

WALWORTH ROAD HISTORIC AREA ASSESSMENT

ISSUE
REVISION A
REVISION B

27 JUNE 2015
23 AUG 2015

COMPILED BY THE WALWORTH SOCIETY

Architectural Investigation: Diana Cochrane & The Walworth Society

THE WALWORTH SOCIETY



**The London
Community
Foundation**

elephant&castle

WALWORTH ROAD HISTORIC AREA ASSESSMENT SUMMARY

SUMMARY

Walworth is an inner-city area in south London with a densely built-up townscape. It developed as a village in its own right, separate from Newington (now the Elephant & Castle) and has been in existence as a Manor and Parish since Anglo Saxon times. The Romans knew about the Walworth area as it lies between two Roman Roads: Stane Street (Newington Butts, Kennington Lane) and Watling Street (Tabard Street). Mostly marshland, the road south to Camberwell was laid along higher ground as a route to the village of Dulwich, with a branch to Peckham, terminating near Croydon.

The section for historic assessment is principally called the Walworth Road; it is a one mile long local shopping high street that is 1.5 miles from the Houses of Parliament. The centre of the historic village, located currently within an APZ (Archaeological Priority Zone), was the East Lane/ West Lane crossroads (now East Street and Penrose Street) and this continues to be the case. The road scale and building line here are directly traceable to the C18th pattern. The road position and width, together with the building plots, widths and lines can be directly traced back to the late C18th, with notable parts being very much intact.

The Walworth Road is significant because it tells the story of an emerging working class area from the late C18th. There are Georgian fragments of both housing and notable pleasure gardens, productive orchards and flower nurseries that refer to its more gentrified and prosperous history as single and short terraces of houses set within gardens and fields. It is, however, primarily a story of a shopping and trading street and therefore its overall historic value needs to be assessed against this.

The collection of terraces that border the road were constructed by early developers after the 1774 Act of Parliament which permitted house building using local clay.

The Walworth Road tells the complete story of retail and high street development in inner London, standalone Georgian terraces (late C18th), Georgian standalone and terraced houses converted to shops by filling their gardens (early/ mid C19th), the birth of a vigorous street market and the subsequent redevelopment of Victorian and Edwardian mansion blocks designed with integrated shops (late C19th, early C20th), the arrival of the early chain stores and banks (in the early C20th) and the arrival of national chain stores (mid & late C20th). Together with its development of housing and shopping, public houses and a vibrant street market, Walworth's authorities, through the Vestry, constructed a number of civic and administrative buildings to serve the growing local populations of the late C19th. These buildings are seen in the context of the street, although some are also set back where land could be made available.

The survival of the street-side architecture and the terraces which host Walworth's commercial activities stem from the relatively low impact from WW2 bomb damage along the road. After the war, piecemeal repair and renewal was preferred to the wholesale demolition that occurred in the neighbouring Elephant & Castle and East Street, and to the constant use of the Walworth Road as a busy local shopping street. Hemmed in by mid C18th shop extensions at the front, with back gardens sold off for industrial development and as builders' yards in the late C19th, there was no access or impetus for change in the centre of each of the terraces as long as businesses on the ground floor were in occupation. This study also includes the narrative of the industrial hinterland which was packed in at the back of the converted shops and the arrival and impact of the railway in the 1860s. Early C21st housing development in these locations now means there are very few remaining fragments of the late C19th factories and stables in these hinterland locations.

This HAA seeks to define the architectural and historic interest of Walworth and in particular the Walworth Road. It builds on relatively few existing studies to provide context and enhanced understanding at a time when the area is subject to significant change most obviously from the redevelopment of the site of the former Heygate Estate in the northern part of the Walworth Road, the redevelopment of the Elephant & Castle and the redevelopment of the Aylesbury Estate to the south.

CONTRIBUTORS

The fieldwork and research for the assessment has been undertaken by Diana Cochrane.

ACKNOWLEDGEMENTS

The assistance of the following is gratefully acknowledged; the financial support of Southwark Council's Cleaner Greener Safer funding programme and the London Community Foundation Elephant & Castle Fund; generous support of the councillors in the Walworth Wards of East Walworth, Faraday and Newington, advice and support from Benedict O'Looney of The Peckham Society and Dr Patricia Dark, Stephen Potter, Lisa Soverall of the Southwark Local Studies Library; the historian Stephen Humphrey; Michael Tsoukaris and Tracey Chapman of the London Borough of Southwark. Thanks also to Marek Drewicz, Secretary, and Jeremy Leach, Chair of the Walworth Society for expert advice and determination and to the Society members for their support and involvement in delivering all of our public events. Acknowledgement is made of the following for the permission to reproduce certain illustrations: Southwark Local Studies Library & use of map under license from Motco Enterprises.

DATE OF ASSESSMENT

From December 2014 to June 2015

CONTACT DETAILS

Diana Cochrane, c/o The Walworth Society, 28 Sutherland Square, London SE17 3EQ. Telephone 020-7252-5331, email info@walworthsociety.co.uk

WALWORTH ROAD HISTORIC AREA ASSESSMENT INTRODUCTION

INTRODUCTION

Walworth lies a mile and a half south of the River Thames at Blackfriars Bridge. The Walworth Road which runs north-south through the area is situated immediately to the south of the Elephant & Castle, to the east of Kennington, the west of the Old Kent Road and north of Camberwell.

Like much of the metropolitan inner-city, Walworth experienced significant loss of population after the Second World War up until the Millennium. The Walworth Road, however, retained its role as a lively high street and, in conjunction with East Street market, drew in shoppers and visitors from throughout the local area and wider South London. Since the Millennium, the future direction of the area has been bound up with proposed regeneration initiatives at the Elephant & Castle, at the site of the former Heygate Estate and, to the south, the Aylesbury Estate.

In 2010 Southwark Council began to develop a supplementary planning document for the Elephant & Castle which included the Walworth Road throughout its entire length. The Elephant & Castle Supplementary Planning Document (SPD) and Opportunity Area Planning Framework (OAPF) were adopted in March 2012 and included within them the creation of two new Conservation Areas around Larcom Street and Elliott's Row. Whilst the Walworth Road was not designated as a Conservation Area as part of the SPD, some assessment of its character was made in the background paper which covered Urban Design in December 2011 and a significant number of heritage assets were identified throughout Walworth, and in particular along the length of the Walworth Road.

It was indicated that if research was undertaken about the architectural heritage of the Walworth Road and its significance, an opportunity existed for the Walworth Road to be designated as a Conservation Area. With support from funding from the Southwark Council Cleaner Greener Safer fund along with the London Community Fund at the Elephant & Castle, the Walworth Society set out to develop a Heritage Area Assessment (HAA) for the area.

Using a variety of recognised research sources and following the Peckham Historic Area Assessment report which was produced by English Heritage as a model and best-practice guide, we are now able to tell the story of the Walworth Road and how it has evolved. To date there has been little research available specifically about the architectural history of the Walworth Road, preventing a detailed assessment of its heritage and value. Our report combines detailed analysis of existing research with new source material to deliver an authoritative new resource for understanding the evolution of the Walworth Road and its special historic character.

We have concentrated on the architectural heritage and value of the buildings along the Walworth Road from the Elephant & Castle through to Burgess Park dating from the 18th and 19th Centuries and have explored the impact of social and economic factors on that built environment.

The need to develop a clear understanding about the historical importance of the Walworth Road is in-part linked to area wide development pressures, specifically the change that is occurring on the site of the former Heygate Estate and the regeneration of the Aylesbury Estate. These developments have fuelled significant interest for the first time by developers in all properties along the Walworth Road and its immediate hinterland.

As with the Peckham HAA, the report is divided into a number of parts. Part One, the opening section contains an overview of the historical development of Walworth in the form of a chronological timeline of the history of the area. Part Two is a description of the form and types of buildings in the area linked to its historical development. Part Three outlines the different character areas. Part Four concludes with a discussion of the distinctive elements of Walworth and the Walworth Road.

WALWORTH ROAD HISTORIC AREA ASSESSMENT INDEX

1.0 PART ONE: HISTORICAL OVERVIEW

- 1.1 PRE-1800
- 1.2 1800 TO 1900
- 1.3 1900 ONWARDS

2.0 PART TWO: FORM OF DEVELOPMENT

2.1 PRE C17TH DEVELOPMENT

The origins of Walworth

2.2 LATE C17TH DEVELOPMENT

A village with a crossroads

2.3 C18TH DEVELOPMENT

**A pleasant country neighbourhood,
famous for its peaches and gardens**

2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH

**Georgian Walworth changes to a street
lined with elegant mansions**

2.5 MID C19TH DEVELOPMENT

**Walworth Road becomes a high street,
building shops out into the front gardens**

2.6 LATE C19TH DEVELOPMENT

An influx of manufacture and mass housing

3.0 PART THREE: THE CHARACTER OF WALWORTH

3.1 SUB AREA ONE

WALWORTH HISTORIC VILLAGE CENTRE

Retail additions to C19th housing

East-west section: Industrial hinterland

East-west section: East St. market entrance

East-west section: Carter Place Gardens

The C18th & C19th terraces

3.2 SUB AREA TWO

THE EXTENDED VILLAGE CENTRE

C20th integrated retail and tenement housing

The arrival of the national chain stores

3.3 SUB AREA THREE

WESTMORELAND ROAD & QUEEN'S ROW

**Industrial hinterland: C20th theatrical chandlers and arts
and crafts housing**

3.4 SUB AREA FOUR

SOUTHERN REMNANTS OF GEORGIAN

The Promenade: early C19th terrace with late C19th retail

3.5 SUB AREA FIVE

**REMNANTS OF THE PICCADILLY CIRCUS OF THE
SOUTH**

Nos 1-96 Walworth Road

4.0 PART FOUR: DISTINCTIVENESS AND SIGNIFICANCE

4.1 THE STORY OF WALWORTH

IS THE STORY OF SHOPPING IN THE INNER CITY

4.2 SURVIVAL OF GEORGIAN BUILDINGS

AND THEIR URBAN CHARACTERISTICS

4.3 IMPACT OF AND CHARACTERISTICS OF REGENERATION ON THE WALWORTH ROAD

4.4 HERITAGE AND CONSERVATION

5.0 APPENDICES

APPENDIX 1

**Continuous photoshop of the Walworth Road
(2000mm x 297)**

APPENDIX 2 MAP 1 (a3)

- **Sub Areas within the proposed Conservation Area**

APPENDIX 2 MAP 2 (a3)

- **Sub areas within the HAA outlining long views**

APPENDIX 2 MAP 3 (a3)

- **Sub areas within the HAA outlining important sectional
cuts and their characteristics**

6.0 BIBLIOGRAPHY/ REFERENCES

6.1 PICTURE CREDITS

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 1 **HISTORICAL OVERVIEW**

PART 1
REVISION A
REVISION B

27 JUNE 2015
23 AUG 2015

IN THE FORM OF A TIMELINE, THIS IS WRITTEN IN 3 SECTIONS.
THE HISTORIC RESEARCH IS APPLIED IN PARTS TWO AND THREE

- *PRE-1800*
- *1800 TO 1900*
- *1900 ONWARDS*

Walworth Road - Historic Area Appraisal		
	The History of Walworth (research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
	History of Walworth - Pre 1800	
Roman	Kennington Park Road, Newington Causeway and Newington Butts follow the line of Stane St, a Roman Road from Chichester to the Sussex Coast	<i>The Story of Walworth, 1993 ed</i>
Roman AD43-410	The higher gravels here within the otherwise low-lying marshes on the south side of the river was the main factor in the siting and layout of the Roman occupation of Southwark. Watling Street led to the settlement from the south-east and Stane Street (Roman Road today), from the south-west. These met to form a single road, now Borough High Street. Roman ditches, pits and deposits were recorded during archaeological investigations at Newington Butts and Alberta Street.	4.24HEA © Mola Manor Place Depot
Roman	Old Kent Road and Tabard Street are in line with Watling Street, that goes from Dover to the City of London	<i>The Story of Walworth, 1993 ed</i>
Saxon	The manor (estate) of Walworth, which is thought to be Saxon in origin, meaning a 'farm held or worked by the serfs or Britons' (Darlington 1955, 81–90). A Saxon coin hoard was found at Colworth Road 150m and is possible evidence of the threat of the Danish invasions of the 9th century. The location of such a settlement, which would have been small, is uncertain. It may have been in the vicinity of an early church. The Victoria County History of Surrey I & IV, also suggests the church (referred to in Domesday) may in fact have been located in Newington, to the north, as the manor of Newington was a tithing of the manor of Walworth at the time.	4.2.7 HEA © Mola Manor Place Depot
Anglo Saxon	The Anglo Saxons called the neighbourhood "Wealyrd or Waleorde meaning 'the farm of Britons'". With some changes the name still exists today.	<i>The Story of Walworth, 1993 ed</i>
934-946	A jester named Hitard (or Nithard) who entertained at the court of King Edmund pleased the king, so he granted him land at Wealawyrd, that is Walworth.	<i>The Story of Walworth, 1993 ed</i>
c950	Before Hitard went on pilgrimage to Rome, he made his land over to 'the Church of Christ in Canterbury', Canterbury Cathedral. Canterbury Cathedral retained ownership until 1862.	<i>The Story of Walworth, 1993 ed</i>
C11th	The accounts of the manor in the Canterbury Cathedral archives mention income from wool, poultry, and beekeeping (Boast 2005, 4); it is likely that much of the land was used for cultivation or pasture.	4.2.8

	Walworth Road - Historic Area Appraisal	
--	--	--

	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1052	Walworth Manor was granted to the Prior and Convent of Christ Church Canterbury in 1052. The rent, assessed at 5 hides, was used for clothing for the monks.	<i>Survey of London 1955 vol XXV</i>
1086	Walworth is mentioned in the Domesday Book. A small country village with ploughed land, corn growing and meadowland for cows.	<i>The Story of Walworth, 1993 ed</i>
Late medieval	Walworth was undrained marsh. This was interrupted by three areas of higher ground. Two of these were gravel islands, one at the junction of Newington Street, later Butts and the Walworth Road, and one on the site of the later St George's Circus. The third was a ridge of land later called the causeway, carrying the road to Southwark.	<i>Southwark, An Illustrated History, p13</i>
Late medieval 1066-1485	Domesday Book (1086) records that Walworth was in the possession of the Archbishop of Canterbury and held by Baynard; the revenue was for the monks' clothing. The manor included arable land and meadow, and a church (Darlington 1955, 81–90; Domesday, eds Williams and Martin 1992, 73).	4.2.10
13th C	The earliest record of Newington (Niwetun, meaning 'new town') is that in 1212 a church was held by Roger of Sussex, of the Archbishop (HEA 26). For as long as the manorial organisation functioned Newington remained a tithing of Walworth manor, while from the 13th century onward the manor of Walworth constituted the parish of St. Mary, Newington (Darlington 1955, 81–90). Apart from these settlements the parish comprised fields of varying sizes, with common land on the south and eastern edge.	4.2.13

