford Road Community Garden.

2.114 Heavily planted community garden enclosed by a stock brick wall and railings. It has a lush and intimate character. It was created by volunteers on a Second World War bomb site.

#### Vauxhall Park

2.115 Late 19<sup>th</sup> century public park, subdivided into a variety of character areas. It has numerous mature trees, a formal garden, lavender garden, children's playground, tennis courts. The model village, dating from 1949, is particularly noteworthy. A café, in the south west corner is houses in a utilitarian structure (formerly public toilets).

2.116 The park is enclosed by an attractive stock brick dwarf wall and railings to the south but austere modern railings to the north and highly unattractive concrete posts and wire to the west and north. A more unified approach to perimeter fencing would be a significant improvement. There are fancy gate piers and gates to main - the NW and SW corner entrances. The view out from the SW terminates in St Anne's Church with its mature tree.



### Vauxhall Pleasure Gardens

2.117 The current park was recreated in the post-war years through slum clearance and is on the site of the original. No.308 Kennington Lane is the only physical survivor from the historic pleasure gardens. The park at present is laid to grass with trees and games courts and has been greatly improved in recent years with improved planting and other investment. It has an open and spacious character allowing good views out to the surrounding wider area.

2.118 The view south west is to the emerging tall building cluster, the view south reveals the characterful rear elevations of nos. 322-336 Kennington Lane, the view south east is of the picturesque roofscapes of St Peter's Church and neighbouring buildings historic buildings. The view north is heavily screened by mature trees with Vauxhall Gardens Estate CA beyond. The view west, over the railway viaduct is relatively open and adds to the sense of spaciousness. Here the large buildings in the Albert Embankment Conservation Area do not have a dominant presence.

### Vauxhall City Farm

2.119 Adjoining the east side of the Vauxhall Pleasure Gardens and thus contributing to its openness and soft-landscaped character, the farm has paddocks and enclosures which are occupied by the animals during the day. The semi-rural character adds much to local character.



The Vauxhall Pleasure Gardens in the 18th Century and today.

## Gardens

2.120 The residential streets are densely developed and gardens tend to be small / modest as a result. Many properties only have back yards. The street layout is irregular in places meaning that rear gardens in particular often occupy awkward and constrained pieces of land. High degrees of enclosure and overlooking result. However, this does not diminish the importance of gardens to the character of the locality and as an amenity to visitors and residents alike.

2.121 Small front gardens, where they do exist, function well as defensible space for residents, add much-needed greenery to the street scene and enhance the settings of the buildings. Traditional boundary railings, paths and steps are also important – particularly on unified groups or terraces (although many have been replaced to poor effect). Gardens lost to hard paving or to parking areas have diminished this character greatly; this is best seen on Fentiman Road.



Front gardens add much-needed greenery.

2.122 Small rear gardens may not amount to much individually but collectively they often form a swathe of green space which is important as quiet amenity space, for amenity and outlook of residents and for habitats and sustainable drainage. They are a key aspect of this urban character and essential to its quality of life due to the high density of the housing.



## Trees

2.123 Trees both on the street and in private spaces contribute greatly to the character and appearance of the conservation area. Collectively they are of great amenity value, habitat interest and contribute to sustainable drainage.



Mature trees soften the character of this urban conservation area.

## Building Materials and Details

2.124 This section has a particular focus on traditional housing as this is the prevailing building type in the area. The vast majority of buildings within or adjoining the conservation area are constructed in brick which is a key aspect of local distinctiveness – unifying all periods of development.

### Brickwork

2.125 London yellow stock brick is the predominant walling material. Gault brick, which has a smoother texture and a lighter tone, is used on the facades of many of the late 19<sup>th</sup> century terraces. There are also a few examples of red brick used on later phases of development; on terraces it is often not used at the rear. Pointing generally appears understated and traditional, recessed and natural coloured, allowing the facing brickwork to be appreciated. Modern struck pointing is overly proud; where it does exist, it causes harm. Other materials such as terracotta and concrete can be found in the area but they are not so common.

2.126 Stucco render has a significant presence on early / mid 19<sup>th</sup> century buildings. It is usually applied to the ground floor to give the impression of a classical plinth and can be plain, incised or rusticated. It is also used for stringcourses and cornices.

2.127 Stucco was a cheap alternative to stone and had a stone finish originally. Over-painting, often in white, has led to a loss of this original appearance and gives too stark an appearance. Stucco is not the most robust of materials and cornices in particular, subject to weathering, are susceptible to frost damage; many have been lost as a result – harming the design integrity of many buildings.

2.128 Natural stone dressings are generally only found on high status buildings such as churches and banks. The ticket office building and ornamental elements of the Vauxhall Station Viaduct also have stone dressings. See below.



## Windows

2.129 Top hung timber sliding sash windows are the predominant window type; these are all finished in paint with single glazing held in place by putty in the traditional manner. The glazing patterns vary depending on the particular style of the house and its age. For example, early 19<sup>th</sup> century houses typically have 6/6 sashes with fine glazing bars while late 19<sup>th</sup> century houses display 2/2 panes with vertical glazing bars. Harleyford Court on Harleyford Road, with metal windows and The Beehive Public House, 51 Harleyford Road, with its transomed and mullioned casement windows with leaded lights are exceptions. Deep stone cills are common.

2.130 A small number of the historic buildings have modern replacement window units – some sashes and some casements. The majority of these are in timber or uPVC. The problem with many of these is that they do not adequately match the originals and can, as a result, harm the design integrity of buildings – especially pairs and groups. Chunky frames, trickle vents, double-glazed units and timber beads (instead of a putty finish) are all problematic and generally cause harm to the character and appearance of the area.

## Principal Entrances

2.131 Early / mid 19<sup>th</sup> century houses are raised above semi-basements and are accessed by a flight of steps. However later 19<sup>th</sup> century houses tend to have the principal entrance at ground level.

2.132 Steps to front doors would have originally been dressed in stone but now tend to be in plain grey concrete. In places attempts to over-clad concrete steps with stone have had mixed success. Often the simple concrete finish, especially if common to the building group, is preferable to an individual approach to each property. Traditional handrails are carried on plain railings which are sunk into the treads of the entrance steps. There is traditionally a similar treatment to the steps into basement areas.





2.133 The age and status of the house dictates the style and detailing of the front door and its doorcase. Regardless of the style the front door tends to be carefully proportioned and decorated; some have flush mouldings, raised and fielded and others bolection mouldings. Four or six panelled doors are relatively common although Georgian doors were often more decorative with oval panels etc. Early 19<sup>th</sup> century buildings tend to have semi-circular fan lights, some with elaborate glazing bars but more common are straightforward segmented and sunray patterned panes, whereas most mid to late 19<sup>th</sup> century buildings have a rectangular plain transom light. Late 19<sup>th</sup> century doors often have glazed top panels. Unfortunately, there are examples of inappropriate modern replacement doors which fail to respond to the historic character of the host building and as a result diminish the character of the area.

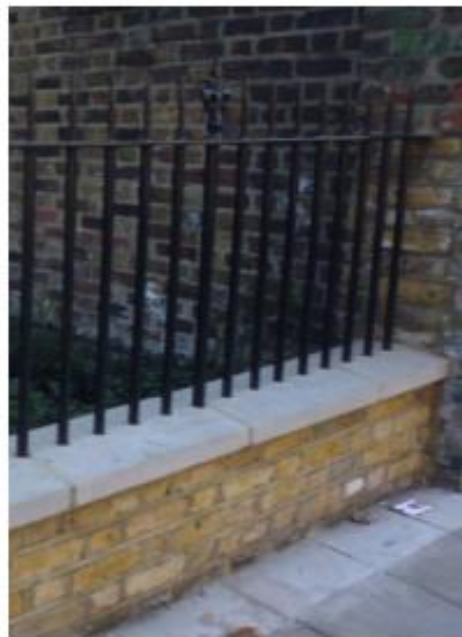
#### Basement Areas / Boundaries

2.134 Semi-basements (partly above ground) are most common; there are few full basements. Basement areas to the front of properties are typically comprise light well enclosed with the railings that define the street boundary.

2.135 Where historic railings survive they tend to enclosed basement areas. The rest were removed as part of the war-effort during the Second World War. In the 1970s and 1980s there was a concerted effort to reinstate authentic traditional railings as part of the comprehensive refurbishment programme led by the Council. However, many poor replacement boundary treatments remain.



Left - poor modern boundary treatments.



Right - Good reproduction railings.

2.136 Authentic traditional railings from the early to mid 19<sup>th</sup> century tend to have plain bars sunk into a stone plinth. Generally these railings run across the entire frontage of a terrace and only at the end boundaries do they terminate in a brick pier, gates being integrated into the railing design. They are around 1.1m in height with solid bars finished in cast iron finials and fitted

neatly in to a discrete stone plinth. The bars are generally cast iron (as opposed to wrought iron) or steel (modern reinstatements) with a variety of finial designs (generally spearhead for early 19<sup>th</sup> century properties and Gothic style fleur-de-lys on mid 19<sup>th</sup> century properties). Some original stone plinths survive and carry the scars of the historic sockets.

2.137 Examples can be seen at Nos. 19, 21, 41, 43-55, 57 & 59 Harleyford Road (notably) and also to Nos. 2-5 and No. 32 Vauxhall Grove. Some historic examples are statutory listed in their own right.

2.138 The Caron Almshouses on Fentiman Road have a low stock brick wall with concrete coping and single estate rail. On the later 19<sup>th</sup> century properties railings were often in ornamental cast iron and mounted on a dwarf wall with a stone coping. No local examples are known to survive. The boundary to the Calgary Church, Fentiman Road is a castellated red brick wall, the lower part of which is rendered.

2.139 Rear garden walls are typically enclosed in stock brick with plain brick-on-edge copings and are typically around 2m in height. These tend to be robust, attractive and durable. There are also a number of timber fences which vary greatly in quality and appearance and generally are not characteristic of the area. The rear garden wall of the properties on the south side of Bonnington Square is, unusually for the area, built in rubble stone.

### Roofs

2.140 The roofscape of the conservation area is typical of housing construction of the 19<sup>th</sup> century and adds much to the character of the locality. Many of the earliest roofs are 'London' roofs set in behind parapets but often visible from the rear and in glimpse views. There are only a small number of traditional mansard roofs. The later 19<sup>th</sup> century properties tend to have pitched or hipped roofs. Hipped ends are important on end terraces as they make the roof subordinate increasing the sense of openness. This can be seen on Vauxhall Grove in particular.



London roofs are a characteristic of the early 19<sup>th</sup> Century houses.

2.141 Natural Welsh slate is the predominant material but this has given way in places to replacement modern materials; concrete, asbestos and other man-made products which fail to replicate the appearance and texture of the slate and can often damage the roof structure.



2.142 Dormers are not historically characteristic of the conservation area and are normally limited to 19<sup>th</sup> century mansard roofs. However, modest dormer extensions have been permitted on the rear pitches of the later 19<sup>th</sup> century terraces.