Walworth Road - Historic Area Appraisal		
	The History of Walworth (research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1385	WALWORTH, SIR WILLIAM (d. 1385), Lord Mayor of London, belonged to a good Durham family. He was apprenticed to John Lovekyn, a member of the Fishmongers' Guild, and succeeded his master as alderman of Bridge ward in 1368, becoming sheriff in 1370 and Lord Mayor in 1374. He is said to have suppressed usury in the city during his term of office as Mayor. His name frequently figures as advancing loans to the king, and he supported John of Gaunt, Duke of Lancaster in the city, where there was a strong opposition to the King's uncle. His most famous exploit was his encounter with Wat Tyler in 1381, during his second term of office as Lord Mayor. In June of that year, when Tyler and his followers entered South London, Walworth defended London Bridge against them; he was with Richard II when he met the insurgents at Smithfield, and assisted in slaying their leader Wat Tyler, afterwards raising the city bodyguard in the King's defence; for which service he was rewarded by knighthood and a pension. He subsequently served on two commissions to restore the peace in the county of Kent. He died in 1385, and was buried in the church of St Michael, Crooked Lane, of which he was a considerable benefactor. Sir William Walworth was the most distinguished member of the Fishmongers' Gild, and he invariably figured in the pageants prepared by them when one of their members attained the mayoralty.	http://en.wikisource.org/wiki/1911_Encyclop%C3%A6dia_Britannica/Walworth,_Sir_William
1390s	Walworth's wife, Dame Margaret, survived him for eight years; her will, dated 12 January. 1393, being enrolled in the court of husting 20 July 1394 (Sharpe, <i>Calendar</i> , ii. 310–11). The property which she leaves does not include the manor of Walworth in Surrey, and she cannot be identified with that manorial family as is attempted by William Herbert (1771–1851) [q. v.], the historian of St. Michael's (pp. 162–3).	http://en.wikisource.org/wiki/Walworth,_William_%28DNB00%29
1485-present	Until the mid-18th century Walworth remained a discrete village, famous for its peaches and gardens (Darlington 1955, 81–90). The 1681 plan of the manor of Walworth (Fig 4) shows a field, at the centre of which is a clay pit. On Walworth Road, possibly just outside the western edge of the site, is what appears to be a moated enclosure, marked as 'Lord's Pound'. The deposit recorded as possibly medieval during investigations within the site (HEA 1c) may be the infill of the clay pit or a moat.	4.2.16

	Walworth Road - Historic Area Appraisal	
--	--	--

	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1629	Parradisus Terrestris' Earthly Paradise was published, praising 'the Newington Peach ripe about Bartholomewtide" 24th August. Local orchards, nurseries, greenhouses and flower gardens provided produce for central London.	<i>The Story of Walworth, 1993 ed</i>
1641	John Flaxman, a blacksmith set up a forge at the Elephant, becoming known as the white horse and shown in the 1681 map.	<i>The Story of Walworth, 1993 ed</i>
1673 - 1771	The 'poor rate' was collected from all households, to provide for the local poor, sick and unemployed. Ratebooks exist from 1673. In 1771, the Parish of St. Mary Newington was said to be 'burdened with numerous and expensive poor'. Consequently An Act of Parliament allowed Walworth Common to be let for building so that the rents could be used for the relief of the poor; as a result of this Walworth lost its principal open space.	<i>The Story of Walworth, 1993 ed</i>
1681	The 1681 map shows the nearest church to the site as that at Newington, to the north, which again suggests that this may have been the location of the church referred to in Domesday. Settlement is spread out along what is now Walworth Road, at the junction with Penrose Street and East Street immediately to the south-east. Walworth manor is shown as a group of buildings within a large enclosure.	4.2.12
1681	A map of Walworth made for the Dean and Chapter of Canterbury Cathedral outlines parish boundaries and land ownership with Walworth Street marked.	<i>Survey of London 1955 vol XXV</i>
1681	The junction of East Lane (Street) and (now) Penrose St and Walworth Street make up the centre of the village of Walworth.	
1681	A shortcut across the fields is used by the Archbishop of Canterbury and his household on the way to Lambeth Palace and to Westminster is marked as 'King's Highway'. This was replaced in 1751 by the New Kent Road.	<i>The Story of Walworth, 1993 ed</i>
1681	Though little development is shown on the 1681 plan, it is possible that there may have been tenements, workshops or other structures lining the Walworth Road. An archaeological investigation carried out in 2011 recorded medieval pits and pottery.	4.2.14
1686	Much of the land to the west of the Walworth Road was leased by Penton. In 1774 he got permission to begin to let some of his fields for building. This includes 140-152 Walworth Road.	<i>The Story of Walworth, 1993 ed</i>

Walworth Road - Historic Area Appraisal		
	The History of Walworth (research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1700s	"Walworth may be a place full of shops, a place full of hurley-burley of daily life as people come out and go about their business; the Walworth district may be full of endless terraces and blocks all monotonously the same; yet it is an historic place, once a village with a common and a manor, and the property of Canterbury Cathedral until 1862"	<i>Visions of Southwark</i> by Peter Marcan p 119
1700s	The Walworth Road split Walworth Manor. Except for the gradual increase in the amount of traffic down the Walworth Road, the district was very little affected by its proximity to London until the middle of the 18th century. It was famous for its peaches and its gardens.	<i>Survey of London 1955 vol XXV</i>
1710	"There is evidence to show that so far back as 1710 the sign of the old tavern by the gate was "Ye Old Red Lion" for, strange to relate, a couple of pewter pots bearing the name of Mrs Lyons, Walworth Road and dated 1710 were found embedded in mortar about 12 years since".	<i>South London Chronicle</i> October 15th 1887 (SHL)
1731 to 1767	After the formation of the London Road and the New Kent Road, the smithy became an inn and was renamed the Elephant & Castle.	<i>Survey of London 1955 vol XXV</i>
1746 Rocque	Rocque's map of 1746 (Fig 5) shows little change, except for the extension of the manor house (HEA 16), rebuilt entirely in 1786, and a garden, probably horticultural, covering the field in which the site lies. Between the manor house and the field is a lane, part of which forms the southern extent of Penton Place today. On the corner of Walworth Road and Penrose Street a block of buildings has replaced the three houses shown on the 1681 plan.	4.2.17
1746	Corn was grown in the fields and was taken to the nearby mill. Sheep, chickens and bees were kept. There is also reference to brewers, probably making beer from barley grown in the fields.	<i>The Story of Walworth, 1993 ed</i>
1746	There were two commons, Walworth Common (now the site of the Aylesbury Estate) and Lower Moor (now north of Lorrimore Square). In contrast to Walworth where the commons were built over, other London districts have been able to retain their ancient common land.	<i>The Story of Walworth, 1993 ed</i>
1746 map	The 'lords pound' is where the stray animals were kept.	<i>The Story of Walworth, 1993 ed</i>
1754	The formation of new roads brought new life and impetus to build with Henry Penton obtaining permission by an Act of Parliament to let land within Walworth Manor and to grant building leases.	<i>Survey of London 1955 vol XXV</i>

Walworth Road - Historic Area Assessment		
--	--	--

	The History of Walworth (research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1750s	In the C18 St George's Fields was where Southwark transformed into south London, where the vernacular met the polite, and the tanner met the rich man". St George's Fields, was marshland without good roads and provided the site for popular recreation at the "Dog and Duck" a modest spa and which became home to the King's Bench prison (1755/8) and later the Bethlem Asylum.	<i>The Small House in the C18th</i> by Peter Guillery
1760	The streets were first paved. But heavy iron-shod wagons rumble over the pavements, particularly at corners, so damaging the corners. Woolwich Arsenal provided defective cannons that were employed as street bollards.	<i>Walworth 1929-39</i> by LJ Carter
1761	Rocque map first shows the New Kent Road or a paved version of the Kings Highway which built after an 1751 Act of Parliament.	<i>Walworth 1929-39</i> by LJ Carter
1762	(Shopping) The fascia for shops came into its own after 1762, when a law was enacted in London prohibiting the hanging of signs, although inn keepers, pawnbrokers and barbers persisted in using them. By 1807 Southey could remark of London, "every shop has an inscription above it expressing the name of its owner, and that of his predecessor...and if the tradesman has the honour to serve any of the royal family, that is also mentioned, and the royal arms in a style of expensive carving are affixed over the door".	<i>English shops and shopping</i> by K A Morrison p42
1765	First reference to the Elephant & Castle pub in the 'Court Leet Book of the Manor of Walworth".	<i>The Story of Walworth, 1993</i> ed
1770	By 1770, half of Walworth Common land had been built upon by squatters. This increase in squatting gave an excuse to enclose the remainder, and an Act of Parliament was passed to build on it.	<i>South London Chron</i> October 15th 1889 (SHL)
1770s	With the help of some of the parish records we can see that in 1770 the first steps were taken towards enclosing the common. Eventually the common lands became vested in the hands of the trustees whose duty it was to see that the proceeds were appropriated to the relief of the poor	<i>South London Chron</i> October 15th 1889 (SHL)
1770s	A workhouse was built and Westmoreland Road was laid out; except for the Walworth Rd and Westmoreland Road frontages, no further building took place until after 1900.	<i>Walworth 1929-39</i> by LJ Carter

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1771	The opening of the Westminster Bridge in 1751 and then Blackfriars Bridge in 1769 provided an impetus for development, especially as the City of London owned much of the undeveloped land of St George's Fields. Not only was the motivation to improve communication through the provision of new roads enabling the flow of traffic into and out of the City across the marshlands but also to control development and make profit by opening up large tracts of land for suburban development to the south. (1 p153) In 1771 an obelisk was raised in the middle of St. George's Circus, signalling the opening of the new roads connecting the two bridges with Elephant & Castle and beyond. The name of Brass Crosby, then Lord Mayor, is inscribed. George Gwilt, surveyor to the County of Surrey and District Surveyor for the Parish of St. George wanted the development across St George's Fields to be carefully controlled. An Act of 1769 specified that houses on the new roads had to be set back and that their fronts had to be "Comfortable to the General Design". (p154)	<i>The Small House in the C18th</i> by Peter Guillery
1774	(Shopping) The London Building Act of 1774 limited projections to 10 inches (cornice 18 inches) in streets of 30 feet wide and 5 inches (cornices 13 inches) in narrower streets.	
1774	The Penton family obtained permission to begin to let some of his fields for building. This includes 140-152 Walworth Road. "Bricks for new houses could be made on the spot as he got permission to dig there for clay"	<i>The Story of Walworth, 1993</i> ed
1776	In 1776 James Maddock and his wife moved to Walworth setting up the Walworth Garden. Maddock may have leased the land from his friend John Wright who owned land he was selling off building plots in Kennington. In a "Companion from London to Brighthelmston" James Edwards records, "gardens belonging to Mr. Maddow, florist well-known to the curious in flowers throughout the kingdom." Immediately to the south was John Bendel's Montpelier Tea Gardens with about five acres of "trees, shrubs and other plants". According to Edwards, "larger companies resort there in the summer season" and "Gentlemen are served here with shrubs, flowers and seeds". In 1792 the Florist's Directory by James Maddock, Florist at Walworth was published. In 1798 Maddock moved and the nursery passed into the hands of rich relatives, Goring & Wright.	<i>Garden History, The Journal of the Garden History Society, Vol 19, no 2 Published 1991 (SHL)</i> <i>Illustrations from the 1792 Florist Directory</i>
1777	The system of street lighting and watch boxes (for the Turnpike Road) was reorganised from Newington Causeway to Walworth Bridge. There were 24 of each.	<i>Walworth 1929-39 by LJ Carter</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1779-1850	The Cuming Family lived at 3 Dean's Row, 196 Walworth Road.	
1780	In the 1780s this was still a pleasant country neighbourhood, famed mostly for its peaches and gardens, the homes of successful City men and their families. Even in 1808 the Walworth Road was lined by elegant mansions, even though large numbers of small houses were beginning to appear, obliterating the earlier gardens and fields. After 1820 the pace of development was rapid.	<i>Walworth 1929-39 by LJ Carter</i>
1780s	Manor Row (now Place), Amelia Row (now Street) and Penton Place were the first lateral roads to be laid out, running from the Walworth Road. Most of the original 18C houses were replaced in the 1880s and 90s.	<i>Survey of London 1955 vol XXV</i>
1782 - 1870	Aged 5, Richard Cuming started his collection with some fossils and an old coin. In 1902 Henry Syer, his son left his collections and library to the Borough of Southwark, together with the money for a museum which opened in 1906.	<i>The Story of Walworth, 1993 ed</i>
1786	The old manor house was demolished.	<i>The Story of Walworth, 1993 ed</i>
1789	"The Hothouse Gardener" was published by John Abercrombie of Newington Butts, a book on growing pineapples, early grapes, peaches and nectarines. 'Walworth Garden' was on the site of Sutherland Square. J Maddock and Son published "The Florist's Directory". 'Some of Walworth's Gardens were pleasure grounds for local public use and that of visitors from the centre of the city eg Beehive Tea Gardens and Montpelier Tavern and Tea Gardens.	<i>The Story of Walworth, 1993 ed</i>
1793-1799	140-152 Walworth Road built. The pediment with the medallion was once the centre of a longer terrace. When built these were the elegant homes of well-to-do people with servants. New bridges and improved roads made it easier for successful businessmen and professionals to live out of London and commute daily by carriage or coach into town. Designed by architect Francis Hurlblatt for Henry Penton.	<i>The Story of Walworth, 1993 ed</i>

	Walworth Road - Historic Area Assessment	
--	---	--

	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1797	<p>In 1797 Samuel Curtis assumed the copyright of the 'Florist's Directory' and issued the 'Beauties of Flora' - a series of two very fine coloured engravings of the florist's flowers, including two plates of dahlias from Curtis' own collection grown in Walworth. The drawings were by Thomas Baxter and Clara Maria Pope.</p> <p>After 1815 the fate of the nursery is unclear but it re-emerged in the 1830s when it was held by Henry Groom before he moved to Clapham in 1843.</p> <p>Five years after arriving in Walworth, Curtis bought a huge property in Glazenwood and filled it with spectacular flowering shrubs. Fascinated by magnolias and camellias, he published his most famous work, "The Monograph of the Genus Camilla," also illustrated by Baxter and Pope. Curtis eventually bought a garden in La Chaire on the island of Jersey, filling it with a diversity of subtropical plants.</p>	<p><i>Garden History, The Journal of the Garden History Society, Vol 19, no 2 Published 1991 (SHL)</i></p> <p><i>Illustrations from the 1792 Florist Directory</i></p>
1796	A survey was made for the "Parish of Elephant and Castle". Along the Walworth Road, gardens predominate along the road, with fields in the hinterland.	<i>Survey of London 1955 vol XXV</i>
1799	Horwood's map of 1799 (revised 1813; Fig 6) shows terraces of houses lining the semi-formal network of roads, which at least partially respect earlier field boundaries. Pockets of agricultural and horticultural land and orchards still existed between them.	4.2.19
1799	In the 18th C one left Walworth to the south by crossing a bridge into Camberwell and passing the Camberwell Windmill.	<i>Walworth 1929-39 by LJ Carter</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth (research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
	History of Walworth - 1800 to 1900	
1800	In 1800, horse drawn carriages were setting off almost hourly on weekdays and also on Sunday afternoons from the Old Red Lion to take passengers to the City.	<i>The Story of Walworth, 1993 ed. More p11</i>
Early 1800s	(Shopping) Roller blinds or awnings had been introduced in the early C19th, both to keep goods cool and to shelter window shoppers from the elements. They were generally housed behind the cornice	
Early 1800s	(Shopping) "In the 1830s and 1840s most shop fitters opted for classical designs. Delicate Georgian ornamentation and Regency simplicity gave way to sturdy neoclassical forms involving the bold	<i>English Shops and Shopping by K A Morrison p48</i>
Early 1800s	Walworth lists many 'academies for young gentlemen' and 'boarding schools for young ladies'. This gives some idea of the class of people who lived in Walworth at this time.	<i>The Story of Walworth, 1993 ed. More p11</i>
Early 1800s	The Horse & Groom, at the corner of Penrose Street and the Walworth Road dates back to the same period and originally has stables at the rear.	<i>The Story of Walworth, 1993 ed. More p11</i>
Early 1800s	There was a King's Head (approx. 1760-1800) when George III was King. The pub had a courtyard where customers could sit out on a summer evening. It was rebuilt in the 1880s over the former courtyard. The coloured tile picture to the side of the entrance shows a scene from a Shakespeare play, Henry VIII: the King with Ann Boleyn.	<i>The Story of Walworth, 1993 ed. More p11</i>
1800s	(Shopping) The retail shop was not a Victorian invention but this was the era of its most rapid development. In 1849 an architect was already writing of the tendency in the suburbs for shop fronts to be clapped onto the front gardens of houses: "one by one each house casts a proboscis forth in the shape of a long, low, narrow shop, covering the dull patch that was once dignified as the front garden"	<i>p148 HJ Dyos Victorian Suburb, A Study of the growth of Camberwell</i>
1800s	"Most of the old houses standing in Walworth Road are rather run down and hidden behind shops that have been built in what were once their old front gardens".	<i>The Story of Walworth, 1993 ed</i>
1800s	(Shopping) With improved suburban communications, the long arms of the new departmental stores of Central London easily reached the metropolitan suburbs, and the multiple stores brought them a brand new organisation in terms of grocery, meat, footwear, chemists goods, confectionery, tobacco, and a number of other trades.	<i>p148 HJ Dyos Victorian Suburb, A Study of the growth of Camberwell</i>