2.143 The vast majority of historic buildings have chimneystacks and chimney pots, which add much interest and rhythm to the roofscape. They are typically in brickwork to match the building and have traditional copings and terracotta pots, they are important in providing the roofscape with richness and detail.

2.144 Roof lights are not an historic feature of the area. The majority of the modern examples are small, in cast iron with a vertical glazing bar and located on the rear pitch. In some places front roof lights are discordant elements on front pitches – adding visual clutter.

2.145 Many of the traditional community and educational buildings have ornamental roofs with ventilators, turrets, towers and other features which add great interest to the roofscape of the area.

2.146 Roof terraces are not a traditional feature of the area. However, in places the flat roofs of rear returns and rear extensions have been converted to such use.

#### Rear Elevations (traditional buildings)

2.147 The early to mid 19<sup>th</sup> century houses are generally typified by flat rear elevation, although some have modest closet returns coming off the half-landing. The later 19<sup>th</sup> century houses tend to possess larger rear returns to compensate for the absence of basement accommodation. Many of these have modest single-storey infill extensions. These traditional forms are a key characteristic of the conservation area. Few properties have side space and side extensions are not characteristic – glimpses between properties to the rear add to the spatial character of the area.



Mid to late 19th Century houses tend to have traditional rear returns.

2.148 The repetitive character of rear elevations in terraces and groups is a key part of the character and appearance of the conservation area; being visible from adjoining properties, gardens and glimpsed from the public realm in gaps between buildings or from Vauxhall Pleasure Gardens.

2.149 Many rear elevations are visible from side streets and junctions. The rear elevations of Nos. 322-336 Kennington lane are highly visible from Vauxhall Pleasure Gardens. The majority retain their original form and repetitive character. However, a number of particularly dominant and intrusive extensions, including a high level conservatory cause much harm. These illustrate the harm to visual amenity that can be done through inconsideration extension.

#### Rainwater goods and other pipes and equipment

2.150 Early 19<sup>th</sup> century houses tend to have parapet gutters and no down pipes on the façade (these London roofs and mansards drain to the rear) which ensures a smart and uncluttered appearance at the front. Originally rainwater gutters and down pipes were in cast-iron and historic examples still survive in places. Plastic replacements have been the least successful; looking crude and in comparison to the originals.

2.151 Boiler flues, extractor vents or other plant are normally installed at the rear; this minimises their visibility. Unfortunately some examples have been installed on prominent elevations to the detriment of the host building and the character of the wider conservation area. Satellite dishes are similarly problematic in some places.

2.152 On some commercial premises services such as air conditioning units have been inconsiderately placed – such as those on the gable end of no. 383 Kennington Lane – which are highly visible and add visual clutter. This is also an issue on Goding Street – the viaduct arches being pocked with air-conditioning units and other plant.

#### Garages

2.153 Domestic garages are not characteristic of the conservation area. There is one block of lockup garages located to the side of No. 59 Vauxhall Grove; these have a negative impact on the character of the conservation area.

#### Shop Fronts / Other Premises

2.154 Commercial premises are concentrated on Kennington Lane and South Lambeth Road with some traditional corner shops on side streets.

2.155 Originally the traditional shops would have had traditional timber shop fronts set within pilasters and a fascia. Many premises retain surviving historic features such as pilasters (with ornamental capitals) or fascias with timber cornices. These are all important. Few intact historic shop fronts remain; where these do survive they are very important to the character and appearance of the conservation area. Surviving traditional shop fronts have been preserved and original features retained, restored and/or re-instated on Kennington Lane; more similar work would be welcome.

2.156 Particularly noteworthy survivors are:

1. No. 344 Kennington Lane - is notable timber shop front retaining ornamental grilles, wrought iron lamp brackets and Art Nouveau style leaded lights.
2. The Bonnington Café, No. 11 Vauxhall Grove, is notable for its historic timber shop front (1881) which retains its original shop window, cornice, corbel bracket and corner entrance with pediment incorporating a lion head mask.
3. No. 12 Vauxhall Grove is also a good example of an historic shop front (1881) comprising of stucco stallriser, Gault brick pilasters with pre-cut stone bases and capitals, very narrow timber fascia and decorative cornice, corner entrance with panelled double doors and transom light.
4. The shop on Bonnington Square carries historic signage – a plaque 'Bonnington Square Bakery' on its north elevation (to Vauxhall Grove) along with the ghost of a painted wall sign.
5. The Big Issue HQ (former bank), Nos. 1-5 Wandsworth Road has a traditional frontage in Portland stone and polished granite.
6. The converted shop at No.113 Tyers Street is in the Georgian style with simple pilasters supporting a narrow fascia and a bead & butt stallriser.

2.157 Unfortunately the majority of shop premises, although dating from the 19<sup>th</sup> century, have lost much of their original shop front joinery and have suffered other alterations. Typically modern off-the-peg aluminium shop fronts have been installed to ill effect. The effect is often worsened by internally illuminated box-fascias and projecting signs. Retrofitted external roller shutters of solid appearance further worsen the effect. These elements have a very harmful impact on the quality of the retail areas, their attractiveness and the character and appearance of the conservation area.



Surviving fragments of shopfronts are of historic and architectural interest.

2.158 The shop fronts in the railway arches on Goding Street have an incoherent and shabby appearance caused by overly large and inconsistent signage, a proliferation of air-conditioning units, large extract ducts and refuse bins. Opportunities exist here to improve the situation and create active frontages onto the park. On South Lambeth Road, different units have occupied the arches to varying levels of success. Nandos is a good example of arch re-use, with a recessed shop front. Dirty Burger extends out onto the pavement and is problematic because it narrows the pedestrian footway. The rear of the unit occupied by Sainsbury's presents an unattractive dead frontage to the street.

### Public Houses

2.159 There are a number of historic pubs in the conservation area and others in the immediate vicinity. These largely occupy purpose-built or long converted premises and display architectural embellishments that make them particularly important contributors to the character and appearance of the conservation area. They include:

1. The Royal Oak, No. 355 Kennington Lane is a very good example of an unaltered Public House dating from 1891. Three-storeys, two bays, red brick, stucco window surrounds and cornice, pediment with keyed oculus, 1/1 sash windows. Projecting pub front of one-storey, recessed corner entrance, stucco stallriser, original windows, pilasters with Corinthian capitals, fascia with traditional painted signage and decorative stucco face masks, surmounted by balustrade, raised at corner section to form decorative pediment and date stone, Victorian style projecting lanterns. The flank of this building is important due to its visibility from Kennington Lane.
2. Eagle London (formerly The Duke of Cambridge Public House), No. 349 Kennington Lane is a mid 19<sup>th</sup> century, four-storeys, five-bays, stucco (black painted), parapet with decorative balustrade and swan neck pediment at centre. Heavily altered frontage, two attractive projecting 19<sup>th</sup> century style lanterns. Rear is visible from Durham Street
3. Nos. 4 & 4a Durham Street is a former Public House now in office and residential use. Three-storeys, late 19<sup>th</sup> century, red brick, pitched slate roofs, inappropriate uPVC windows with pre-cut stone lintels, carriageway to left bay. Good historic pub front, brick stallriser, pre-cut stone rusticated pilasters and corbel brackets, original window, painted timber fascia and cornice, panelled doors with transom light above.
4. The former Durham Arms Public House, No. 41 Harleyford Road is an early/mid 19<sup>th</sup> century corner building now in residential use. Three-storeys over semi-basement, three-bays each to Harleyford Road and Durham Street, stucco incised with vertical and horizontal lines, moulded string band between ground and first-floors, parapet, sash windows, stone steps to double door with transom light above, front area enclosed with attractive original railings. Modern zinc clad mansard roof.

5. The Beehive Public House, No. 51 Harleyford Road is an interwar building, half-timbered in the Tudor Revival style, two-storeys, plain tile roof, three large full dormers, transomed and mullioned casement windows with leaded lights.
6. Royal Vauxhall Tavern, No. 372 Kennington Lane is a three storey stock brick building with convex façade and pediments to parapet ends. The building is a locally listed landmark in Vauxhall adjoining the entrance of Vauxhall Pleasure Gardens.
7. Former Elephant and Castle Public House, No. 2 South Lambeth Place is locally listed and occupies a prominent corner plot at Vauxhall Station. Dating from the mid-late 19<sup>th</sup> century, upper floors are in stock brick and there is also a good tiled shop front at ground floor dating from the early 20<sup>th</sup> century. The decorative stucco work at upper floors include elephant emblems and large elephant and castle statues decorate each of the parapets.
8. Former Wheatsheaf, No. 126 South Lambeth Road, dates from the 19<sup>th</sup> century and is stock brick with deep arched window surrounds at upper floors and a timber shop front at ground floor.
9. Tea House Theatre, (Former Queen Anne Public House) Vauxhall Walk- red brick Public House in the Queen Anne Revival style, good quality timber shop front at ground floor.





### Property Numbers / Commercial Signage

2.160 Many shops do not display their property number which makes it more difficult for people to find particular addresses. Many offices have discrete brass plaques by their main entrances. Premises signage is generally not characteristic above shop front level. Unfortunately the poorly considered signs on the prominent gable end of no. 383 Kennington Lane, add visual clutter in a very prominent location.

2.161 The poorly conceived signage outside nos. 57-59 South Lambeth Road and the painted signage on the flank wall of no. 53 South Lambeth Road detracts from the character and appearance of the conservation area.

### Advertisement Billboards

2.162 Large panel advertisements tend to be a hang-over from Vauxhall's run-down industrial past. They tend to be at high level and on the main roads (for maximum impact) and this unfortunately means they also are also highly distracting elements in the historic townscape – harming amenity.

Problematic examples include:

1. Nos. 348 Kennington Lane
2. No. 349 Kennington Lane
3. No. 383 Kennington Lane,
4. Corner of Wyvil Road and South Lambeth Road,
5. Vauxhall Railway Station Viaduct walling (both sides of the viaduct arches)
6. Fire nightclub, South Lambeth Road

### **Refuse and Recycling**

2.163 Wheelie bins and recycling are generally stored out of sight where properties possess rear yards or gardens. But in many cases bins are kept unscreened in narrow front forecourts and create undesirable visual clutter. There are some instances, throughout the conservation area, of bins left standing on the pavement which gives an untidy appearance.

### **Cycle Storage**

2.164 The Council's on-street cycle hangers were first trialled along the eastern and northern sides of Bonnington Square. These provide secure, covered cycle parking for local residents and are considered acceptable in conservation areas where placed in conventional parking bays.

2.165 Public cycle stands are common and generally unobtrusive. However, in southern viaduct walkway (adjoining Vauxhall Station) the double height cycle parking is visually intrusive and blocks an appreciation of the art work lining the walls. Private cycle storage is not characteristic of public realm or front garden locations within the conservation area.



## Listed Buildings

### Statutory Listed Buildings

2.166 Statutory Listing means that the building is protected by law. This protection extends to the whole building including its interior. It also extends to any object or structure fixed to the building as well as to any freestanding objects or structures, which lie within the curtilage of the building and which were erected before 1 July 1948. Listed Building Consent is required for any works that might affect the special interest of the listed building.

2.167 At the date of printing the following buildings were statutorily listed:

<b>Name/Number</b>	<b>Road</b>	<b>Grade</b>
Sewer vent column	Durham Street (at junction to Harleyford Road)	II
Nos. 1 – 7 Noel Caron Houses	Fentiman Road	II
Calvary Church, 100	Fentiman Road	II
No. 106	Fentiman Road	II
No. 108	Fentiman Road	II
No. 110	Fentiman Road	II
No. 112	Fentiman Road	II
Railings at 112	Fentiman Road	II
Nos. 15 & 17	Harleyford Road	II
Nos. 19 & 21	Harleyford Road	II
No. 23	Harleyford Road	II
No. 25	Harleyford Road	II
No. 39	Harleyford Road	II
Nos. 43-55	Harleyford Road	II
Nos. 57-59	Harleyford Road	II
No. 63	Harleyford Road	II
Railings to No. 63	Harleyford Road	II
St Marks' Schools	Harleyford Road	
Nos. 48-56	Harleyford Road	
Nos. 58 & 60	Harleyford Road	
No. 308, St Peter's Vicarage	Kennington Lane	II
No. 312, Herbert House	Kennington Lane	II*
Church of St Peter	Kennington Lane	II*
Wall on east side of front garden to No. 308	Kennington Lane	II
No. 337	Kennington Lane	II
No. 363, St Anne's House	Kennington Lane	II
Nos. 365 & 367	Kennington Lane	II
RC Church of St Anne	Kennington Lane	II
Royal Vauxhall Tavern No. 372	Kennington Lane	II
No. 38, former St Peter's Schools	St Oswald's Place	II*
Nos. 24 & 25 (The ballroom)	Regent's Bridge Gardens	II
No. 26	Regent's Bridge Gardens	II
The Vat House	Regent's Bridge Gardens	II
Gun post at SE of Vat House	Regent's Bridge Gardens	II
No. 29	South Lambeth Road	II
Nos. 55-57	South Lambeth Road	II
No. 32	Vauxhall Grove	II
railings to No. 32	Vauxhall Grove	II
Wheatsheaf Hall	Wheatsheaf Lane	II

### Local Heritage List

2.168 The Council maintains a list of buildings, archaeology and spaces of local architectural or historic interest, which it believes are worthy of conservation. Local listing brings with it no additional planning controls but is a material consideration when the planning applications are considered.

2.169 The selection criteria for local listing are:

#### A - Architecture

The architectural style, decoration and detailing, materials, craftsmanship and plan form may give it special interest if these features are of particular note - above the ordinary in their design and execution, and reasonably intact. This criterion can include the best works of architects who were active locally. In some cases altered buildings may still be worthy of inclusion, especially if by an architect of importance.

#### B - History

Buildings and structures that reflect the diverse aspects of the social, economic, and physical development of Lambeth may be of interest. If the building type is reasonably common – houses, pubs, churches - only the best examples will be added to the list.

#### C - Close historical association

Connections with people or events that are acknowledged as of being of borough wide / national importance may make some buildings worthy of inclusion. Building materials of clear local interest (such as Doulton's architectural ceramics) may be considered in this category.

#### D - Townscape

Some buildings and structures contribute to the richness of our street scene, individually or in groups they may contribute greatly to the quality of local townscape or landscape. Similarly, they may contribute positively to the setting or group value of statutory listed buildings.

#### E - Age and rarity

The older a building or structure is and/or the fewer the surviving examples of its type the more historically important it is.

2.170 At the time of printing the following assets within the conservation area were included on the local list:

<b>Name</b>	<b>Road</b>	<b>Criteria</b>
Rowton Ho, nos. 11-13	Bondway	A, B,E
The Beehive PH, 51	Durham Street	A, B, D
St Anne's Settlement	Harleyford Road	A, B
The Royal Oak PH, 335	Kennington Lane	A, B, D
No. 2	South Lambeth Place	A,B,D
Vauxhall Railway station	South Lambeth Place	A,D

No. 126	South Lambeth Road	A, B, D
Vauxhall Park	South Lambeth Road	-
Vauxhall Griffin PH, 8	Wyvil Road	A, B, D
Teahouse Theatre, no.139	Vauxhall Walk	A, B, D
Nos. 1-5	Wandsworth Road	A, B, D

2.171 The following buildings were identified in the consultation draft as being worthy of inclusion on the local list:

<b>Address</b>	<b>Description</b>	<b>Criteria</b>
Vine Lodge, No. 85 Bonnington Square	An attractive early-mid 19 <sup>th</sup> century villa in a prominent corner location.	A, B, D
Former brewery buildings at Westminster Business Square, Nos. 1-45 Durham Street	Handsome Italianate buildings and boundary wall in gault brick – a two-storey lodge and a five-storeys building in the courtyard with oriel window and a handsome clock. The courtyard is enclosed by a well-constructed decorative wall.	A,B,D
Nos. 105-129 Fentiman Rd	Terraces of Queen Anne style terraced houses, late 19 <sup>th</sup> century, red brick, ornamental bricks, glazing and other detailing. Very high quality of detailing.	A,B,D,E
No. 104 Fentiman Road	Symmetrical mid 19 <sup>th</sup> century villa in stock brick with stucco at ground floor and canted bay windows. Group value with the stat listed neighbours.	A,B,D,E
Gateways to St Anne's RC Primary School, Harleyford Road	Brick wall with ironwork gates and white stone inscribed arch heads (currently obscured by foliage)	A,B,D,E
Nos. 27 -33 Harleyford Road	Early-mid 19 <sup>th</sup> century terraced houses. Each comprised of two-storeys, two-bays, stucco (banded rustication to No.33), cornice to parapet, 6/6 sash windows. Group value with stat.listed neighbours.	A,B,D,E
No. 60a Harleyford Road	New reproduction building mimicking adjoining No. 62. Architectural interest and group value only.	A, D
No. 61 Harleyford Road	Early 19 <sup>th</sup> century terraced house. Two-storeys, three-bays, yellow stock brick, parapet, 8/8 sash windows, five-panel doors with swept lead canopy, cast-iron hand area railings. Group value with statutory listed neighbours.	A, B, D, E
No. 62 Harleyford Road	Early 19 <sup>th</sup> century end of terrace house, the other two properties in the terrace have been lost. Two-storeys, two-bays, yellow stock brick, stucco cornice to parapet, 6/6 sash windows, extremely attractive regency revival glazing to ground-floor window and fanlight above	A,B,D,E

	six-panel door. Group value with statutory listed neighbours.	
No. 331 Kennington Lane	Mid 19 <sup>th</sup> century house in Gothic style. Four-storeys, three-bays, right hand bay projects, two gables, yellow stock brick with polychromatic brick detailing, 2/2 sash windows under segmental pointed arches, canopy porch. Group value with No. 337.	A,B,D
Nos. 40 – 42 Lawn Lane (former Lawn Lane School buildings only)	Edwardian Board School (1908) only. Four-storeys, yellow stock brick with red brick dressings, with a distinctive upper floor of large Diocletian windows. The north elevation was constructed in 2002 following the original design of the uncompleted scheme.	A, B, D
Park Mansions, South Lambeth Road Mansion block (1890s).	Imposing mansion block in Queen Anne style. Four-storeys with attic, red brick with some terracotta dressings. Bay windows. Very careful composition and roof design gives particularly good over-all effect.	A,B,D
Church of St Anne and All Saints, South Lambeth Road	Built in 1793 as a Chapel of Ease. Rebuilt 1876 to designs by R Parkinson. Gutted by bomb damage and refurbished in 1958. Georgian flanks survive. Victorian Gothic façade in stock brick with red brick dressings, stone strings courses and cornices to apse at the east end, slate roof.	A,B,D,E
Ornamental section of viaduct fronting South Lambeth Rd between Kennington Lane and Parry Street.	Stock brick viaduct with red brick and stone dressings; bridge portal over Kennington Lane framed with piers and steam train artwork on the metal bridge.	A,B,D
Nos. 1 & 2 Stanley Close	Formerly part of the Caron Almshouses and facing directly into (and visible from) Vauxhall Park. Two storey former Almshouses in brick with gothic bargeboards.	A,B,D,E
Bonnington Café, No. 11 Vauxhall Grove	Historic timber shop front which retains its original shop window, cornice, corbel bracket and corner entrance with pediment incorporating a lion mask.	A,B,C,D
Gateways to St Anne's RC Settlement, Vauxhall Grove	Stock brick boundary with stone dressed entrances, inscribed '1937' St. Anne's Hall.	A,B,D,E
Wyvil Primary School, Wyvil Road	Stock brick late 19 <sup>th</sup> century board school with red brick dressings.	A,B,D

Designation of the above properties will follow when resources permit.

### **Buildings that make a Positive Contribution**

2.172 Buildings that make a positive contribution to the character and appearance of the conservation area are considered worthy of retention although some may require restoration or refurbishment. The conservation area boundary has been carefully drawn to ensure that the vast majority of buildings within it contribute positively. They are identified in Appendix 2.

2.173 There is a strong statutory presumption in favour of their sympathetic retention as they form an intrinsic part of the conservation area. Demolition or unsympathetic alteration will be resisted.

### **Buildings that make a Negative Contribution**

2.174 The council will normally support the removal and sympathetic replacement of those buildings that make a negative contribution. The following buildings/structures are deemed to make a negative contribution:

1. Muscovy and Dexter House at the junction of Auckland Street and Glyn Street. Modern apartment block.
2. No. 39 Glyn Street- modern residential unit with large mansard and balustrade.
3. Nos. 5 & 7 Harleyford Road – two storey rendered residential units with ill- proportioned fenestration.
4. The Travis Perkins Premises, Nos. 61 – 85 South Lambeth Road – historic boundary treatment of interest, large green industrial sheds on site.
5. Nos. 27-29 Vauxhall Grove- white rendered office block, ill- proportioned small fenestration.
6. Nos. 1-30 Vauxhall Grove – modern residential dwellings and associated garages- opening sash-style windows, porch accessed by steep staircase.

## **Views**

### Strategic Views

2.175 The London Plan (2011) identifies one strategic view, from Parliament Hill to the Palace of Westminster that transects the conservation area. The Background Consultation Area covers the eastern section of the conservation area.

### Local Views

2.176 The Local Plan (2015) seeks to protect the silhouette of the M16 Vauxhall Cross Building in a view from Millbank. The backdrop of this view falls across part of the conservation area (Vauxhall Pleasure Gardens).

### Conservation Area Views

2.177 The conservation area itself is relatively enclosed and level, accordingly views are confined to those up and down the roads. Landmark or high quality / high status buildings (RVT, the churches, the railway station high level walls etc.) generally terminate many of the views down the main roads. Intimate local views down side streets are equally important.