	Walworth Road - Historic Area Assessment	
--	---	--

	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1800s	(Shopping) This was a trend which was enormously accelerated in the second half of the C19th, when the distributive system was being influenced by the new wealth and tastes of an industrial society living in towns and their suburbs. As late as 1888, Thorold Rogers was able to speak of "the epoch of shops" as being a comparatively recent phenomenon. This was the period in which the retail shop was displacing the itinerant dealer, the market stall-holder, the wholesaler, and the craftsman. The shops themselves were becoming more specialised and shop keepers less skilled and their organisation more complex.	<i>p148 HJ Dyos Victorian Suburb, A Study of the growth of Camberwell Source - JB Jeffrey's Retail Trading in Britain 1850-1890 (1954) and FG Pennance and BS Yamey Competition in the Retail Grocery Trade 1850-1939. Booth's notes on retail trade -</i>
1800s	Part of the Walworth Road became a high pavement with steps leading down to the road.	<i>Walworth 1929-39 by LJ Carter</i>
1800s	"There is actually one large front garden still to be seen in Walworth Road in front of the Old Police station."	<i>The Story of Walworth, 1993 ed. More p9</i>
1800s	The people were extremely poor. Most had no fixed income and lived solely on what they could earn each day. The relatively well-to-do who constituted the local aristocracy were no more than porters and carriers at the Bricklayers Arms station.	<i>Walworth 1929-39 by LJ Carter</i>
1800s	"Mr Keane a local landowner and landlord of the Beehive Tavern built a terrace of houses known as Keen's Row , in Walworth Road. For himself he built a larger residence, Walworth House set back from the road with an extra long garden. Later it became home of Dr Carter who allowed Carter Street to be cut through his land. About 1860 Walworth House became a Police Station and was rebuilt."	<i>The Story of Walworth, 1993 ed.</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1800-1853	The extent of the burial ground, in use from c 1800 to 1853, is not known. Human remains are likely to have been removed by the construction of the central area of the tipping hall, the stables and the railway dock. Though archaeological monitoring of geotechnical investigations within the site in 2012 did not encounter any human remains the boreholes were placed for geotechnical purposes and only three were situated within the projected boundaries of the burial ground (Fig 3) and one of these may have been drilled through a later, deep feature. Given the size of the site, and the development history human remains may exist in other areas of the site, particularly in a north-south strip on the eastern side of the site, between Occupation Road and the dock area, which has never been built on. Any burials would be of high significance, derived from their evidential and historic values, with potential to inform on anatomical practices and diseases of this period and how they were treated.	5.3.6 Manor Place terrace opposite to the church
1801	At the time of the first census, there were 14,847 people living in the Parish of St Mary Newington. By 1881 it was 107,850. By 1901 it was 122,172. To accommodate this population, the whole area became a maze of narrow streets with almost no open space and often whole families lived in one room. Walworth had changed from a residential neighbourhood with pleasure gardens into a part of the inner city. People moved out to Walworth as the centre of the City became filled with factories, railways and warehouses. The well to do middle classes moved out.	<i>The Story of Walworth, 1993 ed. More p11</i>
1802	Work started on the Grand Surrey Canal. The cut to Camberwell Road was opened in 1811. Cargoes consisted mainly of market garden produce, though the canal also provided bathing and fishing. Fishing tickets were issued in 1812. Sawmills came in the 1850-60s. By 1884 all the open meadow land had been swallowed up by buildings, causing the market garden trade to disappear; as a result the canal was used for transporting coal, grain, timber and building material.	<i>Walworth 1929-39 by LJ Carter</i>

	Walworth Road - Historic Area Assessment	
--	---	--

	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (<i>Shopping</i>)	Reference
1803	On Harford Lane is St John's Chapel, established c 1800 (Webb & Robinson 1997, entry 85) and, according to the Surrey Religious Census of 1851, a Calvinistic Methodist chapel in the Countess of Huntingdon's Connexion (Webb and Robinson 1997, ref 85). A burial ground was probably established at the same time: in 1843 a court case was brought against the minister of the chapel, Rev. Isaac Bridgeman, and his medical student son who were charged with stealing the remains of a man who had been buried in the chapel burial ground in 1803 (The Spectator, 1843).	4.2.24
1808	Walworth Road was described a "lined by elegant mansions".	Survey of London 1955 vol XXV
1814	(Shopping) In the 18thC and early 19thC not enough coins were being minted and so local tradesmen issued their own.	Walworth 1929-39 by LJ Carter
1820	"After 1820 building proceeded apace".	
1820s	Development usually followed the shape of the old field boundaries (and names). With one or two exceptions, little attempt was made to make relationships between groups of buildings.	Survey of London 1955 vol XXV
1820s	By 1820 the population had gone up four-fold. With it came suburban sprawl, with the result that the well-to-do left the area and moved farther out.	Walworth 1929-39 by LJ Carter
1824	Gas street lamps started to appear over a period of 9 years, the gas being provided by a number of different companies. Gas was not installed into private houses until 1842. Gas street lighting was replaced by electric in the 1930s.	Walworth 1929-39 by LJ Carter
1825	St Peter's Walworth which was designed by Sir John Soane had been completed. It was one of the churches erected in the new suburbs and was built when Walworth was developing as an elegant Georgian suburb, and there was no longer room for everyone in St Mary's Newington. Other neighbouring churches included Holy Trinity, St George's and St. Mary's. All were classical in style.	
1829	Horse drawn public buses were introduced to London. By 1833 100 were licensed to travel down the Walworth Road.	

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1830s	Filling in and covering the local rivers of South London started in the 18C but by c1839 the Local Authorities became alarmed at the prospect of another Great Plaque and so drew up plans to incorporate the rivers into the new sewerage system incorporating the River Neckinger (at the Elephant & Castle). In the 1930s plans to extend the tube line along the Walworth Road to Camberwell Green were rejected, on account of the costs associated with boring a tunnel and to the large volume of underground streams found along the way.	<i>Walworth 1929-39 by LJ Carter</i>
1838	Construction of the railway line through Walworth which was originally owned by The London & Greenwich Railway commenced. It ran from London Bridge to Greenwich. It was thought that the arches could be let at vast profit, made into 6 room dwellings and warmed by gas. The concept proved to be a disaster as they leaked so badly. As land was obtained, the poor were displaced from their homes, impacting on local overcrowding. Below the viaducts was a footpath. Pedestrians were allowed to use this for one penny per time. The space on each side of the arches was designed to take a roadway, path and trees. The railway first opened in 1836.	<i>Walworth 1929-39 by LJ Carter 1838 image of the viaducts</i>
1838	(Shopping) The name plate above Schwar & Co is in old style gold lettering under glass. The business was established in 1838.	<i>English shops and shopping by K A Morrison p51</i>
1839	Inside St Peter's Church the white marble font was made by local firm Garland and Fildwick (located behind Crosby Row).	<i>Southwark Remembered P86</i>
1840s	(Shopping) Shops still opened late, usually until 8 or 9 o'clock at night, depending on the season, although the early closing movement which originated in 1842 was gaining ground.	<i>English shops and shopping by K A Morrison p50</i>
1840	(Shopping) When the author and lithographer Nathaniel Whittcock wrote his book on shopfront design in 1840, he complained about the lack of invention amongst London shopfronts, and the tendency for shopkeepers to imitate one another's designs rather than express their individual character.	<i>English shops and shopping by K A Morrison p47</i>
1840	The workhouse at Camberwell Toll Gate had become inadequate. There were so many poor that another site was needed to house them. In 1852 another workhouse opened at the Walworth Villa Estate, once part of Walworth Common. There was a scandal in 1857 when it was discovered that bodies of paupers were being sent to the Anatomy School at St Guy's for dissection.	

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1842	Sutherland Chapel was built (it closed in 1904).	<i>Visions of Southwark by Peter Marcan</i>
1844	(Shopping) Baldwin & Son was founded by George Baldwin in 1844.	
1845	Ladies and gentlemen who could afford the subscription could join the Walworth Library and Scientific Institution, which had a library and a meeting room in Manor Place and a lecture hall in Carter Street. There was also a Newington Working Men's' Association (1854) hosting adult education classes.	<i>The Story of Walworth, 1993 ed.</i>
1849	There was an outbreak of cholera in Newington, as a result of a lack of proper drainage or sanitation. The surrounding areas were damp and low lying. By 1900 however Newington was "one of the healthiest parishes in London."	<i>The Story of Walworth, 1993 ed. P47</i>
1850/60	(Shopping) The availability of relatively inexpensive sheet and plate glass had revolutionised shopfront design in the metropolis. In 1832 the Chance brothers of Birmingham introduced the mass production of German sheet glass to England, using the cylinder process to produce panes measuring 4 feet x 3 feet. The window tax was repealed in 1851.	<i>English shops and shopping by K A Morrison p46</i>
1850/60	(Shopping) "Before long, prominent classical columns were ousted by simple pilasters, and full entablatures gave way to fascias that terminated in consoles (or blocks supported by brackets).... Individual window panes became taller and narrower in the 1850s and 1860s, commonly measuring 7 to 8 feet high by 3 to 4 feet wide...Horizontal glazing bars could be reduced to mere headings, and on occasion two panes of glass were butted together without a glazing bar.	<i>English shops and shopping by K A Morrison p50</i>
1850	Around 1850 it was decided to do away with all the Terraces and Places and to re-number the streets. In July 1937, 90 more names were changed.	<i>Walworth 1929-39 by LJ Carter</i>
1856	The lease of the Walworth House building and grounds was bought for a police station in Walworth. In 1861 the rear land was sold to the London, Chatham and Dover Railway for the building of the viaduct on the condition that the arches could be used by the Police. In 1910 the present building in Carter Street was finished.	<i>Southwark Revisited by JD Beasley.</i>
1860	The Faversham – Canterbury line opened.	

Walworth Road - Historic Area Assessment		
--	--	--

	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1860	St John's Larcom Street was built in the Gothic style by architect Henry Jarvis. In the absence of the welfare state, the church was concerned by the plight of the poor in Walworth. In the 1890s Arthur Jefferson, an energetic vicar ran a day nursery, an unemployment registry, country homes for poor children and provided 'penny weddings' in the parish.	<i>The Story of Walworth, 1993 ed.</i>
1860	The Walworth Road stink pipe from the sewer was installed (there is another at Addington Square and the Albany Road).	<i>Walworth, Now & Then?</i>
1861	The route to Victoria station opened.	
1862	1862 Canterbury Cathedral gave their land in Walworth to The Church Commissioners.	<i>Southwark website</i>
1862	Camberwell New Road Railway Station opened 6 October 1862 (it later closed in 1916).	
1862	Walworth Road Railway Station opened in 1862 (it also was closed in 1916).	
1862	The Elephant & Castle railway station opened and was served by the London, Chatham and Dover Line. It was popular because it was much cheaper than horse drawn carriages. The line took commuters into and out of town and brought workers into and around the Grand Surrey Canal.	<i>Elephant & Castle: a history</i>
1864	The railway reached London when the line from Herne Hill to Blackfriars Bridge station (south of the river), was extended from Elephant & Castle.	
1865	Tollgates were abolished by an Act of Parliament.	<i>Elephant & Castle: a history</i>
1865	The Vestry Hall designed by architect Henry Jarvis opened. The site had belonged to the Fishmonger's Company of the City of London.	
1866	On October 17th 1866 , the toll gate (which had been in several locations) was finally removed from the Walworth Road.	<i>South London Chronicle October 15th 1887 (SHL)</i>
1866	1866 St John's School opened.	<i>Southwark website</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1870s	(Shopping) Transom lights were widely adopted in the 1870s to hide the internal gas lamps installed to illuminate window displays after dark. They were usually fitted with decorative glass, concealing the light fittings from view yet allowing daylight to filter into the shop above the display. The heat generated by window lamps made it all the more important to insert metal grills above transom lights...large ventilation grills on food shops could be highly decorative.	<i>English shops and shopping by K A Morrison p54</i>
1870	Education was made compulsory for all children; as a result, many local schools were built by The London School Board.	
1871	Horse drawn trams appear on the Walworth Road	<i>Elephant & Castle: a history</i>
1871	Manor Place Depot. In 1871, the railway company leased the land to the Vestry of St Mary's Newington to serve as a waste depot for the growing parish (Beckett-Doyle 2003; 13). The centre of the site is shown as an empty space with just a few trees. In the south-eastern corner of the site, in the area that was possibly formerly arable land there are now various buildings and outhouses. These may be workshops though the street name, Manor Mews (now Occupation Road) suggests at least some are coach houses and stabling. Just outside the south-eastern corner of the site the Walworth Road has been straightened resulting in the loss of the houses on the very corner and the addition, within the site, of rear yards to houses on Penrose Street (formerly Harford Lane).	4.2.24
1871	From 1871 when the tramlines were laid, the authorities tried to keep East Street barrows off the main road as they caused too much congestion. There were many protests but, when the electric trams arrived, the traders were finally forced to keep to East Street and Westmoreland Road.	<i>Elephant & Castle: a history</i>
1872	The Surrey Gardens were sold. Walworth's population had increased so much that all of its land was now wanted for building.	<i>Elephant & Castle: a history</i>
1872 -1907	Yates' speculative building projects began in 1867; he acquired leases, took out mortgages, completed the buildings and let them out thereby accumulating wealth and the confidence with investors to take out future loans for new projects. "The final tally of houses built by Edward Yates was just over 2,500. His estate was valued after his death in 1907 at a little short of a million pounds".	<i>Exploring the past: essays in urban history by H J Dyos p182</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1872 -1907	Yates raised mortgages from clergymen (13%), Army professionals (4%) widows and spinsters 20%, executors and trustees (30%), private lenders (14%) and many from outside London	<i>p185</i>
1872 -1907	"After the Old Kent Road (Surrey Square) Yates turned back on the Walworth Road, where he established the yard that lasted until his building work was done, just opposite the Vestry Hall and the estate he began to develop along Larcom Street."	<i>p185</i>
1872 -1907	"Suddenly we see something we had probably hardly noticed before - a sense of proportion, a quiet delight in ordinary craftsmanship, a dignity that belonged in some degree to houses of a very ordinary kind".	<i>p189</i>
1872 -1907	c1875."Everyone of Yates' estates at this point were within ten or fifteen minutes' walking distance of his office and yard in the Walworth Road which was at the heart of an area which, at the time, was rapidly being populated by the lower-middle and working classes."	<i>p187</i>
1872 -1907	Yates sought to protect his property from the contagion of non-residential use and strongly resisted all proposals by local authorities to build casual wards or Board schools adjoining his properties, and campaigned against anything that might increase his rates, such as the proposal to introduce electric-lighting to the streets of Newington in 1882.	<i>p187</i>
1873	The Police Station in Rodney Road at the corner of Flint Street was erected to meet the need for a police station at Locksfields. Adjoining its walls was the only public urinal for miles around. It was closed in 1932 because of reorganisation of the Police divisions South of the Thames.	<i>Walworth 1929-39 by LJ Carter</i>
1875	East Street Baptist Church was erected. The Richmond Street Mission and Schools were established 1859, erected 1875. They were founded by John Dunn, a follower of Spurgeon.	
1876	Edward Yates built Larcom Street, Aldridge, Darwin and Chatham Street.	<i>The Story of Walworth, 1993 ed. More p11</i>
1877	There were 1,000 inmates at the workhouse (on Walworth Common) and name was changed to the Newington Infirmary. The word work house was abolished in 1914, but men were still accepted until 1930.	<i>Walworth 1929-39 by LJ Carter p129</i>
1878	The London, Chatham & Dover and the London & Greenwich Railways amalgamated under the banner of the South Eastern and Chatham Company.	<i>Walworth 1929-39 by LJ Carter</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1887	A view of 22 years ago "Some views of the old house represent the Red Lion as a thoroughly suburban wayside inn - a two storied houses with steep sloping red tiled roofs and entered from the front by a short flight of steps. Several trees, a horse trough, sign board, and old fashioned settles add to the country-like aspect of the spot. The old tollgate with the toll-keepers house, hard by the present site office of this paper" South London Chronicle October 15th 1889 (SHL)	South London Chronicle October 15th 1887 (SHL)
1887	About Walworth Common. "It is only within the last twenty years that the old streets and small dilapidated houses on the common have disappeared and made way for the hundreds of modern-built houses now found all over the estate.	South London Chronicle October 15th 1887 (SHL)
1887	"Queen's Row was once a somewhat aristocratic quarter, but though the old name and the old houses still remain, the neighbourhood has lost its quality"	South London Chronicle October 15th 1887 (SHL)
1880s	By 1880 the whole area was closely packed with streets of working-class houses. Shops and sheds were built over the gardens allowed by an earlier and more generous age, and the London, Chatham and Dover Railway running parallel to the Walworth Road up to the Elephant & Castle Station, added to the jumble of bricks and mortar which Walworth had by then become.	Survey of London 1955 vol XXV P84
1880s	In the 1880s, the question of increasing poverty in an increasingly wealthy Industrial-age Britain was becoming more central to citizens, politicians and philanthropists. A series of riots and sensational journalism sparked fears of social unrest. Charles Booth encountered the squalid conditions of London neighbourhoods while campaigning for an unsuccessful Parliamentary bid in 1865. His continuing involvement in social services left Booth dismayed, in particular, at the lack of basic knowledge about the extent and distribution of poverty in London. In 1885 Booth contested the results of a report on poverty by Henry Hyndman of the Social Democratic Federation, who reported that 25% of Londoners lived in abject poverty. Booth thought the rate was lower and decided to determine for himself the state of employment in London. This began a twelve year project in which he and the research team he assembled systematically gathered and mapped living conditions of first, London's East End, and later the entire city. He concluded that the rate of extreme poverty was 31% which he revised a decade later to 35%.	http://www.csiss.org/classics/content/45