### **Capacity for Change**

2.178 The wider Vauxhall / Nine Elms area to the west and south of the railway viaduct is undergoing significant redevelopment with new high density housing, employment and leisure schemes consented. This will bring much needed regeneration to the area. The setting of the conservation area will change considerably as tall building development gets underway.

2.179 The preservation of the character and appearance of the conservation area is an essential part of the vision for the wider area and it is hoped that wider investment may lead to the refurbishment of buildings in the area and enhancement of harmful features.

2.180 The conservation area has retained much of its historic character because so little harmful redevelopment and change has taken place within it. The capacity for significant change is therefore minimal. The only scope for development lies with the sensitive replacement of buildings that do not make a positive contribution to the character and appearance.

2.181: Opportunities for enhancement include:

1. Replacement of poor shop fronts (including externally mounted roller shutters)
2. Restoration of authentic detailing on historic buildings
3. Replacement of inappropriate commercial signage
4. Removal of large panel advertisements
5. Enhancement of the neglected railway viaduct
6. Vauxhall Pleasure Gardens

### **Appraisal Conclusion**

2.182 The Vauxhall Conservation Area is a largely 19<sup>th</sup> Century conservation areas forming the heart of Vauxhall. It is characterised by main roads (Kennington Lane and South Lambeth Road) lined by commercial buildings and architecturally significant buildings such as churches and pubs. There are two significant open spaces – Vauxhall Park and Vauxhall Pleasure Gardens, the remnants of Lambeth's rich industrial heritage and numerous Side streets of attractive 19<sup>th</sup> century housing. There area has a strong townscape character with many rich quirks and intricacies. The area is worthy of its conservation area designation.



### 3. GUIDANCE

3.1 Together with general advice and guidance about conservation area law and policy that is available in separate documents, this section provides good practice guidance on works to properties within the conservation area. Appendix 1 contains additional guidance for properties on Fentiman Road and Meadow Road.

#### **Alterations to Existing Properties**

3.2 Details characteristic of the area should be retained and repaired wherever possible. It is only in this way that the special character and appearance of the area can be retained.

3.3 Advice on repairs to historic buildings can be obtained from numerous sources including '*Stopping the Rot*' by SPAB / IHBC which can be downloaded free from [www.ihbc.org.uk](http://www.ihbc.org.uk). If an historic feature is beyond repair it is essential to replicate it accurately in the new work. Where possible, the original feature can inform the design detailing. Alternatively, adjoining buildings, old photographs, prints or plans can often assist. It should be noted that some replacement works might require building control approval, listed building consent as well as planning permission.

#### Wall Surfaces

3.4 Previously plain brickwork should not be rendered, painted or clad as such changes will normally harm the integrity of the building. Where painted brickwork has harmed the visual integrity of a property or its group consideration should be given to removal of the paint. If removal is not an option then painting the brick the same tone as its original colour is strongly encouraged. The red brick properties on Fentiman Road would especially benefit from such an approach.

3.5 Brickwork repairs should be undertaken with caution – matching Imperial sized brick of the same colour and texture will be required for most of the older properties. Original mortar and pointing should be retained wherever possible, where re-pointing is required mortar mixes should normally be lime based, have a traditional light colour and coarse aggregate. The pointing finish should be traditional flush or slightly recessed, not weather struck. Where only selective re-pointing is required the pointing should match existing.

#### External Stucco Render Detailing

3.6 The decorative work on facades should be retained and repaired; it is an important feature of the conservation area. Special mortar mixes should be used where necessary and fine mouldings and details should be repaired by specialists. When redecorating consideration should be given to painting stucco should be painted in buff, natural sandstone shades (the original finish) rather than brilliant white (the prevailing character).

### Joinery

3.7 Historic timber is generally of a much higher quality than much of what is available today. Regular inspection and repainting prolongs the life of exterior joinery, windows and doors. Small repairs to address localised rot or other failures can be undertaken by experienced joiners. Where important features are beyond repair and the replacement becomes necessary exact replicas of the traditional features should be sought.

### Windows

3.8 Changes to the size of window and door openings should be avoided in buildings that make a positive contribution. Traditional windows should be kept in good repair and retained. If increased insulation is required the use of internal secondary glazing should be considered. Where replacement windows are deemed necessary exact replicas should be sought. In the case of timber windows these should be painted and the glazing should have a putty finish. Double glazing should only be considered if it accurately matches the appearance of original windows, their frames, glazing bars and the reflective qualities of the glass. Stick-on glazing bars should be avoided as they can, with time, become loose and drop off. Trickle vents and other modern window detailing should also be avoided.

3.9 Modern window designs in metal, unpainted hardwood or uPVC window units should be avoided as they fail to replicate the traditional construction details and delicate glazing bars of traditional single glazed windows and can look crude and ungainly – thus harming the attractiveness and character of buildings.

### Doors

3.10 Original external doors should be retained and repaired as they are very important features. Accurate replica doors, reflecting the date and style of the building will be required in most instances. Doorcases, steps and handrails, where original should be retained. Accurate reinstatement should be sought where their features need to be replaced.

### Roofs

3.11 The 19<sup>th</sup> century roofscape of the conservation area is one of its most evocative features. Roof extensions are likely to be deemed inappropriate if they would result in the loss or inappropriate alteration of historic roofs. Chimneystacks should be retained intact and retained / raised if roof extensions are proposed. Where acceptable roof extensions on traditional buildings should generally take the form of traditional mansards. Boxy or alien features are not considered appropriate.

3.12 The removal of historic roof structures and their replacement with different designs should be avoided as roofs and chimneys often contribute to the special character of a building, its group value and the wider character of the area. This is particularly important on 18<sup>th</sup> century and 19<sup>th</sup> century buildings where the roofs and chimneys contribute particularly well to the roofscape of the conservation area. New mansard roofs will generally be resisted if not a feature of a terrace or if an irregular roofline contributes to its special interest.

3.13 Small-scale roof repairs can often be accomplished using reclaimed materials. When considering replacement roof finishes it is advisable to re-use the original covering or a good match for it. Modern roof coverings, when requiring replacement, should be replaced with traditional ones. Natural slate roof pitches are important to the character of the area. Artificial or concrete slates should be resisted as they rarely look good and often lose their colour and surface finish within a few decades. Pop-up roof vents, extractors or soil stacks should also be avoided. Flush fittings in unobtrusive locations provide a better option.

#### Dormers

3.14 Historic dormers are present within the conservation area but are not a distinctive characteristic of the area. These are generally modest structures located on the front of some early 19<sup>th</sup> century buildings but mostly confined to the rear roof slopes leaving the front slope clean and uncluttered, or the roof concealed by a high parapet. In the limited number of cases where new dormers might be deemed appropriate they should be placed at the rear. They should be designed to match the host building and be detailed in the traditional manner. Large dormers, those with felt finishes, bulky construction or other poor modern treatments, including those that break or protrude above the main roof ridge, should be avoided.

#### Roof lights

3.15 These are not, generally, a feature of the area. They should be avoided on prominent roof slopes and where the group value of unaltered roofs is important. They are most likely to be considered appropriate at the rear. The roof light should normally be of the traditional cast-iron type, flush finished with a traditional slender frame and a vertical glazing bar; they should be small and in line with existing openings. Large, modern or poorly located roof lights have the potential to cause great harm.

#### Extensions

3.16 Front and side extensions are likely to be resisted in order to preserve the integrity of the host building, the group value and the character or appearance of the conservation area.

3.17 New rear extensions are only likely to be acceptable where they would not harm the spatial character of the area, the integrity of the host building or amenity.

#### Garages

3.18 There are few opportunities for the erection of garages. New garages are likely to be resisted in prominent locations in order to preserve the character and appearance of the conservation area. The most appropriate treatment for existing garages are timber ledged and braced doors. Fancy panels, glazing or metal roller shutters are not appropriate.

#### Basement Areas

3.19 The infilling or alteration of basement areas is likely to be resisted in order to preserve the integrity of the host building, the group value and the character and appearance of the conservation area. Similarly, new basement

areas are likely to be resisted where they would compromise the character of the host building or be at odds with the established character of the street.

## **New Buildings**

3.20 The Council will resist the loss of buildings that make a positive contribution to the character or appearance of the conservation area. Where new buildings are deemed acceptable in principle care should be taken to ensure that, whether in or adjoining the conservation area, they preserve or enhance the character or appearance of the area.

3.21 Buildings taller than their neighbours are unlikely to be appropriate. Sympathetic building forms and materials will normally be expected. Proposals and their accompanying Design Statements should be respectful of the existing character of neighbouring buildings and the wider street scene with regard:

1. Building Line and Footprint

Relatively narrow and shallow building plots contribute to the rhythm of the streetscape. Buildings are set back (to varying degrees) on an established building line.

2. Massing

Buildings tend to have their largest part fronting the street with lesser returns to the rear. Buildings noticeably larger than their immediate context may not be considered appropriate within the conservation area.

3. Form

Late 19<sup>th</sup> and 20<sup>th</sup> century houses tend to have the principal entrance at ground level. However early/mid 19<sup>th</sup> century houses are raised above semi-basements and are entered by a flight of steps. The roof is normally subservient to the façade, often concealed by a parapet wall.

4. Fenestration

Windows have a vertical emphasis and are typically timber sliding sashes. Early 19<sup>th</sup> century houses typically have a strict hierarchy of proportions in the fenestration.

5. Detailing

The buildings, irrespective of age, have fine detailing, modelling and decorative elements (shop fronts, window glazing bars, decorative stucco mouldings, brick details etc.) which give them a depth of interest.

3.22 The Council is committed to good new design irrespective of style. However, whether pastiche or contemporary, new buildings and extensions must be respectful of the character and appearance of the conservation area.

## **Shop fronts**

3.23 Surviving traditional timber shop fronts should be preserved and original features retained, restored and/or re-instated wherever possible. New shop fronts, irrespective of their style, should integrate well with their host building by respecting the scale, style and general building forms. Surviving historic detailing should be retained where possible and carefully integrated. Surviving traditional shop fronts locally should inform the general shape and form of the new shop front, in some cases close replication of the historic detailing may be appropriate.

### Design

3.24 Shop fronts should contain display windows on a stallriser and be framed with pilasters carrying a fascia for signage. The key is well detailed joinery and an integrated design approach. On late 19<sup>th</sup> and early 20<sup>th</sup> century buildings consideration should be given to the provision of a recessed entrance door to give the façade depth and modelling; such a detail can also assist with providing level access. Poorly designed shop fronts which fail to respond to their host building and wider context are not acceptable.

### Entrances

3.25 Shop fronts with flat frontages often look bland and uninteresting. Recessed entrances prevent people stepping directly out onto the street and give shop fronts welcome depth. If there are security concerns recesses can be enclosed by carefully designed gates which can be locked at night. Recesses can also provide level thresholds. Shop doors should be part glazed. The space above the door can incorporate an inward opening transom light to allow for natural ventilation. Paving should be exterior grade and non-slip at least 10mm in thickness to avoid cracking.

### Stallrisers and pilasters

3.26 The stallriser is the wall that supports the shop window. Pilasters are the 'pillars' that frame each end of traditional shop fronts. The stallriser should be robustly detailed and constructed to withstand rain and damp; so too should the base of the pilasters. For this reason MDF and plywood should be avoided. Traditionally constructed timber panelling, brickwork, polished stone, terrazzo, tiles or quality render finishes are more robust. Planted timber mouldings should be avoided.

### Shop Window and Door Frames

3.27 Traditional shop windows are divided with mullions and transoms. The mullions normally terminate at cill level and not continue to the ground. The shop window framing should be carefully considered. Normally it should be slender and carefully detailed. Door frames should be integrated to avoid bulky or crude detailing. The window should have a proper cill detail to cast water away from the stallriser. Domestic joinery or overly heavy detailing should be avoided.

### Shop Fascias

3.28 The fascia is the sign board above the shop front. In most 19<sup>th</sup> and early 20<sup>th</sup> century premises the fascias are typically timber construction, tilted forward toward the street and protected by a well detailed cornice with a lead

flashing. The ends are terminated by consoles on the pilasters. Fascias should be reasonably narrow and subservient in relation to the size of the shop window.

3.29 When proposals incorporate new shop fronts it is essential that full details or the proposal are submitted at planning application stage. Drawings at 1:20 scale and details at 1:1 or 1:5 should be submitted along with vertical and horizontal sections through.

3.30 Given their importance the removal and infilling of shop fronts is not deemed acceptable even if the premises have to change use.

#### Security

3.31 If the goods on display attract interest from thieves when the premises are closed they should be removed from the window, covered or a blind should be drawn behind the window. High-performance glass and internal, open lattice shutters can increase security and provide a visual deterrent. Retro-fitted roller shutters on the exterior of premises will be resisted as they are not traditional features and add clutter to the host building thus harming the appearance of the conservation area.

3.32 The Council will encourage the incorporation of security measures in an integrated design in order to avoid retro fitting within new shop fronts. The box and housing should be completely concealed behind the shop window.

#### Awnings and Canopies

3.33 Traditional, retractable shop blinds contained in timber boxes and restrained on iron braces are deemed appropriate in the conservation area; care should be taken with design and detailing – plastic housings / boxes are inappropriate.

3.34 Fixed plastic canopies should be avoided; being permanently exposed to the elements, can become very shabby.

#### Railway Arches

3.35 The creative use of railway arches for commercial purposes is encouraged. Where this involves the provision of shop fronts these should be designed in a warehouse or contemporary glazed style so that the railway viaduct remains the dominant feature. New work should not harm existing fabric, should be recessed from the arch face by a minimum of 200mm.

3.36 The character of the arch should always be retained and expressed within the design. The Council will resist the encroachment of uses out onto the footway in busy locations.

### **Signs and Advertisements**

3.37 Commercial signage will not be appropriate in the residential core of the conservation area. While businesses must be allowed to advertise their goods and services effectively, new signage should improve upon the very poor quality which is a cause of great visual harm to the conservation area. New designs and materials should respect the host building and be an



enhancement to the wider conservation area. The Council offers the following guidance upon which new proposals can be based:

#### Location

3.38 The traditional location for signage for shops is on the fascia over the shop front. Office premises tend to have small signs at their entrance. Signage in other locations should generally be avoided in order to minimise harm to the appearance of the area.

#### Materials / Content

3.39 Traditional shop fascias were typically individual letters applied to, or painted directly on to the timber fascia; this practice should be reintroduced as it allows the sign writer to be creative in their use of fonts and colour - an art form that is worthy of reintroduction. Boxed-out fascias, plastic (or similar effect) materials or folded metal are unacceptable.

3.40 Information on shop fascias should be limited to the name on the premises, a logo and the property number. Excessive information and logos can cause inappropriate visual clutter and should be avoided. Non-retail premises typically had small painted boards or inscribed metal plates by their entrance. Corporate signage requires particular attention, off-the-peg solutions are likely to be inappropriate.

3.41 Large national and multinational chains should amend their standard corporate signs to respect the area.

#### Projecting Signs

3.42 Projecting box signs in moulded plastic are typically bulky and obtrusive and internally illuminated; as such they are inappropriate in conservation areas. Projecting signs, located at shop fascia level and mounted on a well-designed bracket will be acceptable. These should generally not be larger than 600mm x 600mm in area x 5mm thick and should be of robust construction.

3.43 Well designed, creative solutions are encouraged. Off-the-peg corporate solutions may not be deemed appropriate if they are not sympathetic to the character of the area. Hanging brackets should be well designed and neatly executed with discrete fixings.

#### Illuminated Signage

3.44 Illuminated advertising should be avoided on residential buildings or other sensitive locations. Where acceptable in principle the source of illumination should be external and limited only to the name or logo of the premises rather than to the full fascia. The Council will encourage the incorporation of light fittings into new shop cornices to remove their visual impact. If this is not possible 'halo' illuminated letters (solid letters lit from behind) or a discreet neon sign on a traditional timber fascia may be acceptable.

3.45 External light fittings should be small, low key and their number kept to a minimum to avoid visual clutter. Swan-neck lamps should be avoided as they often get damaged and can provide perches for pigeons. Large or

dominant light fittings are not deemed appropriate. Cables should be concealed internally.

3.46 Corporate signage will be expected to respond sympathetically to its context. Internally illuminated box signs and those in plastic and metal will be resisted. The Council may support individually illuminated letters on shop fascias where the design is appropriate as this negates the need for external light fittings. These should be limited to the premises name and no wiring should show.

3.47 Applications for illuminated signage should include clear details of the means of illumination, its location and fixing along with the route of cables. Well designed, creative solutions are encouraged. Off-the-peg corporate solutions may not be appropriate if they are not sympathetic to the character of the area.

#### Large Panel Advertisements

3.48 Large panel advertising is considered highly inappropriate within the conservation area, detracting from its character and appearance and harming visual amenity. For those reasons they will be resisted.

### **New Uses**

3.49 All proposals for new uses should be good neighbours and not cause disruption or nuisance to other residents. The loss of residential uses should be resisted in order to ensure that the strong residential character is retained. Intensification in use, especially flat conversions of existing houses, must not adversely affect the appearance of the host building or the wider conservation area. Refuse and recycling provision along with residents bicycle storage should be to the side or the rear of the house where it will not be seen. In circumstances where the front garden is the only option for such storage structure of high quality and unobtrusive appearance will be sought. A failure to address these matters adequately may make conversion proposals unacceptable.

### **Plant and Equipment**

3.50 The location and appearance of plant, extractors, meter boxes, gas pipes, satellite dishes, security alarm boxes and other equipment should be carefully considered. Installations that will be visually obtrusive should be avoided. Where necessary installations should include good quality screening or painting in muted colours to match the surface it is fixed to in order to reduce adverse visual impact. Meter boxes should be set into the ground.

### **Boundary Treatments**

3.51 The loss of railings, walls, gates, fences and hedges that contribute to the special character of the area should be avoided. New boundary enclosures should aim to reintroduce the historic pattern of front railings and

side walls. The Council is unlikely to approve the removal of any boundary enclosure unless a suitable scheme for its replacement has been agreed; open frontages will not be deemed acceptable.

### Railings

3.52 New railings should be of a height, detail and design appropriate to the age and status of the host building and the wider street scene. They should be executed in a traditional manner. Generally new railings should be carefully designed and detailed to suit the location, have stouter 'standard' rails at regular intervals for support, be individually sunk into the plinth, have finials that complement the style and age of the host building and fit unobtrusively into existing piers or brickwork without obtrusive brackets or bolts. In most instances front gates should pivot off a rail sunk directly into the path and should not normally be hinged off a pier or a standard as gate piers are generally not a feature of the area.

3.53 Rendered plinths look uneven and suffer from frost damage, painted plinths look visually intrusive; these should be avoided. Hollow-section bars or posts, welded detailing and modern latches/hinges should be avoided.

3.54 The good examples of historic railings of Harleyford Road provide detailing which can be copied for early 19<sup>th</sup> century houses.

#### No. 45 Harleyford Road

Plinth – smooth cast concrete or dressed stone – 2cm high by 15cm deep  
Bars – 2cm diameter at 14.5cm centres – 103cm tall from plinth to rail  
Finial – spearhead – 20cm high by 6.3cm wide (max)  
Standards – square – 2.5cm diameter  
Standard Finial – Acorn - 23cm high by 8cm wide (max)  
Rails – 5cm by 1.4cm

3.55 The good examples of reproductions of historic railings of Vauxhall Grove provide detailing which can be copied for late 19<sup>th</sup> century houses.

#### No. 4 Vauxhall Grove

Plinth – smooth cast concrete or dressed stone – 13.5cm high by 25.5cm deep  
Bars – 1.6cm diameter at 12.2cm centres – 94cm tall from plinth to rail  
Finial – fleur-de-lys variant – 17.2cm high by 7.2cm wide (max)  
Rails – 4cm by 0.9cm

### Walls

3.56 Between properties, at the rear, a 2m stock brick wall is preferable. High railings or fences topped with barbed wire, trellis or similar will not normally be deemed acceptable.

### Fences

3.57 Close board timber fences to 2m in height are appropriate between rear gardens. Timber fences should be avoided elsewhere.

## **Gardens and Trees**

3.58 With the exception of the public open spaces soft landscaping is not a characteristic of the conservation area. Hedges fronting the street should be regularly pruned and gardens kept tidy. Vehicle crossovers and incursions in boundary walls fronting the street are likely to be resisted in order to preserve the integrity of the streetscape and the character of the conservation area.

3.59 Conservation area designation gives the Council special powers to protect important trees. Anyone proposing to do works to a tree must give written notice of their proposal to the Council. The works should not proceed until the Council has given its consent, or six weeks have expired. Where trees are already protected by a Tree Preservation Order, the Council's consent will still be required for works. The Council will seek the retention of all trees that contribute to the character and appearance of the area.

## **Sustainability**

3.60 Conservation Area designation seeks to retain existing buildings and the design features that give them their character. All existing buildings have 'embodied energy' - the energy that was used to create them; keeping buildings in good repair is the best way to ensure that no energy is wasted. If a building is neglected and features have to be replaced embodied energy is lost when something is removed and dumped and more energy is used in providing a replacement, no matter how environmentally friendly it might be. It is therefore advisable to re-use materials during building works, buy reclaimed recycled material and recycle site waste.

### Reduce Consumption

3.61 Consumption can be greatly reduced by undertaking 'passive' adaptations; the principles are also transferable to other premises. For example, if the boiler is more than 10 years old replace it with a new more efficient condensing boiler. Use energy efficient light bulbs. Specialist companies can draught proof existing windows and internal secondary glazing can reduce heat loss, noise and condensation without the need to replace original windows. Close internal shutters at night and use heavy, thermally lined curtains in winter to reduce heat loss. Insulate pipes, hot water cylinders, the roof, cavity walls and floors.

### Renewable Energy

3.62 The generation of energy from renewable sources is another way to achieve greater sustainability. Solar thermal systems and Solar PV systems normally require a roof-top installation or replacing the roof cover with special panels or tiles. Wind turbines may vary in size and power; they are not always the best renewable energy option in urban areas.