	Walworth Road - Historic Area Assessment	
--	---	--

	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1880s	Development followed the shape of the old field boundaries. Shops and sheds were built on existing gardens. The railway line added to the jumble of bricks and mortar which the whole district had become. By then all traces of a suburban atmosphere and rural charm had departed. Every square yard had been built over.	<i>Walworth 1929-39 by LJ Carter</i>
1883	The Metropolitan Street Improvements Act was passed in 1883. The widening of the Walworth Road between Hampton Street and Thomas Place on the east side (now nos 82-96) is approved for the London, Chatham & Dover Railway. As early as 1876 the Vestry had complained of congestion as a consequence of the narrowness of the road, exacerbated by the arrival of the trams. It was proposed to widen the road by 20 feet to 60 feet. The work was completed and opened in June 1888, including widening the railway bridge. Land along the road was resold to offset the overall cost of the project £64,831.	<i>SHL</i>
1885	Undergraduates at Cambridge university , aware of the settlement at Toynbee Hall in the east end established an idea to work in South London. In 1886 religious services started in a disused factory near Elsted street, but they also set up many recreational and sporting clubs. The church and Prior Hall was dedicated in 1909.	
1890	1890 and 1906 the Underground arrived at Elephant & Castle; firstly with the Northern line and later the Bakerloo line.	
1890s	(Shopping) The open shopfronts of butchers, fishmongers, dairymen and greengrocers had always been different from those selling non-perishable commodities. These traders adopted large double hung sash windows in the late Georgian period and adhered to that format until new standards of hygiene were imposed in the 1950s.	<i>English shops and shopping by K A Morrison p54</i>
1890s	(Shopping) The impression of hygiene in these shops was enhanced in the late Victorian period, when it became usual to clad pilasters and stall risers in glazed bricks or tiles, often decorated with swags or cornucopia, and with the name of the proprietor.	<i>English shops and shopping by K A Morrison p54</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1890s	(Ref Booth Poverty Maps) "The marked feature is the deterioration of the red and pink streets. Red has become pink...Many of the pink streets have a mixture of the poor class. The original 1d train fare was from Westminster Bridge to Camberwell Gate; beyond it was 2d: now the 1d fare runs to Camberwell Green. No doubt this has taken the poorer working class further afield. The poorest is Montpelier Street...where the influence of the 3rd rate Music Hall has been felt and also Empress Road where there is a rough common Lodging House.	<i>Charles Booth diaries B365 p91 from LSE online archive</i>
1890s	(Ref Booth Poverty Maps)"Immigration of the fairly comfortable". As for the richer parts of the district the red has gone forever: a little remains in Lorrimore Square, Sutherland Square and Grosvenor Square but there are more homes in all of them that do not keep servants. The pink of the centre of the district remains but there is an ever broadening of the band of purple round it. " Vestry slack". The Vestry is not remarkable for the care bestowed on street cleaning. The poor streets, especially the Sultan St area have an undue share of unswept garbage. "Drink among women" There is more drinking as the district become poorer. Notices especially an increase among women of the working class. Never seen a child drunk.	<i>Sutherland square and south to Camberwell: Charles Booth diaries B365 p107 from LSE online archive</i>
1890s	(Ref Booth Poverty Maps) Mount Street: 3 & 2 storeys. Small shops at south west end, rag bone and bottle dealer, fish supper bar, barber and shaving, haircutting, powder d'amour for the complexion.	
1890s	(Ref Booth Poverty Maps) Queens Row: 3 storey old houses: Homeworkers: whirr of sewing machines.	
1890s	(Ref Booth Poverty Maps) "Coster streets and coster habits" Wooler Street: these are all coster streets: mess in the road: women and men ; men buy in the Borough Market and sell all over London; a few buy in Covent Garden; women for the most part work in R Whites Ginger beer and mineral water factory, a rough poor class with white or sackcloth aprons: they go fruit and hop picking in the summer and autumn. The streets are full of barrows, open front doors leading to a backyard where a pony or donkey is kept. Windows broken, dirty, children dirty.... told the usual tale of a Coster street, they make a lot of money to spend so freely that they have to borrow each week to buy their stock for Saturday: they borrow from more careful Costers and not from outside lenders.	<i>Charles Booth diaries B365 p123 from LSE online archive</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1890s	(Ref Booth Poverty Maps) Red Lion Mews: all Costers: fair class: the yard is used as a common house by the inhabitants: five of them had kindled a wood fire cooking their dinners over it: earn good money but spend it quickly.	Charles Booth diaries B365 p115 from LSE online archive
1890s	(Ref Booth Poverty Maps) Surrey Grove and Kinglake Street. The fairly comfortable are city workers, warehouse men and a few clerks and cab owners and the better paid of the railwaymen; guards. foremen and engine drivers; the poor are Costers, railway labourers cabyard men; the majority of the poor are Costers - men who make good money but do not bring it home. The older houses belong to the decade before 1820 the majority of later date, between 1840 and 1860. Yellow brick fairly built.	Charles Booth diaries B365 p141 from LSE online archive
1890s	(Ref Booth Poverty Maps) 1890s Charles Booth writes in his diary of East Street, "2 and 3 storey. Cobbled paved. 3rd rate shops on either side of the road as far as South Street. Going down. Not so busy as it used to be. Is busiest on Sunday mornings when all shops are open and the place is filled with hawkers, quack doctors, all sorts, "You could walk on the heads of the people there is such a crowd". Booth diaries B365 p131 from LSE archive	Charles Booth diaries B365 p131 from LSE online archive
1890s	(Ref Booth Poverty Maps) All Pullens buildings built of yellow brick ornamental stone over doors. Four storied well-built and dull. Iliffe Street, same and still building and old Mr Pullen in a top hat was on a scaffolding superintending: walls flush with the pavement but protected with iron railings from the street: many police from East Whitehall, Lambeth Divisions living here: "occupied before the paper is dry on the walls" Sergeant Simon Wicks lives in one set: rent 8d per week for 3 rooms kitchen and scullery plus 6d which is charged for cleaning the stairs and gas: each incomer has to make a deposit of 24s which is an effectual bar to any poor tenants: two years ago the rent was only 7d and 6d for the stairs and gas.	Charles Booth diaries B365 p61 from LSE online archive
1890s	Road widening at the Elephant & Castle was first proposed owing to traffic congestion but the costs were considered prohibitive. 1930s' plans were again shelved due to costs. Pre-war fire damage gave the opportunity for comprehensive re-development with a number of plans being proposed by the LCC and these were finally realised in late 1950s and early 1960s including the development of the Shopping Centre.	Elephant & Castle: a history

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1892	The Huntsman and Hounds Public House was built in Elsted St and described as "grandiose and confident".	<i>Visions of Southwark by Peter Marcan</i>
1893	The Ordnance Survey 2nd edition 5ft: 1mile map of 1893–4 (Fig 8) shows dwellings fronting Manor Place have lost the ends of their gardens. In the north-eastern corner it appears that the earlier building has been demolished and replaced with the 'Coroners' Court & Mortuary'. In the south-eastern corner of the site dwellings have also lost the ends of their gardens and there has been considerable building activity, of sheds and warehouses connected with the depot. A siding has been constructed parallel to the viaduct. This was made of timber, and was completed in 1873 with a timber jetty for a steam crane to raise and lower railway vans between siding and the railway dock in the depot. The hoist was replaced with a hydraulic lift in 1878–9 (Beckett-Doyle 2003; 13), indicated on the OS map by a faint dotted square next to W.M., a weighing machine.	4.2.27
1893	Some of the changes on the 1893–4 OS map reflect preparation for the construction of the existing Baths, the foundation stone for which was laid in 1895. Built by E B I'Anson and Balaam Brothers, builders, for the Vestry of St Mary Newington, they were opened in 1898. The souvenir booklet produced for the opening provides a detailed plan of the whole site (Fig 9, PSMN 1898). On Manor Place are public wash houses, the men's first class swimming pool, and slipper baths. Along the western edge of the site are the ladies' swimming pool, slipper baths, and the men's second class pool. A basement extended under the whole of the Baths, housing the boilers, a coal store, smiths' workshop, engine and dynamo room, laundry, accumulator and staff rooms as well as 'subways' around all the pools to facilitate repair of the pipes (PSMN 1898, 34). The ladies' and men's second class pools were demolished in 1979 and their remains were encountered during archaeological monitoring (HEA 1c). The building for the men's first class pool and slipper baths is extant and currently being used as a storage and vehicle depot for the London Borough of Southwark (HEA 1a).	4.2.28
1893	The Newington Library opened, after a campaign when local ratepayers were convinced of Newington's need for a public library. The architect was Edward I'Anson.	<i>The Story of Walworth, 1993 ed.</i>
1895	List entry Number: 1385689 Baths, now storage depot and offices for the Borough's Division of Public Works. Dated 1895 on a plaque in the main stair hall. By EB I'Anson; Balaam Brothers, builders. For the Parish of St Mary Newington, LJ Dunham was the parish clerk	4.2.29

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1897	The Elephant & Castle pub was rebuilt.	<i>Elephant & Castle: a history</i>
1898	The Manor Place Baths was opened by the Newington Vestry for bathing, swimming and water polo. In the winter the pool was covered for boxing matches. The pool closed in 1978.	<i>The Story of Walworth, 1993 ed.</i>
1898	The 1898 plan shows various buildings lining Occupation Road including a disinfecting chamber through which people who had come to see their relatives at the coroners' court and mortuary had to pass (Beckett-Doyle 2003; 22).	4.2.30
1898	In the parish waste depot, waste collected from the parish was sorted into either dust that was then sifted in the sheds, or wet waste which was deposited into the slop bays where it fermented into 'Newington Mix'. This was then shovelled into the vans which circulated around the railway dock on a sunken track before being hoisted up onto the railway siding and sent to Kentish farmers for fertilising their fields. The dust was similarly transported to Kentish brickworks (Beckett-Doyle 2003; 13–14, 37–38).	4.2.30
Late 1800s	East Street Market. First established to sell the fruit and veg grown locally in the market gardens around Walworth. Not confined to the side streets, the stalls also occupied the Walworth Road and Newington Butts. Probably began in 1860s when the Walworth Common Estate was developed. Moved off the Walworth Road into Westmoreland and East Street only in 1871 (when the trams arrived). The parallel but smaller market in Westmoreland Road was so close it was almost part of East Lane market. Until just before the war it was still paved with cobble stones. Shoppers moving between the two markets could pause midway to hear speakers holding forth from small rostrums on the corner of Liverpool Grove immediately before St Peter's Church. There might even be a band or a contortionist.	<i>The Story of Walworth, 1993 ed.</i>
History of Walworth - post 1900		
Early 1900s	The Rev J W Horsley cleared the crypt to make room for 'an early meals service and converted the vicarage garden into a small zoo, hence its name "Monkey Park"'.	
1900	The Metropolitan Borough of Southwark was formed (from the four parishes of Newington, St Saviours, St George the Martyr and Christchurch).	<i>The Story of Walworth, 1993 ed.</i>
1900	By 1900 Newington had become one of the healthiest parishes in London	Southwark Old and New by R W Bowers/ The Story of Walworth

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1901	By 1901 the population of the area was 122,172. Consequently, to accommodate this population, the whole area became a maze of narrow streets with almost no open space. Walworth had changed from a residential neighbourhood with pleasure gardens into a part of the inner city. People moved into Walworth as the centre of the City became filled with factories, railways and warehouses. The well to do middle classes moved out of Walworth to less crowded places. Their houses were filled with families often living in one room. On the main roads, front gardens were filled with shops. The population was working class or very poor. Children had nowhere to play.	<i>Elephant & Castle: a history</i>
1901	The 1901 census revealed that the population of the newly formed Metropolitan Borough of Southwark had reached an all time peak at 202,479. Of these a thousand local residents were be classified as immigrants along with 2,000 Irish of whom half had been born in England and thought of themselves as "Catholic Cockneys".	<i>Southwark Past by Richard Tames</i>
1901	Southwark's neighbourhoods constituted an agglomeration of highly localised communities of streets and blocks and courts and alleys, a massive urban village organised around an interlocking support network of local families and the shops and markets they patronised. Public houses were crucial as arenas for socialising, singing songs, gossip and displays of talent, dress or all too temporary wealth; they also functioned as a basis for sports teams, outings, whip-rounds and illegal betting and the place where casual or outdoor workers were paid off and work of varying degrees of honesty might be found. Within the general populace a discernible "Pearly" sub-culture, peculiar to the costermongers and their families also existed.	<i>Southwark Past by Richard Tames</i>
1902	Herbert Morrison House was built as the Browning Club and Tavern, a social and educational centre and an alternative to the local pubs as it sold coffee!	<i>The Story of Walworth, 1993 ed.</i>
1903/09	ECE (Ecclesiastical Commissioners of England) build housing around St. Peter's Church which is supervised and supported by Octavia Hill and constructed by Cluttons.	
1906	The Refuse Department's Manor Place Depot behind the swimming baths installed machines to crush organic refuse into fertiliser.	<i>The Story of Walworth, 1993 ed.</i>
1903/4	The move to motor buses and the development of London County Council electric trams began to allow everyone to travel more cheaply to work.	<i>The Story of Walworth, 1993 ed.</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1906-8	The newly built Edwardian shopping terrace on the Walworth Road is described as "flamboyant".	<i>Visions of Southwark by Peter Marcan</i>
1908	The first Old Age Pensions Act was passed in Parliament following a campaign started in 1899 at a meeting in Browning Hall. Charles Booth was a supporter of the campaign.	<i>The Story of Walworth, 1993 ed.</i>
1910/11	At the end of the Lane was Walworth Road with more and larger shops and on the other side was Manor Place with its baths. These for me did not mean the swimming baths but were where after the First World War I would watch my elder brother in water polo matches and where many boxing matches were staged. No, Manor Place Baths for me meant having a decent bath in privacy. Friday night was bath night at home. The copper fire would have been lit in the afternoon and one by one we would be bathed in the oval zinc washing bath in front of the kitchen fire with the water being topped-up for the later ones. When I was about nine or ten I was introduced to Manor Baths by my elder brother.	<i>I was a Walworth Boy by H J Bennett p 23</i>
1910/11	And what luxury for a few pence. A long slipper bath in which you could almost float and with an unlimited supply of water. There were no taps inside. The attendant filled the bath sufficiently and tested it with his hand, shut the door and if you wanted more hot or cold you called out, "more hot (or cold) No 7" like a Lord addressing his valet. I came out of Manor Place Baths with a clean body in clean clothes and felt like a toff."	<i>I was a Walworth Boy by H J Bennett p 23</i>
1910/11	At the Lane end of East Street were more shops. On the corner of the crossroads where the stalls started was a wet and dry fish shop. On a winter's evening with the gas jets burning this was a sight indeed. Apart from the display of wet fish on the marble slabs with, of course, winkles, shrimps and cockles, there were hung up on rows and rows of iron rods, scores of haddocks and bloaters. On Mondays, which was our washing day, I was often sent by my mother to Bakers to buy a haddock or the odd bloater for my father's evening meal.	<i>I was a Walworth Boy by H J Bennett p 22</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1910/11	Round the corner by Bakers was the dairy where cows were actually kept. Milk was brought round in a churn on little two-wheeled carts drawn by a horse and ladled out into galvanised cans which had hooks on to secure them to the railings of the house where the delivery was being made. If we wanted any milk in the evening, we would go to the dairy where there was a "brass cow", a slot machine where one would insert pennies and pull a handle and hold a jug under the brass nozzle until no more milk came.	
1911	Subways were built to allow pedestrians to cross the busy roads around the Elephant.	<i>The Story of Walworth, 1993 ed.</i>
1913	(Shopping) In 1901, Marks & Spencer built a warehouse at Derby Street, Manchester. It was the first property built to our specifications and became the Company's first registered address and headquarters. It was ready for a period of growth that led to us having 145 stores by 1915. M&S Walworth opened in 1913. It was extended in 1958 and 1973.	https://marksintime.marksandspencer.com/news/centenariess-2013
1916	Walworth and Camberwell New Road railway stations close.	
1920/30	The Labour Exchange occupied a long hut building almost opposite to the Town Hall.	<i>Walworth 1929-39 by LJ Carter</i>
1927	Ecclesiastical Commissioners of England (ECE) housing block built next to St Peter's	<i>Visions of Southwark by Peter Marcan</i>
1932	With church attendances falling, some of the methods to get people to attend included offering food and holiday vouchers. The Mission at St Christopher's took a pitch at the entrance of East Lane Market. At the outbreak of WW2 people returned to the churches as air raid shelters and places of distribution and social cohesion.	<i>Walworth 1929-39 by LJ Carter</i>
1930s	A journey across Walworth before the last war gave an impression of a vast area of working-class dwellings. There were few large houses or public buildings, few open spaces and no vistas of any significance. Railway bridges, black and forbidding, crossed many of the main thoroughfares. This stemmed largely from the Industrial Revolution and the population movement from country to town. Rows of small terraced houses were built everywhere for the new workers and were occupied as rapidly as they were built.	<i>Walworth 1929-39 by LJ Carter</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1930s	The larger houses, erected for the prosperous merchants in former times, lost their owners who had moved far away. Their places were taken by poorer people with several families occupying houses originally built for one. The development swept away buildings erected in more spacious time, obliterated the fields and gardens and, within 100 years, transformed the district beyond recognition.	<i>Walworth 1929-39 by LJ Carter</i>
1930s	By 1938, a quarter of the housing accommodation was unfit for human inhabitation.	<i>Walworth 1929-39 by LJ Carter</i>
1930s	From time to time philanthropists such as Peabody and Octavia Hill had tried to upgrade the dreadful housing by building blocks of flats. An example was St Christopher's Mission which became a central feature of the community.	<i>Walworth 1929-39 by LJ Carter</i>
1930s	(Shopping) This was the era of the corner shop. These were open until late because all food was bought daily - bread, cake, fresh meat, vegetables. It was a woeful hand to mouth economy and shops were geared to satisfy this. They were also places to exchange gossip for women. Many shops displayed their goods out on the street suspended from rails, racks and pegs. Selection and purchases could be made without entering the shop at all.	<i>Walworth 1929-39 by LJ Carter</i>
1930s	(Shopping) Men gossiped on street corners or at the barbers where tips on dog and horse racing were exchanged.	<i>Walworth 1929-39 by LJ Carter</i>
1930s	(Shopping) A good deal of shopping was also bought from street vendors who sold from barrows or horse and cart.	<i>Walworth 1929-39 by LJ Carter</i>
1930s	(Shopping) Shops in the Walworth Road included a Woolworths with nothing costing over 6d.	<i>Walworth 1929-39 by LJ Carter</i>
1934	(Shopping) The 12 tailors in the Walworth Road employed touts to stand outside to solicit potential customers.	
1934	By the end of the 1920s vehicular traffic has grown on the Walworth Road so in 1934 Belisha Beacons were installed as pedestrian crossing points along with traffic lights.	<i>Walworth 1929-39 by LJ Carter</i> 1838 image of the viaducts
1937	The Health Service Department opened. Concerned with public health the new building had a 'solarium' for the treatment of TB. Architect P. Stuart.	<i>The Story of Walworth, 1993 ed.</i>

Walworth Road - Historic Area Assessment		
	The History of Walworth (<i>research information for Walworth Historical overview</i>) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)	Reference
1950s	Post war saw the demolition of the packed terraced streets and new tower blocks were built for more affluent residents with cars, TVs and the desire to travel replacing old habits including the needs for the church at the centre of the community. By 1967, "the largest unbroken area of poverty" which had caused the (St Christopher's) Mission to be founded was no more.	<i>Walworth 1929-39 by LJ Carter</i>
1952	East Street was laid out in its current form.	<i>Visions of Southwark by Peter Marcan</i>
1950s	Post-war much of the land was purchased from the Church Commissioners by the LCC to allow for redevelopment.	<i>Survey of London 1955 vol XXV</i>
1964	Walworth Methodist Church or "Clubland" hosted one of the biggest and most famous youth clubs in the country. Clubland was destroyed in the war and rebuilt in 1964. The Church part was designed by Edward Maufe.	<i>The Story of Walworth, 1993 ed.</i>
1964	The Metropolitan Borough of Southwark joined with Bermondsey and Camberwell to form the London Borough of Southwark.	<i>The Story of Walworth, 1993 ed.</i>
1971	The last barge went down the canal and its entrance was sealed.	
1970s	English Heritage listing starts in Walworth.	
1975	A plan to close the Walworth Road and change it into a buses only route was proposed by the GLC. Southwark Councillor Bert Hall said, "This is the work of maniacs and madmen. It will cause traffic chaos". A GLC spokesperson said, "We have not gone into the scheme in enough detail to calculate where the displaced traffic will be dispersed too".	<i>06/10/1975 Evening news page 12 @ SHL</i>
1979	An article about why Westmoreland Road market had gone into decline blamed it on a loss of trade and customers while the Aylesbury Estate was being built, rent and rate increases on the street by the Council and discouragement of totters stalls without finding anything to put in their place.	<i>01/02/1979 Walworth Imprint no 4</i>
1981	In the Census Walworth is recorded as having 31,464 residents.	<i>The Story of Walworth, 1993 ed.</i>

	Walworth Road - Historic Area Assessment	
--	---	--

	The History of Walworth <i>(research information for Walworth Historical overview) NB Items that focus specifically on the development of retail and shopping are prefaced by the word (Shopping)</i>	Reference
1981	A 10 year plan for Walworth was published with objectives to "improve shopping facilities, provide car parks, reduce traffic congestion on side streets, protect existing industries and jobs, improve the housing environment, provide more open space and to preserve the character and attractiveness of the area".	
1981	As a result nos 264-276 Walworth Road were demolished and a supermarket built. In addition the plan stated that "In Walworth there has been an increasing number of planning applications to change retail shops to non-retail uses...the Council believes that these should not become too dominant".	<i>SHL under retail</i>
2011	In the Census, the population of the three Walworth wards totals 38,532 and is made up of Newington 14,136, East Walworth 11,557 and Faraday 12,839.	<i>UK census data</i>

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 2 **THE FORM OF DEVELOPMENT**

THIS SECTION USES MAPS AS THE BASIS FOR DESCRIBING
THE FORMS OF DEVELOPMENT ALONG THE WALWORTH ROAD.

PART 2
REVISION A
REVISION B

06 MAY 2015
27 JUNE 2015

WALWORTH ROAD
HISTORIC AREA ASSESSMENT
PART TWO: THE FORM OF DEVELOPMENT

INTRODUCTION

Over the years Walworth has been subsumed into Zone One, appearing to be somewhat contiguous with Elephant & Castle to the north and Camberwell to the south. However like many of its south and east-end 'cousins', this busy local artery which is used equally by London-bound commuters and the local residents who live behind it exudes a particularly reassuring intimate atmosphere and low-level character. With valued long-standing shops it feels 'local' rather than cosmopolitan, is easy to use, aided by recent public realm improvements and is pleasantly sunny due to its orientation and low-rise composition.

Along its one mile length the Walworth Road exhibits roadside buildings from all stages of its historical development and housing, retail and civic use. Traversing the road tells a slightly different story; C18th housing converted to shops implanted into the front gardens and factories at the rear; the impact of the railway line (1860s) forging a path adjacent to the road and forming awkward plots; the rich tapestry of working class housing experiments in the late C19th and C20th accommodating large populations who flocked to Walworth wanting to be closer to the City.

The origins of the name Walworth are Anglo Saxon. The north-south road to Kent was laid across undrained marshes along an area of higher ground and upon 'gravel islands'. The earliest settlement was focused around the village centre at the junction with East Street (Lane) and Penrose Street (West Lane) which provided routes to the common fields and towards the Manor House situated on the west.

The road and the minor lanes traversing it form the principal contemporary road patterns and there is clear evidence that the plot widths of the late C18th, when terraces were first built-up, are

retained especially around the village centre. However since the demise of Carter Gardens in 2012 there is almost no trace of the market and pleasure gardens that dominated the C18th and C19th landscape, or of the wealthier middle classes that frequented them. In the late C19th significant house building activities by companies who used land along the railway to accommodate their building yards resulted in an almost complete loss of green space. This has partly been addressed by post-war clearance which provided a series of new green public spaces.

The earliest surviving buildings are late C18th residential terraces built after the 1774 Act of Parliament. A number of prominent townscape buildings, mainly public houses, have been in continuous use (although often replaced more than once) since the C18th when they became important coaching inns. The Old Red Lion for example, with origins in the early C18th, marks the Toll Gate and the junction with Camberwell, located at the edge of the Parish of St. Mary, Newington.

Use of the housing stock in the mid C19th began to shift towards commercial operations, principally retailing, with new civic buildings being retrofitted alongside the Georgian terraces and the Church of England building in vacant plots set back from the road. South of St Peter's Church much of the townscape was rebuilt in the early C20th, with examples of two and three storey terraces being replaced by taller Edwardian gabled mansion blocks to accommodate a road widening scheme around the junction with Liverpool Grove. This period coincided with the arrival of a number of national chain stores and banks at the southern end (e.g. M&S and NatWest).

WW2 clearance and regeneration projects from the 1960s and 1970s caused significant damage. Demolition changed large parts of the C18th/19th/20th street scape. Replacement buildings were often lower than their predecessors, authored using contrastingly different geometries resulting in horizontal rather than vertical emphasis on the facades.

Since the early 2000s and the instigation of the E&C Opportunity Area and other legislation, the pace of development has quickened. Almost all of the back land sites along the railway, previously hosting C19th factories and warehouses have been purchased by developers keen to maximise the increased heights subsequently permitted.

In this section we will investigate in more detail each of these stages in the history of the Walworth Road from pre-C17th times to the present day.

2.1 PRE C17TH DEVELOPMENT

The origins of Walworth

2.2 LATE C17TH DEVELOPMENT

A village with a crossroads

2.3 C18TH DEVELOPMENT

A pleasant country neighbourhood, famous for its peaches and gardens

2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH

Georgian Walworth changes to a street lined with elegant mansions

2.5 MID C19TH DEVELOPMENT

Walworth Road becomes a high street, building shops out into the front gardens

2.6 LATE C19TH DEVELOPMENT

An influx of manufacture and mass housing



1596 Symonsons Map of Kent Illustration credit 62

Origins of Walworth

Proximity to Roman Roads AD43-410

2.11 The Walworth Road lies between two higher gravel sites that cut through the low-lying marshes on the south side of the Thames. These were used as foundations for two routes laid by the Romans; Watling Street (including the Old Kent Road) and Stane Street (including Kennington Lane).