3.63 Ground source heat pumps, installed in gardens, should avoid damage to tree roots. Roof top panels, turbines and other external works should be

carefully considered within the conservation area to ensure that no harm is caused to the special character or appearance of the area. Installations of this nature should only be considered once energy consumption has been addressed through the other measures listed above in the section on sustainability and energy consumption.



## **4. MANAGEMENT PROPOSALS**

4.1 This section identifies how the Council believes the area should be managed. It has been prepared in line with national good practice guidance set out in *'Understanding Place: Conservation Area Designation, Appraisal and Management'* (March 2011).

### **Planning Controls**

4.2 In determining planning applications the Council will seek to preserve those elements that contribute to the character or appearance of the area. It will also seek to enhance the conservation area through sympathetic replacement of those elements that do not at present contribute positively to its character or appearance.

4.3 Many of the properties in the conservation area are commercial premises and flats; most external alterations to these premises require planning permission. Planning Permission is required for most demolition. Alterations to statutory listed buildings will require listed building consent.

4.4 The Council can use additional planning controls to prevent inappropriate change to single family dwelling houses. These additional controls come in the form of an Article 4 Direction. Whilst there have been some inappropriate changes within the area it is not considered that such a direction is necessary at present.

### **Signage and Advertisements**

4.5 Signage, which in the Council's Opinion, detract from the character or appearance of the area, should be resisted or made subject to discontinuance action where necessary. Illuminated advertising will be discouraged on residential buildings or other sensitive locations.

4.6 The Council can also use additional advertisement controls if there is concern about commercial signage. This comes by designating an Area of Special Signage Control. It is proposed to consider Kennington Lane for such a designation in order to raise the standard of existing signage.

### **Monitoring and Enforcement**

4.7 The Council is committed to using its planning powers to manage the conservation area in such a way that ensures that its special character or appearance is preserved and enhanced.

## Highways / Street works

4.8 *'Streets for All, A Guide to the management of London's Streets'* by English Heritage and Government Office for London provides detailed good practice guidance on street works in historic places.

4.9 Highways works within the conservation area should reflect national good practice guidance set out in Department of Transport's 1996 document 'Traffic Management in Historic Areas' 1/96. Its broad principles are: -

- Develop an understanding of the special qualities of the place and depart as little as possible from the traditional form of streets and their materials
- Respect existing or established traditional materials and detailing
- Review existing signing and consider scope for rationalization
- Anticipate and minimize new signing requirements at the earliest design state
- Limit formal designs to formal spaces
- Provide for maintenance and invest in quality.

## Trees

4.10 The Council is committed to the maintenance of all trees of value within the conservation area and will encourage ongoing management to ensure their health and longevity. The Council will take action against unauthorised works to protected trees where they are considered to have high amenity value and contribute positively to the character of the area.

## Development Opportunities

### Development Opportunities

4.11 The following opportunities exist to improve the area through the improvement / redevelopment of buildings and sites within and adjoining the conservation area:

A. Vacant plot, site of Nos. 9-13 Harleyford Road

There is potential for new buildings which relate to the conservation area context and the adjoining early 19th century terraced houses.

B. Nos. 27-29 Vauxhall Grove (odds and evens)

There is scope for the demolition of the existing large three-storey warehouse style building and its replacement with new buildings which better relate to the conservation area context.

C. Travis Perkins timber Yard, Nos. 61 – 85 South Lambeth Road

There is scope for demolition of the existing industrial sheds and redevelopment of the site with new buildings better relating to the rest of the conservation area.

## **Enhancement Opportunities**

### General Enhancement Opportunities

4.12 Proposals that would lead to the enhancement or redevelopment of buildings and sites that make a negative contribution area encouraged. The following general opportunities exist to:

- A. Accurately restore lost architectural details (including colour schemes) on all properties that have been unsympathetically altered, particularly in relation to windows.
- B. Accurately reinstate historic and detailed boundary treatments. In particular the repair of surviving historic railings and the reinstatement of those that have been lost.
- C. Remove obtrusive satellite dishes, cabling, security alarm boxes, plant and other fixtures to prominent elevations and roof pitches.
- D. Reinstall shop fronts of traditional form (but not necessarily traditional style) to a high design and built quality that makes access to shops available to all users.
- E. Secure premises signage that is more sympathetic to the character and appearance of the area.
- F. Provide a high quality, well designed public realm which is inclusive.

### Site Specific Enhancement Opportunities

4.13 The following are proposed:

- A. Car park to the west of Harleyford Court  
This space would benefit from improved landscaping and maintenance.
- B. Vauxhall Park - The austere modern railings which enclose the park to the north and highly unattractive concrete posts and wire fencing to the west could be replaced with an attractive stock brick wall to match that existing to the south. Railings could be reinstated to match railings on Fentiman Road boundary.
- D. Shop fronts on Kennington Lane - A number of these once uniform shops have been enhanced recently (signage, repairs and redecoration) and this has had a significant improvement. The repair of historic detailing, the reinstatement of stallrisers, traditional shop front proportions and well-designed signage is strongly encouraged.

E. Railway viaduct structure – the architectural and historic quality of the viaducts would be greatly improved by the cleaning, pointing, removal of plant growth, removal of high level panel advertisements and removal of the utilitarian footbridge on west side. Individual railway arches would benefit from improved shop front design and a unified design strategy may be the best way to achieve this.

## **Management Conclusion**

4.14 A key part of the management strategy will be the resistance to unsympathetic development. This will help to ensure that those characteristics, which define the area, are retained and not lost via a gradual process of erosion. Enhancement opportunities are limited within the conservation area and lie mainly with; the repair or reinstatement of historic features and replacement of inappropriate shop fronts. These, the council believes, can be achieved through good development control and working in partnership with business owners and local residents.

## 5. SOURCES

Department of Communities and Local Government (2012) The National Planning Policy Framework

English Heritage (2011) Understanding Place: Conservation Area Designation, Appraisal and Management'

Greater London Authority. (2011). *London Plan: A Spatial Development Strategy*. London: GLA.

HMSO. (1990). *Planning (Listed Buildings and Conservation Areas) Act, 1990*. Norwich: The Stationary Office.

London Borough of Lambeth. Lambeth Local Plan (Adopted September 2015). London Borough of Lambeth.

Survey of London. (1956). *Vol. Parish of St Mary Lambeth. Part I: Southbank and Vauxhall*. London: London County Council.

Survey of London: Volume 23 (1951) - Lambeth: South Bank and Vauxhall

Bird, E (2014): Lambeth Architecture: A Brave New World 1945-65

Lambeth Archive, Images

Schedule of Statutory Listed Buildings in Lambeth

### ***Historic Maps***

Rocques Map of 1745

Plan of the Parish of St. Mary Lambeth. 1824.

Parish of Lambeth divided into Ecclesiastical Districts. 1824.

Ordnance Survey – Various editions

Geological Society - Survey 1920

Map of the Metropolitan Borough of Lambeth showing the Parliamentary divisions, wards and polling districts. 1935

## APPENDIX 1 – Article 4 Direction

### The Direction

An Article 4 Direction was made on the 19 October 1984 affecting properties in the St Mark's Conservation Area. With subsequent boundary changes some of those properties are now within the Vauxhall Conservation Area.

The properties and the classes of development controlled by the Direction are outlined below:

<b>Addresses</b>	<b>Permitted development class which no longer applies</b>	<b>Description of works that require planning permission as a result of the Direction</b>
Nos. 105 – 189 (odd) Fentiman Road	Class. 1.1	The enlargement, improvement or other alteration of a dwelling house.*
	Class 1.4	The construction within the curtilage of a dwelling house of the hard standing for vehicles for a purpose incidental to the enjoyment of the dwelling house as such.
Nos. 6 – 42 Meadow Road	Class 1.1	The enlargement, improvement or other alteration of a dwelling house.*
	Class 1.2	The erection or construction of a porch outside any external door of a dwellinghouse.
	Class 1.4	The construction within the curtilage of a dwelling house of the hard standing for vehicles for a purpose incidental to the enjoyment of the dwelling house as such.
	Class 11.1	The erection or construction of gates, fences, walls or other means of enclosure.
	Class 11.3	The external painting of any building shown in the above list or other work otherwise than for the purpose of advertisement, announcement or direction.

\* This essentially means any external change.



LONDON BOROUGH OF LAMBETH

Town and Country Planning Acts 1971 to 1974

Town and Country Planning General Development Orders 1977-1983

Conservation Area No. 11 - (St. Marks) - Article 4 Direction

\* NOTICE IS HEREBY GIVEN that the Secretary of State for the Environment on the 16th August 1985 approved the Direction made by the Council of the London Borough of Lambeth in pursuance of its powers under Article 4 of the Town and Country Planning General Development Order 1977 that the permission granted by Article 3 of the said Order shall not apply to Classes as below in Conservation Area No. 11 (St. Marks) as follows:-

Nos:	8-32 (even)	Richborne Terrace, London, SW8	)	
	64-78 (even)	" " " "	)	
	5-75 (odd)	" " " "	)	
	1-71 (odd)	Fentiman Road, London SW8	)	
	2-62 (even)	" " " "	)	
	64-68 (even)	" " " "	)	
	90-98 (even)	" " " "	)	
	6-42 (even)	Meadow Road, London SW8	)	Classes 1.1; 1.2; 1.4;
	2-44 (even)	Trigon Road, London SW8	)	11.1; 11.3
	11-37 (odd)	Claylands Road, London SW8	)	
	12-76 (even)	" " " "	)	
	78-92 (even)	" " " "	)	
	2-6 (even)	Palfrey Place, London SW8	)	
	81-87 (odd)	" " " "	)	
	82-86 (even)	Ashmole Street, London SW8	)	
Nos:	105-189 (odd)	Fentiman Road, London SW8		Classes 1.4 & 11.1

The effect of making this Direction is

- Class 1.1
- (a) that development within the curtilage of a dwelling house enlargement, improvement or other alteration of a dwelling house;
- Classes 1.2
- (b) that the erection or construction of a porch outside any external door of a dwelling house;
- Class 1.4
- (c) that the construction within the curtilage of a dwelling house of a hardstanding for vehicles for a purpose incidental to the enjoyment of the dwelling house as such;

Class 11.1

That the erection or construction of gates, fences walls or other means of enclosure;

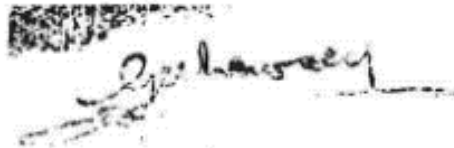
Class 11.3

- (d) that the external painting of any building shown in the above list or work otherwise than for the purpose of advertisement, announcement or direction

WILL IN FUTURE REQUIRE PLANNING PERMISSION FROM THE LOCAL PLANNING AUTHORITY

A sealed copy of the Direction and a map defining the area to which it relates and a schedule showing the range of colours the Council consider suitable for the future painting of the Area are available for public inspection during normal office hours in Room 213 Lambeth Town Hall, Brixton Hill, SW2 1RW.