Museum of London Archaeology, Historic Environment Assessment at Manor Place Depot 4.2.4

Anglo Saxon Origins 934-946

2.12 Walworth is of Saxon origin and means “farm of the serfs or Britons or where such worked”. Survey of London 1955 Vol XXV p81
First mentioned in the Domesday Book (1066), a jester named Hitard (or Nithard), who entertained at the court of King Edmund was granted the land at Wealawyrð (Walworth). In 1052 before Hitard went on pilgrimage to Rome he made his land over to ‘the Church of Christ in Canterbury’. Canterbury Cathedral retained ownership until 1862 when Walworth was given up to the Church Commissioners. and later in the C20th to the LCC. Survey of London 1955 Vol XXV p81

“The words of Domesday record are—’lbi Ecclesia et viii. acrae prati.’ These eight acres of meadow-land were attached to the church, and formed the church field. They were also contiguous to the manor, which was of large extent, and in King Edward’s time, consisting of 500 acres, occupied nearly the whole of the present parish, which contains only 630 acres, including Walworth Common. Petter & Galpin, 1878. Old and New London: Volume 6. P 255-268

Newington: 1212 Book of Fees Survey of London 1955 Vol XXV p81

2.13 “The first mention of Neweton (Newington) occurs in the Testa de Nevil, of the time of Henry III., or the first half of the thirteenth century; it is there stated that the Queen’s goldsmith holds of the king, in capite, one acre of land in Neweton, by the service of rendering a gallon of honey. “Old and New London: Volume 6. Originally published by Cassell, Petter & Galpin, London, 1878. Pages 255-268

C11th “accounts of the Manor in the Canterbury Cathedral archives mention income from wool, poultry, and beekeeping (Boast, 2005 P4)”

“It seems probable that the “vill” of Newington. (the new farm) grew up about the year 1200, and that its growth was connected with the building of a new residence for the Archbishop of Canterbury (Lambeth Palace) in his newly-

acquired manor of Lambeth, for this must greatly have increased the importance of the old road across Lambeth Marsh and Southwark Field (Saint Georges Road) which joined the road to London Bridge near Newington Church, at what is now the Elephant and Castle.” Survey of London, 1955 p81-90

Manor House and Church

2.14 Historically there is debate about whether the Saxon Walworth settlement had its own church or whether it was actually located in Newington. “A Saxon coin hoard found at Colworth Grove is possible evidence of the threat of the Danish invasions of the 9th century”. This may have been located in the vicinity of an early church located around the Manor Place. However archaeological monitoring of geotechnical investigations in 2012 encountered no evidence for the presence of a church in this location.

“Manning and Bray, in their great history of Surrey, have no hesitation in considering Waleorde (Walworth), still the name of the manor, to be the same as Newington:.....The Domesday church was where the eight acres of meadow-land were, and these were at Newington”. Petter & Galpin, 1878. Old and New London: Volume 6. P 255-268

“No representation of the old manor house [depicted in the 1681 map] is known to exist”, Survey of London p86 but a photograph of a late C18th replacement house built by Mr Clutton does. This house was demolished 80 years later in 1856 to make way for mass house building.

C17th

2.15 Whilst it appears that the village of Newington, occupying a more prominent position on a important route, grew in stature and importance, by contrast, “Walworth manor as betrayed on the plan of 1681 can have changed little since the Middle Ages”. Survey of London, 1955 p81-90

The marshland was interrupted by three areas of higher ground; of these, Walworth Street (later Road) became the route south, known also as the Road to Camberwell. Its emergence as a local route out to the villages of Dulwich, Camberwell and Peckham, continues to be central to its importance.

2.2 LATE C17TH DEVELOPMENT

A village with a crossroads

1681 Plan of Walworth Manor

Walworth: a village with a crossroads

2.21 The Survey of London states that, “Walworth and Newington are marked as separate hamlets on the plan of 1681, and they continued as such well into the 18th century”
Survey of London, 1955 p81

Walworth changed little because the administration of the Church who owned the land being “notoriously conservative” and so the rights of access, the use of the common land and rental of the dwellings on it, “can be traced from century to century with little variation.” Survey of London, 1955 p81

The crossroads shown at the centre of the hamlet cuts the north south road running from the City to Camberwell. Lanes running east and west enabled access to the common fields and the fish pond; Lattam-mor / Lorrimore to the west and Walworth common on the east from ‘Walworth Street’. West Lane also connected the Manor House to the centre of the village which is marked by a small number of rented ‘tenements’ or dwelling houses with multiple occupants, by the Lord’s Pound where stray animals were returned and by a clay pit.

“Two clay pits are marked on the plan and there is “pitt acre” in the Common field, indicating that Walworth was a source of brick earth as early as the 17th century. Several 13th century deeds in the possession of the Dean and Chapter refer to a field in Walworth known as “Claylonde.”
<http://www.british-history.ac.uk/survey-london/vol25/pp127-128#fn1>

In 1708 the extent of St. Mary’s parish is thus set out in the “New View of London”, “Beginning at the windmill near Mr. Bowyer’s by Camberwell, and two fields thence westward and to Kennington Common, it extends northward from thence to Newington Church, and thence both sides of the road to the Fishmongers’ Almshouses exclusive: and then: on the easterly side of the way to the turning to Kent Street, with all the western side of that street to the Lock; then they pass, in walking the bounds, through Walworth Field and Common, and thence to the said windmill again: in which circuit is contained the number of 620 dwelling houses.” Petter & Galpin, 1878.

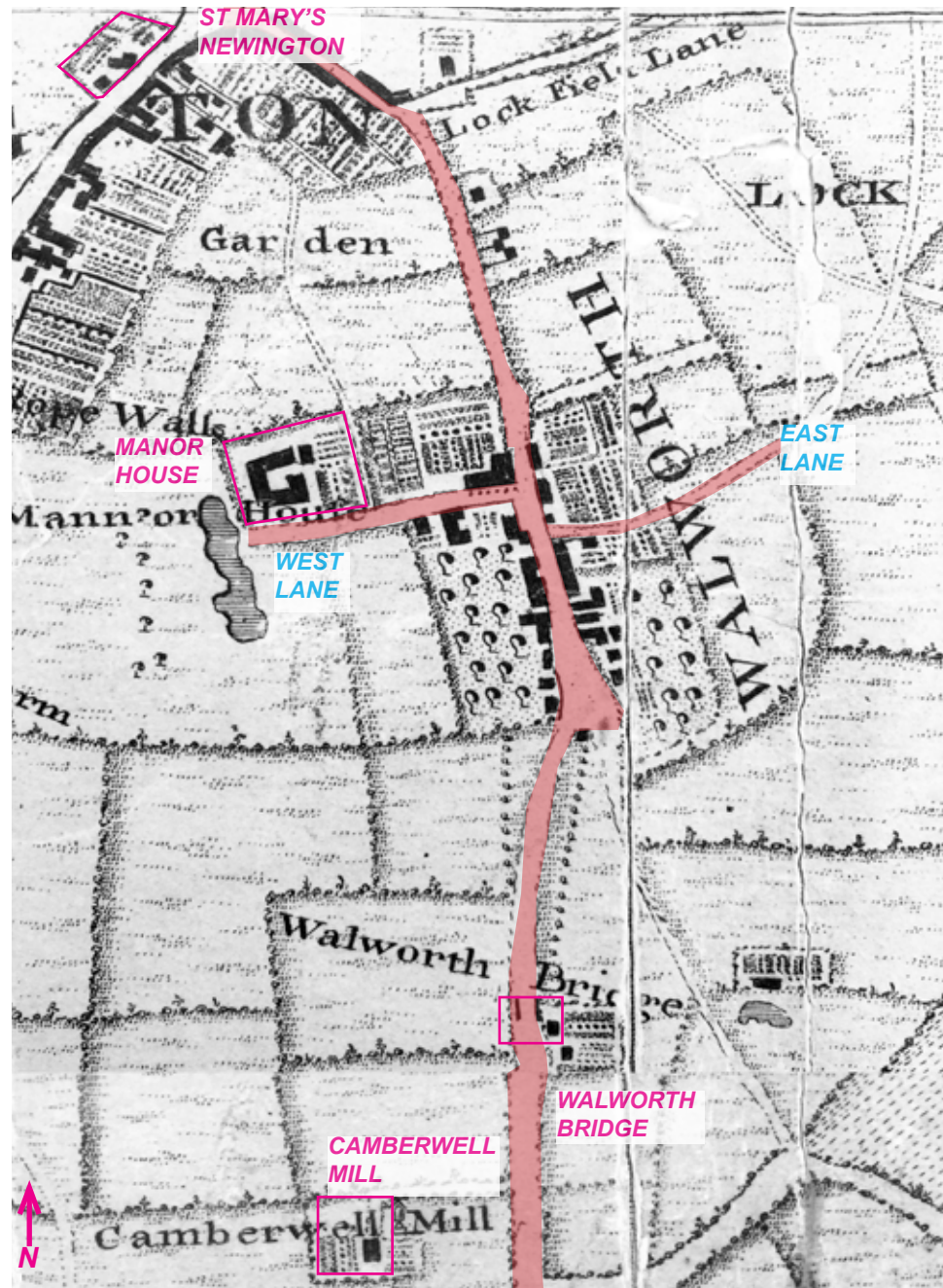
Old and New London: Volume 6. P 255-268



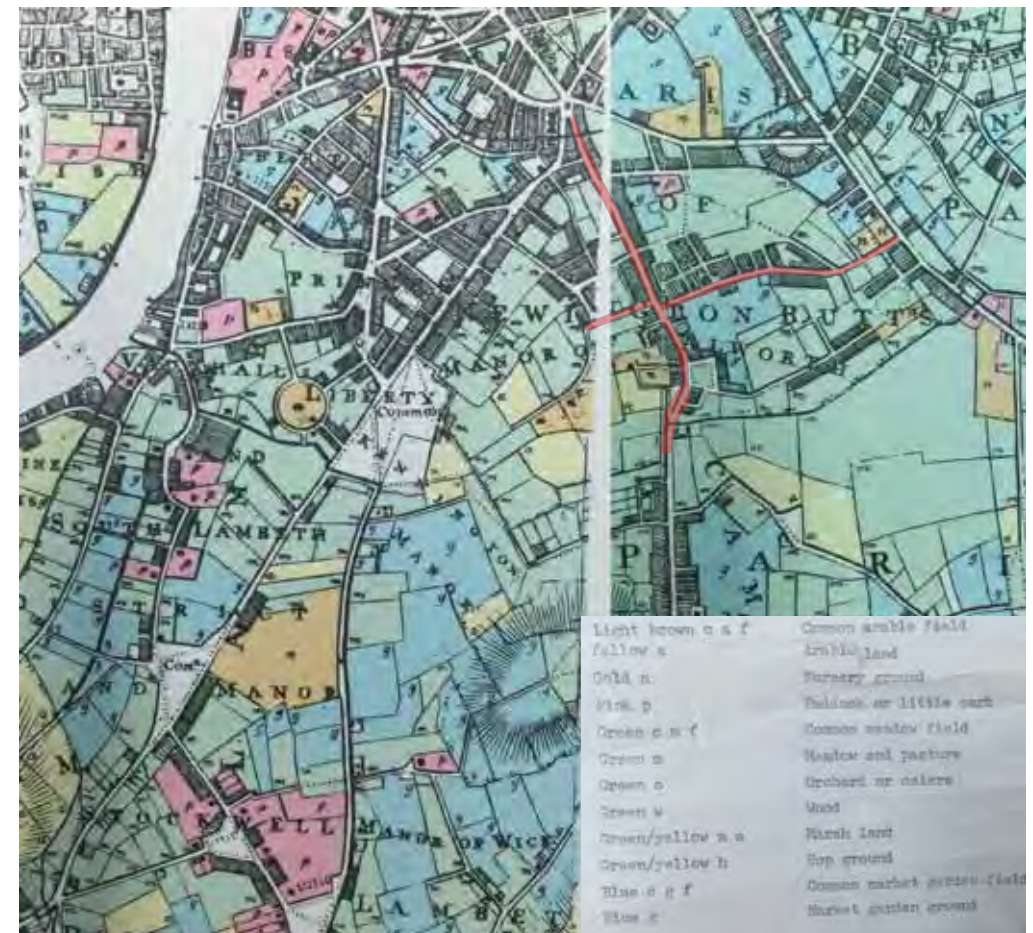
1681 Plan of Walworth Manor Illustration credit 03

2.3 C18TH DEVELOPMENT

A pleasant country neighbourhood, famous for its peaches and gardens



1746 Rocque Map



Red: denotes the Walworth Road

1746 Rocque Map Illustration credit 02

2.31 The Rocque map shows the Manor House with the 22 settlements clustered around the village centre. Orchards, market gardens and ponds amongst the open fields. Walworth Bridge and Camberwell Mill are shown to the south.

1800 Milne: Land use map Illustration credit 163

2.32 The map and key denotes that the majority of land is given over to arable, meadow and pasture, with a paddock and a number of market gardens and nurseries, specifically around the site of Montpelier Tea Gardens which were established circa 1770 <http://www.allthemontpeliers.org/area/united-kingdom>

2.3 C18TH DEVELOPMENT

A pleasant country neighbourhood, famous for its peaches and gardens

The Survey of London outlines that “except for a gradual increase in traffic down the Walworth Road, the district was very little affected by its proximity to London until the middle of the C18th. It was famous for its peaches and gardens.”

Land ownership changes: preparation for development

The pattern of subsequent development is explained partly by this diagram which illustrates how discrete parcels of land were leased to the owners who would eventually develop them at the end of the C18th. All references <http://www.british-history.ac.uk/survey-london/vol25/pp127-128>

Thomas Bostock became Henry Penton's land

Thomas Bostock, of the Manor House leased 142 acres of the 212 owned by Christ Church Canterbury. This lease passed onto Henry Penton in 1686 who, after he died in 1715, left his property to a nephew from whom it passed to Henry Penton in 1762.

Fleetwood Darmer became Thomas Brandon's land

Referred to in the leases of the 17th and 18th centuries as the 'Thirty Five Acres' in the tenure of Sir Fleetwood Darmer, granted to Thomas Brandon in 1768.

Joseph Hobson became Thomas Clutton's land

Referred to in 1649 as being in “Birding Bushes Field” and later known as the ‘Twenty Two Acres’, these were leased to Mr. Joseph Hobson then to Thomas Clutton in 1772. They are now covered by St. Peter's, Walworth and the surrounding streets.

Mr. Highlord became Francis Hurlbatt's land

Leased to Mr. Highlord, at the junction of what are now Walworth Road and Newington Butts opposite the Church, subsequently came into the hands of Francis Hurlbatt.



1681 Plan of Walworth Manor with initial research into land ownership marked Illustration credit 03

- T Bostock's land became Henry Penton's in 1686
- F Darmer became Thomas Brandon's in 1768
- J Hobson's land became Thomas Clutton's in 1772
- Highlord's land became Francis Hurlbatt's
- Lorrimore & Walworth Common & Walworth New Town

2.3 C18TH DEVELOPMENT

A pleasant country neighbourhood, famous for its peaches and gardens

1789 Carey Map

"Maps of the 1780s depict Walworth as a pleasant country neighbourhood with a few newly-formed roads stretching across gardens and fields" *Survey of London, 1955 p83*

Late C18th development

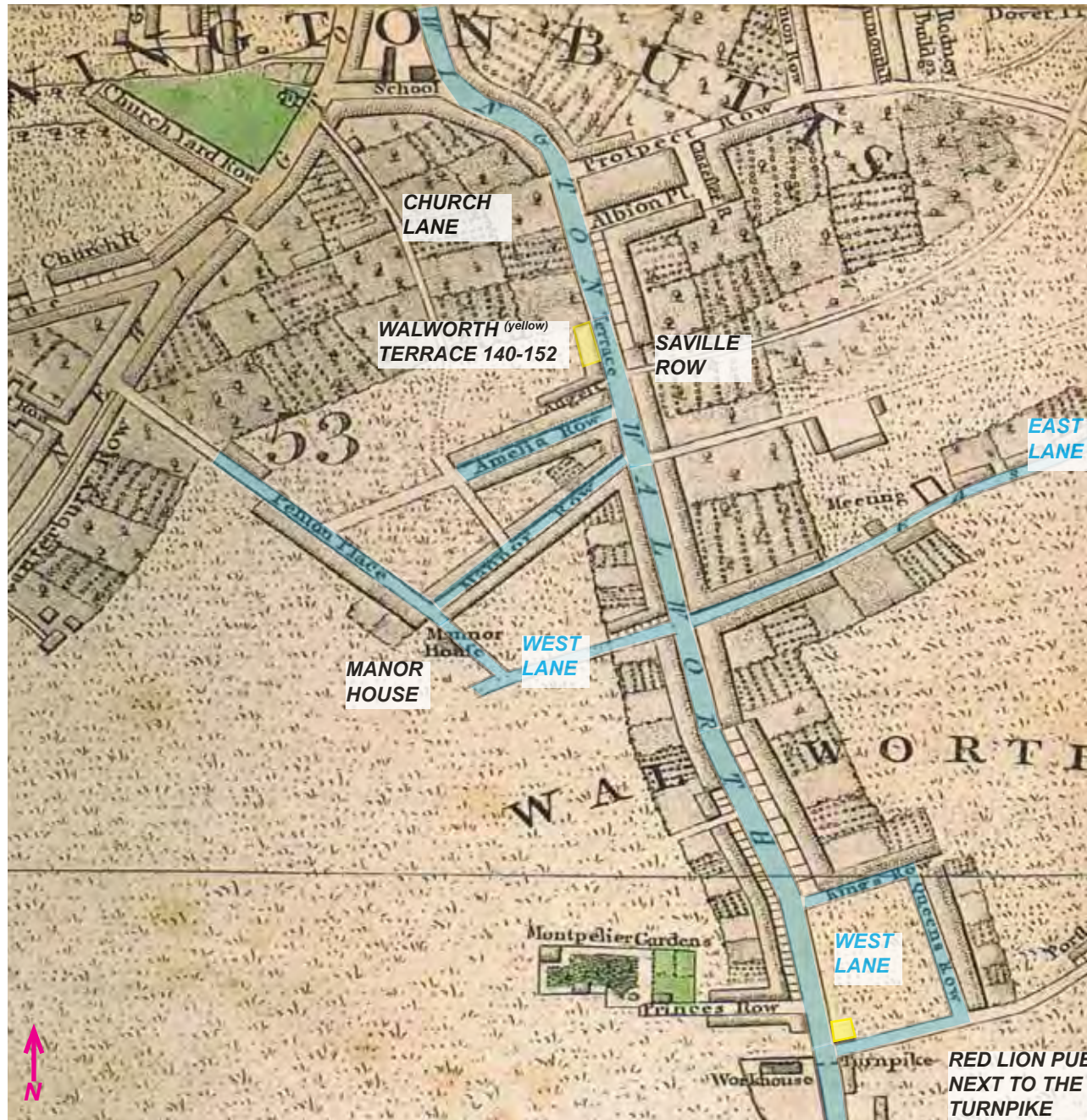
2.34 Towards the north in 1774, Henry Penton, the third of that name to hold a lease of the Manor House and the fields outlined on the 1681 map, together with the Dean and Chapter of Canterbury and Thomas Brandon, obtained Permission by Act of Parliament to let their land on building leases for 99 years. Penton built little but subsequently granted further building leases to Thomas Brandon, Thomas Clutton, William Austin & others. Housing built of brick, rather than timber was required by the Act of Parliament. Clay was supplied by the local clay pits so "bricks for new houses could be made on the spot as he (Penton) got permission to dig there for clay" (in 1773). *Survey of London, 1955 p82*

Development of Georgian terraced housing started to line the Walworth Road although generally it followed the shape of the "old field boundaries". *Survey of London, 1955 p84* Early development on Penton's land occurred towards the west in the direction of the Manor House including along Manor Row, Penton Place and Amelia Row where the original C18th buildings were pulled down and rebuilt in the late C19th. Around East Street, the village centre and on the east side of the Walworth Road, buildings were first laid out in the 1780s.

Expansion of Newington included the formation of buildings 'inland' along Church Lane. By 1799, the area in between the two villages was populated by larger houses in groups of two and four, set back from the road in gardens and large terraces like Walworth Terrace nos 140-52 (now EH listed) and Saville Row (demolished).

South of Manor Place, the Toll Gate with the Red Lion Public House and the Workhouse, rows of villas with gardens were built adjacent to the road, but "the majority of the land was still given over to farming or open land until the middle of the C19th". "Open spaces and gardens like the Montpelier Gardens, the Bee Hive Tea Gardens, and the Royal Surrey Zoological Gardens attracted large crowds at holiday times." throughout the late C18th and mid C19th.

Survey of London, 1955 p84



1789 Carey Map Illustration credit 58

2.3 C18TH DEVELOPMENT

A pleasant country neighbourhood, famous for its peaches and gardens



1774/5 Gwilt Sluice Map Illustration credit 63

1774/ 5 Gwilt Sluice Map

2.35 George Gwilt, Surveyor to the County of Surrey and District Surveyor for the Parish of St George, Southwark drew up this map ^{Guillery, 2004 p157}. It clearly shows the initial form of development at the southern end of the Walworth Road. The Workhouse (established around 1734) and the Toll Gate effectively define the edge of Walworth although the Parish boundary runs along the southern edge of Walworth Common. By the time this map is drawn, a parliamentary report records that the workhouse at Newington is able to accommodate up to 200 inmates. <http://www.workhouses.org.uk/Newington/>

The road split into two adjacent to what HS Cuming described as the “*bowling green*”, going south to Camberwell along the Walworth Road and east towards the Old Kent Road. Most land in this part of Walworth was leased by Thomas Clutton who occupied a house set back from the road, marked as “*Mr Clutton’s house*”, prior to leasing the Manor House in 1786. Clutton let land and/ or built two terraces around the bowling green forming King’s and Queen’s Row and Charlotte’s Row on the west side. (Charlotte, wife of King George III was Queen of Great Britain and Ireland from the marriage in 1761).

In 1769, the larger part of the Common land, marked on the 1681 map was enclosed so that it could be let “*for the benefit of the “numerous and expensive Poor” with which the parish was burdened. The ground was vested in trustees, who were empowered to let it on building leases for 99 years and to apply nine-tenths of the income to the relief of the poor, the remaining tenth being paid to the rector.*” The workhouse was erected and Westmoreland Road was laid out, “*but except along the Walworth and Westmoreland Road frontages, there was little building there until after 1800.*”

LJ Carter p129 and Boast, P6

Development along the strip connecting the Common to the Walworth Road was not completed until after the passing of the Walworth Common Inclosure Amendment Act in 1851. The map below shows that as part of the Act, the Old Red Lion [shown in red] was sold off “*to defray legal costs*”. Similarly the dark blue shaded area was also sold “*to defray legal costs*”, and the Williams Place tenement block completed in 1875 still exists.



1851 Walworth Common Estate: part of the Walworth Common Inclosure Act 1851 Ammendment Illustration credit 64

2.3 C18TH DEVELOPMENT

A pleasant country neighbourhood, famous for its peaches and gardens

2.36 Writing in the Southwark Chronicle in the 1880s, Henry S Cuming describes the Red Lion Public House including imagined descriptions of the landscape.

“At the south eastern corner of Mount Street stands the Red Lion, one probably of the oldest public houses in the neighbourhood, and when first built, full two centuries since, must have been in truth a road-side inn, with the wild, dreary expanse of Walworth Common stretching far and wide behind it, and its front commanding a view of Lorrimore Fields, with ponds and ditches rich in duck-weed & lofty typha (bull rushes). Its original sign was the figure-head of a ship, a huge lion painted red, which stood out on ground some distance from the front of the house, and near it was a comfortable bench on which weary travellers might rest, and be regaled with pure malt and hops. This sign was afterwards removed close up to the house, and at length disappeared altogether when a new edifice of brick [1824] was erected on the site of the ancient hostelry, which was in great part of weather timber boarding. There was formerly a large bowling green behind the house ...where in the year 1798 the volunteers frequently assembled for drill....”

Horse & Groom Pub, Keen's Row

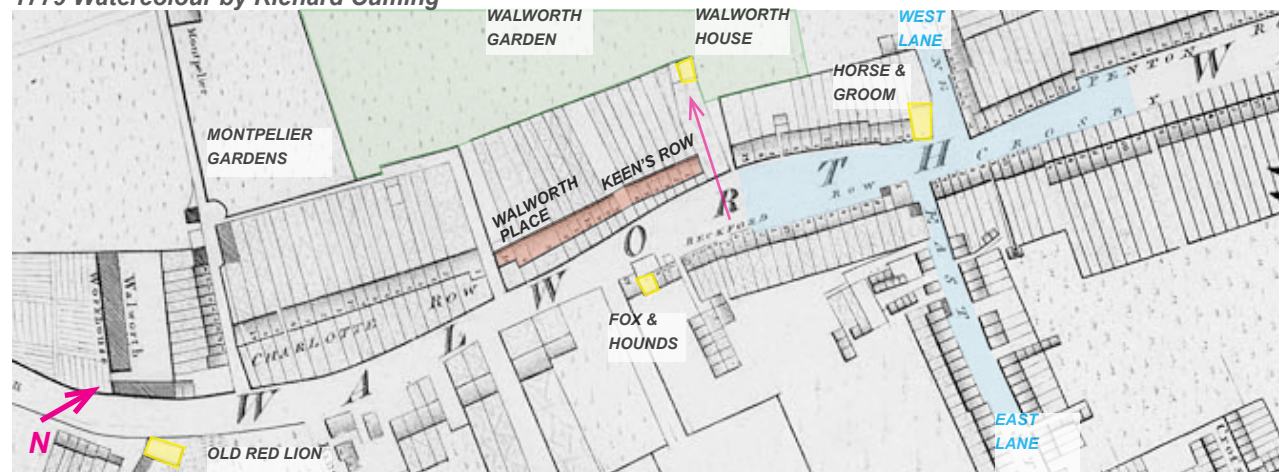
2.37 He also writes in the South London Chronicle about the Horse and Groom. This public house terminated Keen's Terrace at the corner of West Lane and the Walworth Road making an imposing corner building that faced the end of East Lane.

“When the Walworth Road was known as Walworth Street, with only a few scattered dwellings along it, the Horse & Groom at the south-eastern corner of West Street [now Penrose Street] must have been regarded as a County Inn, with green hedges grassy land, ditches and rural walks behind it.... A century and more since the Horse & Groom was reputed to be a very old establishment. It was then little else than a weather boarded structure, but as repairs were needed, brick took place of the timbers, but to the very last, the road-front remained much as it must have been at its first erection”.

2.38 In the late C18th, “Mr Keen, a local landowner, and landlord of the Beehive Tavern, built a terrace of houses called Keen's Row...” Montgomery H.H. 1889 P169 This newly brick-



1779 Watercolour by Richard Cuming Illustration credit 65



1799 Horwood map Illustration credit

**A pleasant country neighbourhood,
famous for its peaches and gardens**

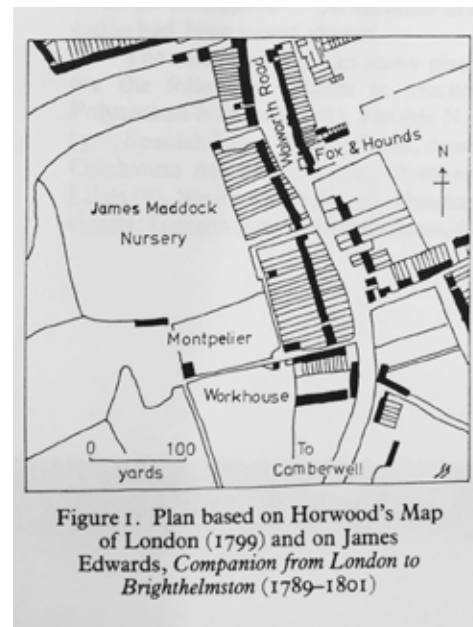
"For himself [Mr Keen] he built a larger residence set well back from the road with an extra long garden." The space for Walworth House is reported to be the space between the two buildings in the water colour. *"Later Walworth House became the home of Dr. Carter, who allowed Carter Street to be cut through his land."* ... *"About 1860 Walworth House became a Police Station: it was rebuilt but kept its garden."*

Behind Keen's Row, in 1776 James Maddock has just started to use the land as '*Walworth Garden*', a floristry growing business. This may account for the fenced area in the picture.

2.39 In 1776 James Maddock and his wife moved to Walworth setting up the Walworth Garden. Maddock may have leased the land from his friend John Wright who was selling off land he owned as building plots in Kennington. In a "*Companion from London to Brighthelmston*", James Edwards records, "*gardens belonging to Mr. Maddock, florist well-known to the curious in flowers throughout the kingdom.*" In 1792 the *Florist's Directory* by James Maddock was published. In 1798 Maddock moved and the nursery passed into the hands of rich relatives, Goring & Wright.

Edwards 1991. *The Journal of the Garden History Society*, Vol 19, no 2

HS Cuming, 1884. South London Chronicle



2.3 C18TH DEVELOPMENT A pleasant country neighbourhood, famous for its peaches and gardens



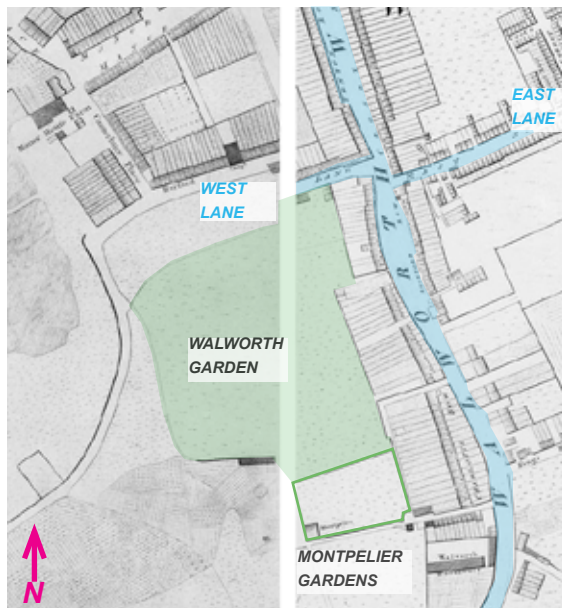
Samuel Curtis: Beauties of Flora

2.391 In 1797 Samuel Curtis assumed Walworth Garden and the copyright of the '*Florist Directory*'. He issued the '*Beauties of Flora*' - a series of two very fine coloured engravings of the florist's flowers, including two plates of dahlias from his own collection grown in Walworth. The drawings were by Thomas Baxter and Clara Maria Pope.

The GH Journal states that, "*after 1815 the fate of the nursery is unclear*," however Johnston's London Directory of 1817 lists Millikin & Groom, Nursery & Seedman. The business was held by Mr Groom, who lived at Walworth House until he moved to Clapham in 1843.

In the early 1800s Curtis bought a huge property in Glazenwood and filled it with spectacular flowering shrubs where he published his most famous work, "*The Monograph of the Genus Camilla*," also illustrated by Baxter and Pope.

Extracts from The Journal of the Garden History Society, Vol 19, no 2 Published 1991



Top right: 'Ranunculus' and 'Tulips', two plates from 'The Beauties of Flora' Aquatints with stipple engraving, 1820
Illustration credit 168

Top left: Ranunculus, from 'The Beauties of Flora' Aquatint with stipple engraving, 1820
Illustration credit 167

Bottom left: Plate 1 from The Beauties of Flora 1820, by Samuel Curtis (1779-1860). Drawings by Clara Maria Pope.
Illustration credit 169

1799 Horwood Map with Walworth Floristry and Montpelier Tea Gardens outlined. Illustration credit 06

2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH

Walworth changes to a street lined by elegant mansions

Walworth Road: a “street lined by elegant mansions” The Survey of London, 1955 P83

2.41 The opening of Westminster Bridge in 1751 and then Blackfriars Bridge in 1769 provided the impetus for all new development, especially as the City of London owned much of the undeveloped land of St George's Fields. In 1761 the Rocque map first shows the New Kent Road, a paved version of the Kings Highway (outlined in the 1681 map) built after a 1751 Act. Not only was the motivation to improve communication through the provision of new roads enabling the flow of traffic into and out of the City across the marshlands, but also to make profit by opening up large tracts of land for suburban development to the south. Peter Guillery 2004, P153

In 1771 an obelisk was raised in the middle of St. George's Circus, signalling the opening of the new roads connecting the two bridges with the Elephant Castle & beyond. The name of Brass Crosby, then Lord Mayor, is inscribed.