Dated this 30th day of August 1985



G. LEWSEY  
Director of Administration and Legal Services

Lambeth Town Hall,  
Brixton Hill  
London SW2

## Extract of relevant Guidance Issued with the Direction

13.0 STREET Fentiman Road

14.0 PROPERTY NOS 105-189 (South Side)

### 15.0 CLASSES OF DEVELOPMENT CONTROLLED

15.1 Class I.4 Constructing hardstandings for vehicles in front gardens.

**Notes :** Street parking in this area presents many problems, and there is an increasing demand for forecourt parking. Some front gardens in this street have already been replaced by hardstandings, and there is danger that the harmony and continuity of the street frontage will be seriously damaged if this process is not controlled.

**Recommendations :** Where the front garden is large enough to allow parking at right angles to the road without overhanging the pavement, and with sufficient space to avoid obstruction of daylight to rooms on the lower floors, the Council would consider granting planning consent for parking of private cars provided that the visual impact of the parking is such that the scheme blends satisfactorily with the area.

The general aim of any design scheme for parking in front gardens should be to maintain a sense of enclosure through the retention or construction of walls, fences and gates, and of the provision of planting and suitable paving materials.

-15.2 Class II.1 Constructing fences, walls, gates or other enclosures in front gardens.

**Notes :** In most cases the original pattern of walls, railings and gates has almost completely disappeared and has been replaced with a variety of enclosures in other materials. The Council wishes to promote a unified and coherent treatment for the enclosure of front gardens in the area.

**Recommendations :** Cast iron or steel railings with matching gates of traditional appearance or walls and piers built of stock brick should be used wherever possible.

16.0 STREET Meadow Road

17.0 PROPERTY NOS 6-42 (West Side)

18.0 CLASSES OF DEVELOPMENT CONTROLLED

- 18.1 Class I.1 Enlarging or changing the outside of a house including installing different windows or doors, rendering or cladding of the exterior.

Notes : This control has been sought to protect the visual coherence of the street frontage of these properties. The Council wishes to encourage the restoration of original features and discourage visual changes to the front elevations.

Recommendations : Retention and restoration of the original stock brick walls, stucco decoration, timber sash windows and front doors.

- 18.2 Class I.2 Constructing a porch.

Notes : This control has been sought to prevent the masking of or damage to the original door surrounds.

Recommendations : Retention and restoration of the original door surrounds.

- 18.3 Class I.4 Constructing hardstandings for vehicles in front gardens.

Notes : The front gardens on the west side of Meadow Road are not large enough to allow parking at right angles to the pavement without overhanging the pavement and do not have sufficient space to avoid obstruction of daylight to rooms. Consequently it is unlikely that the Council would grant planning consent for parking in front gardens.

- 18.4 Class II.1 Constructing fences, walls, gates or other enclosures in front gardens.

Notes : In most cases the original pattern of walls, railings and gates has almost completely disappeared and has been replaced with a variety of enclosures in other materials. The Council wishes to promote a unified and coherent treatment for the enclosure of front gardens in the area.

Recommendations : Cast iron or steel railings with matching gates of traditional appearance or walls and piers built of stock brick should be used wherever possible.

18.5 Class II.3 Painting the exterior of houses.

Notes : The architectural unity of the front of the terraces in the street may be diminished by the use of different paint colours, and following public consultation a range of recommended colours has been selected.

Recommendations : Stucco walls and mouldings -- White 00 E 55  
Window and door frames - White 00 E 55 - gloss  
Front doors - Any colour - gloss  
Railings - Black 00 E 53 - gloss

Existing unpainted brickwork should not be painted. Where brickwork has already been painted, it is recommended that when necessary this should be repainted in one of the colours already used in the terrace or Sandstone 08 B 17, Hopsack 10 B 17, Willow 12 B 17 or White 00 E 55.

Where paint colours are chosen from the recommended range no planning application is necessary before carrying out the work.

## **APPENDIX 2. Buildings that make a Positive Contribution**

Statutory listed buildings are automatically considered to be positive contributors; these are outlined in the relevant section on listed buildings above and have therefore been omitted from this list to avoid repetition. This list includes the wider study area not just the current conservation area.

### Bondway

Nos. 3-9 (Travelodge)- modern building of scale, palette of materials and design in keeping with surrounding context.

Nos.11-13 (Rowton House)- five storeys in stock and red brick, locally listed, opened in 1892 as a common lodging house for working men.

Nos. 31-33 - Narrow 1880s building in the Dutch style.

Nos.35 – 43 - 1950s red brick factory building with strong horizontal emphasis and crittel windows. Of suitable scale with its neighbours

No. 55- Narrow, painted brick factory building with metal windows.

No. 59- Modern corner building of traditional detailing and complementary scale to surroundings.

### Bonnington Square

Nos. 1-84 (consecutive) - Italian Gothic style terraces of 1881. Three-storeys, gault brick, two bays, pitched slated roofs, 2/2 sash windows. Recessed entrance arch with part-glazed four-panelled doors, and transom light. Shop at no. 13.

No. 85, Vine Lodge - early-mid 19<sup>th</sup> century villa. Two-storey, slate hipped roof with overhanging eaves, dormers, stock brick, 1/1 sashes, round headed to first-floor in stucco reveals, four-panelled door, fluted columns and fanlight.

### Durham Street

Nos. 1-45, Westminster Business Square - former New London Brewery and Marmite Factory with buildings from 1880s and early 20<sup>th</sup> C. In gault brick.

Nos. 2 & 2a - Late 19<sup>th</sup> century terraced houses. Three-storeys, two-bays, red brick, pitched slate roofs, two-storey bay windows, 1/1 sash windows and recessed entrances under pre-cut stone arches.

Nos. 4 & 4a - Late 19<sup>th</sup> century public house. Three-storey, red brick, pitched slate roofs, inappropriate windows with pre-cut stone lintels, carriageway to left bay.

### Fentiman Road

Stock brick wall and handsome gates and railings to Vauxhall Park.



Nos. 105 – 129 - Ornate red brick houses overlooking Vauxhall Park. Highly decorated and finely detailed facades.

Nos. 131 – 189 - Terraced houses overlooking Vauxhall Park.

104 Fentiman Road - Stucco detached villa.

### Harleyford Road

Nos. 5 & 7 - Pair of terraced houses, possibly early-mid 19<sup>th</sup> century with later alterations. Two-storeys, parapet, stucco, banded rustication to ground-floor, 2/2 sash windows.

Nos. 27 & 29 - Early-mid 19<sup>th</sup> century pair of terraced houses. Each comprised of two-storeys, two-bays, stucco, cornice to parapet, four-panel doors, 6/6 sash windows to No.27 and inappropriate PVC windows to No.29. No. 27 has attractive cast-iron area railings.

Fancy gateways to St Anne's School frontage, Harleyford Road.

Nos. 31 & 33 - Early-mid 19<sup>th</sup> century pair of terraced houses. Each comprised of two-storeys, two-bays, stucco (banded rustication to No.33), cornice to parapet, 6/6 sash windows and inappropriate modern doors.

No. 41 Harleyford Road, formerly The Durham Arms PH - An early/mid 19<sup>th</sup> century corner building and former public house. Three-storeys over semi-basement, three-bays each to Harleyford Road and Durham Street, stucco incised with vertical and horizontal lines, moulded string band between ground and first-floors, parapet, sash windows, stone steps to double door with transom light above. Inappropriate modern zinc clad mansard roof.

No. 51 Harleyford Road, The Beehive PH - Interwar public house in a Tudor style. Two-storeys, half-timbered, plain tile roof, three large full dormers, transomed and mullioned casement windows with leaded lights.

No. 61 - Early 19<sup>th</sup> century terraced house. Two-storeys, three-bays, yellow stock brick, parapet, 8/8 sash windows, five-panel doors with swept lead canopy, cast-iron hand area railings.

No. 62 - Charming early 19<sup>th</sup> century end of terrace house, the other two properties in the terrace have been lost. Two-storeys, two-bays, yellow stock brick, stucco cornice to parapet, 6/6 sash windows, extremely attractive regency revival glazing to ground-floor window and fanlight above six-panel door.

Harleyford Court - Large Interwar block of flats. Four-storey, red brick with green tile hung bay windows, parapet and metal windows.

Nos. 90-94 - Modern terrace. Three-storeys, two-bays, red brick, pitched slated roof, stone lintels to 1/1 sash windows, six-panel doors with canopy hoods.

Nos. 96-106 - Late 19<sup>th</sup> century terrace comprised of semi-basement, two-storeys and attic. Red brick, pitched pan tile roof with round headed dormers, overhanging eaves supported by console brackets with cornice. Long casement windows provide access to balconies, with decorative railings, which surmount canted bay windows rising to ground-floor. Stone lintels to sash windows, tall flights of steps to recessed entrances, four-panelled doors with transom light above.

St. Anne's Catholic Settlement, Harleyford Road - the frontage block dating from 1951 and composed of yellow 'Roman' bricks with Portland stone dressings. Outbuildings and halls do not make a positive contribution.

Ornamental Gateways to St Anne's Settlement onto Vauxhall Grove.

### Kennington Lane

#### North side, evens

No. 316-320 - Mid-late 19<sup>th</sup> century parade of shops. Three-storeys, yellow stock brick, parapet with cornice, 2/2 sash windows, No. 320 with moulded stucco architraves to windows. Unfortunately with unsympathetic aluminium shop fronts, plastic signage and internally illuminated projecting box signs.

Nos. 322-344 - Mid-late 19<sup>th</sup> century parade of shops. Three-storeys, yellow stock brick, parapet with cornice, sash windows with side lights. Many retain historic features such as pilasters, cornice and ornamental corbel brackets. No. 344 Kennington Lane is notable for retaining its ornamental grill and Art Nouveau style leaded lights to its shop window.

Nos. 346-348 - Mid-late 19<sup>th</sup> century parade of shops. Three-storeys, yellow stock brick, parapet, mansard roof with flat dormers, sash windows. Some historic features such as pilasters, cornice and ornamental corbel brackets survive.

No. 350- Pastiche Regency-style 1990s office block in keeping with local context in terms of its materials, architecture and character.

Sculptures marking entrance into Vauxhall Pleasure Gardens.

#### South side (odds)

No. 331 - Late 19<sup>th</sup> century house in Gothic style. Four-storeys, three-bays, right hand bay projects, two gables, yellow stock brick with polychromatic brick detailing, 2/2 sash windows under pointed arches, canopy porch.

No. 349, Eagle London, (formerly The Duke of Cambridge PH) - Mid 19<sup>th</sup> century Public House, four-storeys, five-bays, stucco (unfortunately painted an oppressive black), parapet with decorative balustrade and swan neck pediment at centre, 1/1 sash windows. Late 19<sup>th</sup> century plain pilasters,

stallriser and fascia, heavily altered and windows currently boarded up, two attractive projecting 19<sup>th</sup> century style lanterns.

No. 351 - Early 19<sup>th</sup> century terraced house with later 19<sup>th</sup> century projecting shop. Three-storeys, two-bays, yellow stock brick, parapet and inappropriate uPVC windows. Traditional timber shop front, unfortunately with insensitive plastic signage and external security bars.

No. 353 - Early 19<sup>th</sup> century terraced house with later 19<sup>th</sup> century projecting shop. Three-storeys, two-bays, yellow stock brick, parapet and 2/2 sash windows. Traditional timber shop front, panelled stallriser, fluted pilasters.

No. 355 Kennington Lane, The Royal Oak PH - A very good example of an unaltered Public House dating from 1891. Three-storeys, two bays, red brick, stucco window surrounds and cornice, pediment with keyed oculus, 1/1 sash windows. Projecting pub front of one-storey, recessed corner entrance, stucco stallriser, original windows, pilasters with Corinthian capitals, fascia with traditional painted signage and decorative stucco face masks, surmounted by balustrade, raised at corner section to form decorative pediment and date stone '1891', Victorian style lanterns.

Nos. 357 & 359 - Late 19<sup>th</sup> century commercial building. Three-storeys, red brick, flat roof, wide windows, Diocletian to ground-floor, with modern glazing.

No. 369 - One-storey office building, banded rusticated stucco, with large warehouse door giving access to large warehouse at rear.

Nos. 371-375 - Early 19<sup>th</sup> century terrace, altered to a single office. Three-storeys, eight-bays, stucco, banded rustication to ground-floor, parapet, 6/6 sash windows, two double doors with wide fanlights, attractive area railings.

Nos. 377 & 379 - Pair of early-mid 19<sup>th</sup> century terraced houses with late 19<sup>th</sup> century shop fronts. Three-storeys, stucco, parapet, 6/6 sash windows, modern timber shop front with panelled stallriser, pilasters and fascia.

Nos. 381 & 383 - Pair of early 19<sup>th</sup> century terraced house with late 19<sup>th</sup> century shop fronts. Three-storeys, painted brick, parapet, 2/2 sash windows to no. 381 and 6/6 sash windows to No. 383. Modern shop fronts,

### Kennington Oval

Nos. 60-64 (inclusive) - Late 19<sup>th</sup> century terrace comprised of semi-basement, two-storeys and attic. Red brick, pitched pan tile roof with round headed dormers, overhanging eaves supported by console brackets with cornice. Long casement windows provide access to balconies, with decorative railings, which surmount canted bay windows rising to ground-floor. Stone lintels to sash windows, tall flights of steps to recessed entrances, four-panelled doors with transom light above.

### Langley Lane

### North side, odds

No. 1 - Late 19<sup>th</sup> century warehouse, two-storeys, six bays, yellow stock brick, parapet, garage door, external bars to ground-floor windows.

Langley Mansions - Late 19<sup>th</sup> century social housing erected by the Peabody Trust, four-storeys with attic, red brick, rendered ground-floor, slated mansard roof with two full dormers and two roof dormers.

Nos. 1-5 - Modern terraced houses, three-storeys, red brick, rendered ground-floor, slated pitched roof with full dormers,

Nos. 7 & 9 - Modern terraced houses, three-storeys, yellow brick, rendered ground-floor, slated pitched roof with full dormers.

No. 11 - Modern block of flats, three-storeys, red brick ground-floor and yellow brick upper floors, slated pitched roof. Stained timber windows which are not an historic characteristic of the conservation area.

Nos. 13-25 - Modern terraced houses, two-storeys, yellow brick, slated pitched roof. Stained timber windows which are not an historic characteristic of the conservation area. Inappropriate satellite dishes cause harm to the front elevations of Nos. 17-23.

### South side (evens)

No. 2 - Modern office building, three-storeys, gable, yellow brick and contemporary style windows.

Nos. 4-38 - Uninspiring modern three-storey terrace. Three-storeys, flat roof, red brick, yellow brick third-storey and casement windows. Respects the proportions of historic terraces but lacks fine detailing and with unattractive balconies, window box holders and poor quality porch canopies. Inappropriate satellite dishes cause harm to the front elevations.

No. 42 - Modern building in an Edwardian style. Two-storeys, yellow stock brick, parapet, steeply hipped plain tiled roof and 6/6 sash windows with stone surrounds.

Former Lawn Lane School (see Lawn Lane)

### Lawn Lane

Nos. 10-12, Park Place - Former Victorian laundry. Three buildings of three-storeys, gable, yellow brick, rendered ground-floor, stained timber windows, contemporary style fully glazed staircase tower.

Extension to former Lawn Lane School - Modern block of flats. Six-storeys, red brick with extensive stone and some timber cladding, bay windows, balconies and contemporary style windows.

Former Lawn Lane School - Handsome Edwardian Board School (1908). Main west elevation is of four-storeys, ten-bays, yellow stock brick with red

brick dressings, with a distinctive upper floor of large Diocletian windows. The seven-storey north elevation was constructed in 2002 following the original design of the uncompleted scheme.

### Regents Bridge Gardens

This gated residential complex is within the former Beaufoy Vinegar Works and comprises converted historic industrial buildings and good, sympathetic infill housing. The entire complex is considered to make a positive contribution. The key historic buildings are listed, others are protected by virtue of being in the curtilage. The 1990s infill buildings have been carefully integrated into the complex and thus are considered also to make a positive contribution.

### South Lambeth Place

No. 2 (Former Elephant & Castle Public House)- an attractive locally listed building with ornamental elephants on its parapet.

Vauxhall Railway Station - Single storey ticket office, fancy brick viaduct treatment topped with high ornamental walls at platform level. South Lambeth Road frontage also.

### South Lambeth Road

No. 27 - Modern extension to No. 29, in similar style, two-storeys with mansard roof, 6/6 sash windows.

Park Mansions - Mansion block (1890s). A substantial building in a Queen Anne style, four-storeys with attic, red brick with some terracotta dressings, wall head dormers, slated mansard roof with dormers and canted bay windows of three-storeys.

Nos. 39-53 - Late 19<sup>th</sup> century parade of shops. Three-storeys, red brick, parapet raised at centre to form pediment, decorative terracotta and brickwork, Tudor style arches to first-floor windows. Nos. 45, 47 & 51 retain their original 6/2 sash windows, other properties have inappropriate uPVC windows. Many retain historic features such as pilasters, cornice and ornamental corbel brackets. Unfortunately most have ugly, poorly designed, modern replacement aluminium shop fronts with plastic signage to fascias. Internally illuminated projecting box signs (Nos. 39, 43 & 54) detract greatly from the character and appearance of the area.

Church of St Anne - Originally built in 1793 as a Chapel of Ease and thus one of Vauxhall's oldest surviving buildings and the oldest in the conservation area. Modernised in 1876 with Gothic additions designs by R Parkinson. Gutted by enemy action during Second World War. Nave walls are Georgian – that to Keybridge house shows historic brickwork. Remaining building has been re-faced in yellow stock brick with red brick dressings, stone strings courses and cornices to apse at the east end, slate roof. Picturesque tower and turret, carved detailing and features to South Lambeth Road.

Railway viaduct- of historic and architectural interest due to architectural detailing, including high parapet.

Wyvil Primary School- late 19<sup>th</sup> century Flemish Revival board school. An attractive architectural landmark enhanced by mature trees.

Former Wheatsheaf PH, at No. 126 South Lambeth Road is a particularly attractive building with good detailing and a picturesque roof form. Prominent corner location.

Nos. 128-136- row of late Victorian houses, neglected but with some fine 19<sup>th</sup> century detailing.

### St Oswald's Place

Nos. 26, 28 and 30 – modern infill buildings in stock brick – well detailed and understated; they fit in well with the surrounding historic buildings.

No. 32 - Unusual mid 19<sup>th</sup> century warehouse style building, three-storeys, yellow stock brick, three-bays, parapet, tall central doorway in plain stucco surround, stone cornice between first and second floors supported by large corbel brackets.

### Tyers Street

Nos. 111-127 Tyers Street is a picturesque group of fine grain terraced properties. Modern corner building of particular quality. Strong townscape value to St Oswald's Place also.

Vauxhall City Farm – urban farm complex of paddocks, enclosures and outbuildings.

The adjoining allotment gardens and Vauxhall City Farm are an important visual extension of the openness of Vauxhall City Park and the Pleasure Gardens.

Cabinet gallery – a modern dark brick block of contemporary appearance. Its prominent location makes it a landmark within the locality.

### Vauxhall Grove

Nos. 2-26 & 55-71 (odds and evens) - Late Victorian Italianate terraces. Erected in 1881 they consist of three-storeys over semi-basement, Gault brick, two bays, pitched slated roof, 1/1 and 2/2 sash windows, bay windows, recessed entrance arch with mostly four-panelled doors, upper panels glazed, with transom light above.

No. 11, The Bonnington Café - Of local interest being a co-operatively run vegetarian and vegan restaurant in the Bonnington Square Community Centre which initially started in the early 80s as a squat Café providing good cheap meals for the community. It is notable for its historic timber shop front which



retains its original shop window, cornice, corbel bracket and corner entrance with pediment incorporating a lion's head.

No. 12 - Late Victorian shop (1881). Three-storeys, Gault brick, pitched slate roof and 1/1 sash windows, rounded headed to second-floor. Notable for its historic shop front, stucco stallriser, Gault brick pilasters with pre-cut stone bases and capitals, very narrow timber fascia and decorative cornice, corner entrance with panelled double doors and transom light above.

Nos. 27-29 (odds and evens) - Large three-storey warehouse style building, stucco, parapet, flat roof, stained timber windows and large warehouse doors.

Nos. 30 & 31 - Late 19<sup>th</sup> century pair of terraced houses. Three-storeys, two-bays, stucco, yellow stock brick second-floor, parapet with stucco cornice, 1/1 sash windows, bay windows to ground-floor, decorative door cases, four-panelled doors with transom light above. Attractive historic railings survive to front garden.

Nos. 32A-32D - Late 19<sup>th</sup> century terraced houses. Three-storeys, two-bays, red brick, pre-cast stone detailing, pitched slate roof, sash windows, two-storey bay windows. Recessed entrances under brick arches, four-panelled doors, upper section glazed, with transom light above. Nos. 32A & 32D have inappropriate uPVC windows.

Nos. 61-63 (odds and evens) - Mid 20<sup>th</sup> century terraced houses. Two-storeys, two-bays, brown brick (Nos. 61 & 63 painted), two-storey tile hung canted bay windows, pantiled roof, casement windows and modern glazed doors.


### Vauxhall Walk

Tea House Theatre- red brick Public House in the Queen Anne Revival style with good quality timber frontage at ground floor.

### Wyvil Road

No. 8 (Vauxhall Griffin PH) - 19<sup>th</sup> century stock brick corner pub with canted end and sash windows.

No. 1a – modest 19<sup>th</sup> C house.



This document was prepared by  
Lambeth Planning's  
Conservation and Design Team  
September 2016

---