George Gwilt, surveyor to the County of Surrey and District Surveyor for the Parish of St. George wanted the development across St George's Fields to be carefully controlled. An Act of 1769 specified that houses on the new roads had to be set back

and that their fronts had to be “Comfortable to the General Design”. Peter Guillery 2004, P154

Guillery describes a terraced row of 21 houses built between 1780 and 1791 on Tower Bridge Road. Peter Guillery 2004, P155
“These houses were well set back behind ample front gardens, that is they were well conceived with amenity in mind... They were not large, comprising five or six rooms each behind fronts of about 16ft. Nor were they a terrace, rather they were built to a number of different patterns singly or in pairs, twos and threes, design and production intertwined. Early occupants remain unknown, but speculative development of this nature would not have been aiming to house other than artisans or tradespeople... This acceptance of variety and the undisciplined melding of old and new, the decent and the humble, the polite and the vernacular, gardens in front, tanyard behind characterised Southwark through the C17th and C18th. Its expression in the 1780s was the last gasp of an improvisational artisan approach to house building that was neither emulative nor exploitative...”

Guillery also describes what happened next using Nos 154 – 170 New Kent Road as an example.
“A row of nine ten room houses with 20ft fronts and front-staircase layouts, not for multiple occupation.... these developments were an entirely new presence in the area.

Viewed beside their neighbouring predecessors they would have seemed majestically uniformed, extraordinarily alien.”

Peter Guillery 2004, P156

2.42 Using these descriptions, we gain an insight about what was happening on the Walworth Road. On the one hand towards the centre of the village there is “Crosby Row”, built circa 1780/1800. Probably named after Brass Crosby by William Austin, who leased (all or part) of the land on 12th September 1772 for 99 years. William Austin was a local builder who in 1770 had won the contract to supply gravel for the new roads leading into St. George's Circus. The Survey of London, 1955 P 43 Crosby Row hosts a range of artisan dwellings of smaller scale with narrower plot widths and incorporates four larger houses circa 1830. SHL holds leases for Crosby Row around this period.

These contrast with buildings more like the majestic Georgian terraces drawn soon after completion in Cuming's watercolour. In 1808 David Hugson described the Walworth Road as “lined by elegant mansions”. Maps and early C20th photographs present further evidence of these villas lining the road.

The Survey of London, 1955 P83 They were 3.5/4 storey terraced Georgian villas with basements and raised ground floor levels set back from road with large linear rear gardens. Of these, nos 140-152 designed by architect Francis Hurlblatt on land owned by Henry Penton Boast, 1993 P 11 and 73-91 Camberwell Gate terraces remain as well as other singular buildings incorporated into the townscape.



201-203 Crosby Row circa 1810



229-237 Crosby Row circa 1810



140- 152 Walworth Road circa 1772/9

2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH

Walworth changes to a street lined by elegant mansions

2.43 These majestic houses were the elegant homes of well-to-do people with servants for successful business men and professionals to live out of London and commute daily by carriage into town. Their children attended the many 'academies for young gentlemen' and 'boarding schools for young ladies' located in Walworth at this time. Boast, 1993 P 11

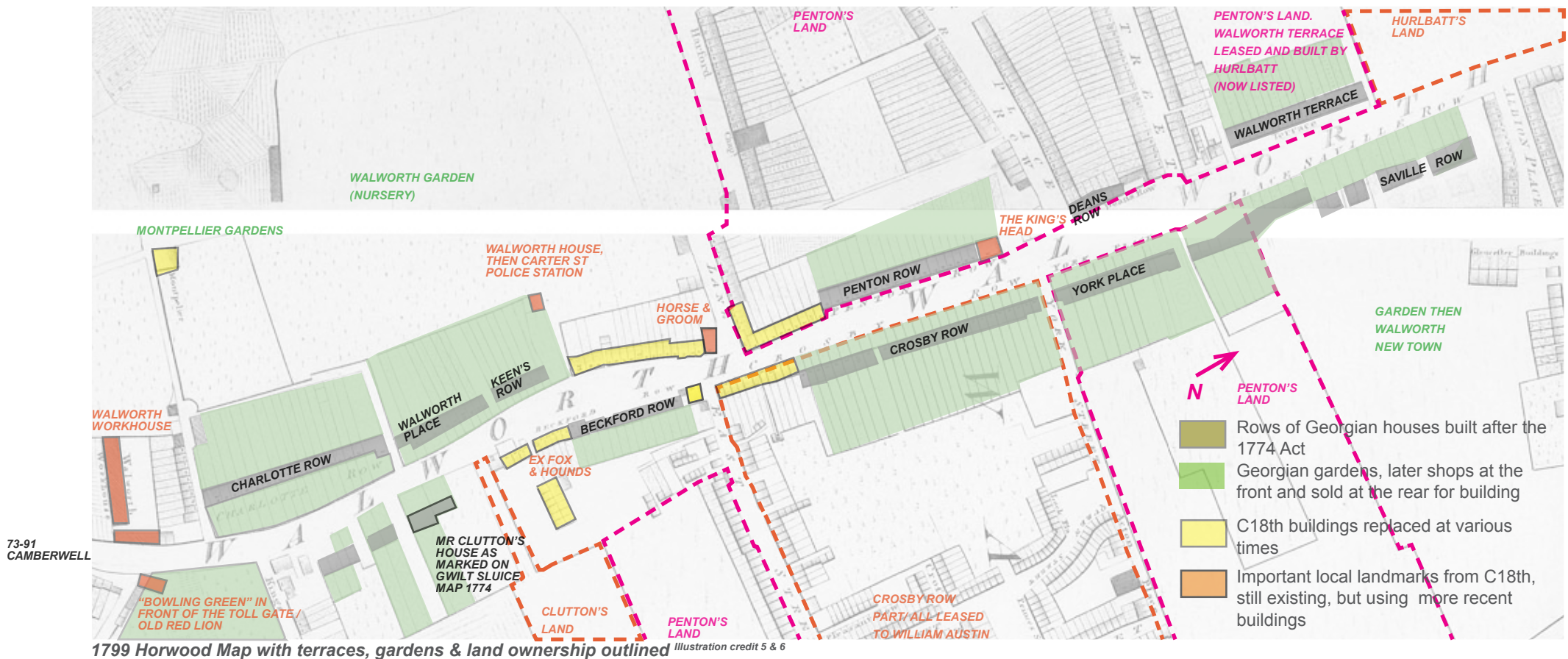
"In 1800, horse drawn carriages were setting off almost hourly on weekdays and also on Sunday afternoons from the Old Red Lion to take passengers to the City." Boast, 1993 P 27

2.44 Apart from 140-152 Walworth Road and 73-91 Camberwell Gate, the Georgian buildings that survive are trapped in the centre of the terraces, locked in by subsequent industrial development in their back gardens making access to make change impossible. By contrast buildings located at the ends of the C18th and early C19th terraces were much more easily updated and replaced. This broadly defines the pattern of development all along the road.

Most importantly the C18th building lines and plot widths of both types of residential development are a definite reminder of the first urban version of inhabitation along the Walworth Road, especially around the East West junction.

1799 Horwood map

2.45 This marks the plots and first residential Georgian terraces that spread along the Walworth Road on land owned and leased by Henry Penton to others. Upon completion each distinct set of buildings was given a name, sometimes that of the landowner, eg Keen's Row and Penton Row or after important local figures, Crosby and Beckford were both London Mayors. These names survived in use until "around 1850 (when) it was decided to do away with all the terraces and places and to re-number the streets. In July 1937, 90 more names were changed." LJ Carter, Walworth 1929-39



2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH

Walworth changes to a street lined by elegant mansions

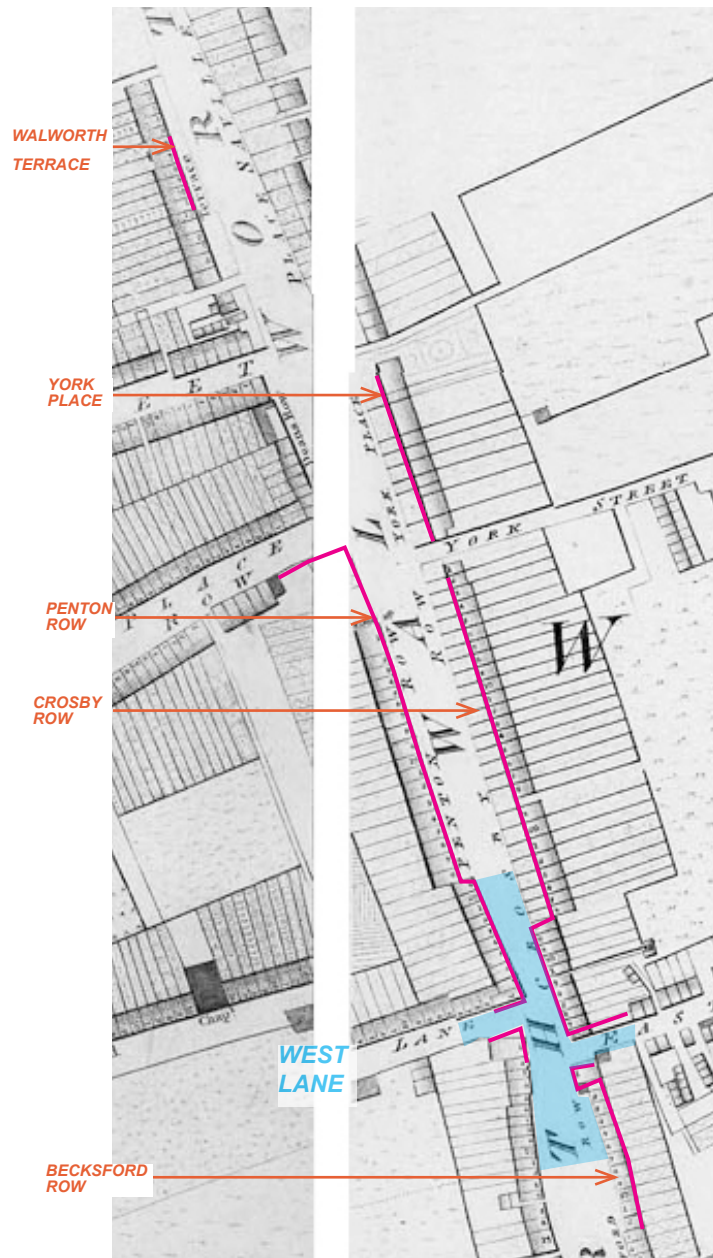
This manner of leasing plots to build terraces explains the change in the building line on Penton Row, Crosby Row and Beckford Row. These terraces set back from the road still dominate the townscape next to West (Penrose Street) and East Lane (East Street).

Where the terraces built after the 1774 Act end, on both sides of the Walworth Road the building line pushes forward around the East/ West Lane junction suggesting an earlier and narrower street lined with buildings positioned hard up to the street edge (marked yellow in the plan on the previous page). Around the village centre these corner plots have been continuously occupied with buildings that were updated and replaced on a more ad hoc basis than their neighbouring set back terraces.

Built as discrete blocks as new leases for building were signed, the late C18th street pattern and plot width largely survives intact resulting in a particular spatial intimacy and atmosphere that is still experienced at the centre of Walworth. Although no longer an important crossing point for traffic or giving access to public spaces (the Common land) behind, this crossroads has been retained as an important focal point for shopping and trading because of its proximity to East Street market which moved from the main road and into East Street in the 1870s. The corners and key sight lines retain landmark pub buildings such as the The King's Head and the Horse & Groom marked on the 1799 Horwood map.

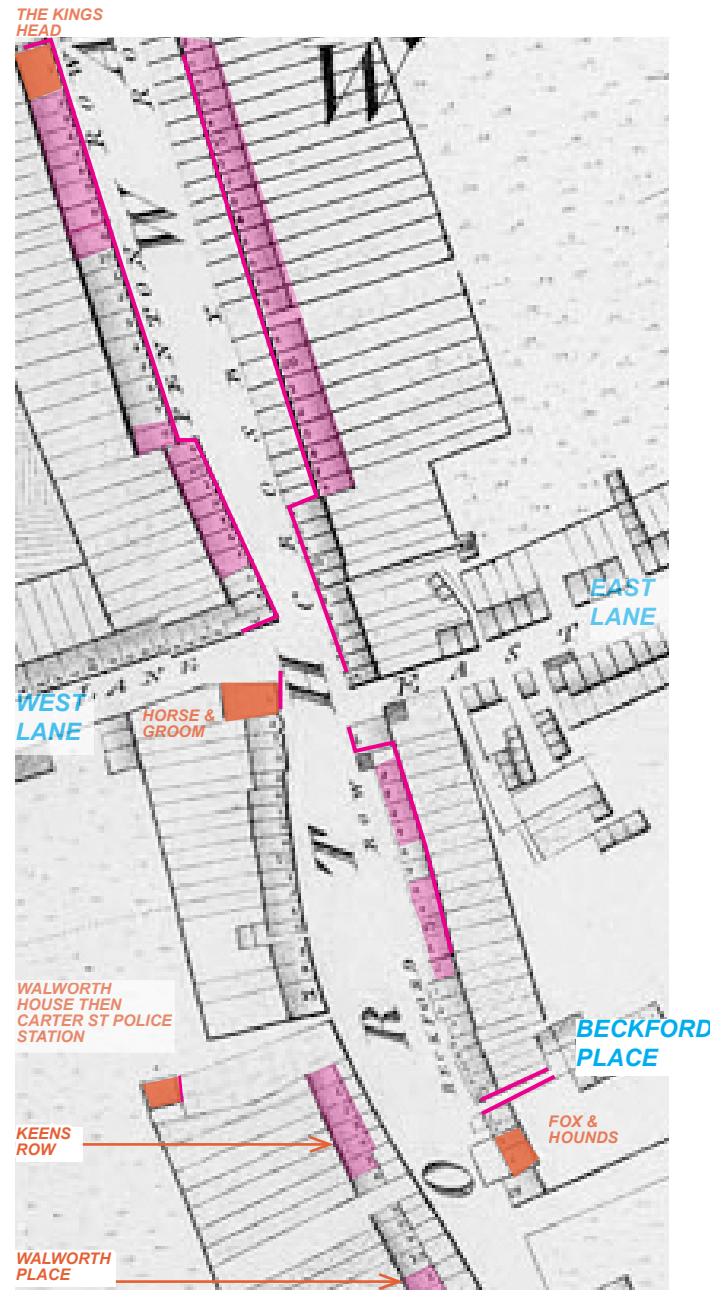
2.46 There was also a number of substantial Georgian semi-detached and terraced villas spread along the road, set into larger grounds than their terraced neighbours. The Manor House and Walworth House are examples of two early singular houses.

The Manor House was built in 1786 by Thomas Clutton to replace an earlier house and later demolished in 1856 after use by St Thomas's hospital and as a public house. Walworth House was purchased in the same year by the Police to make a station. The current Police station building was finished in 1910. The garden of Walworth House survived, known as Carter Place Gardens until 2012. Other examples of larger houses do not survive but can be seen in C19th plans and photography. Refer to chapter 3.



1799 Horwood: pink is buildings/ building lines and plot widths that are retained

Illustration credit 5 & 6



1799 Horwood: pink is buildings/ building lines and plot widths that are retained

Illustration credit 5 & 6

2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH

Walworth changes to a street lined by elegant mansions

1830 Greenwood Map

2.47 “Residents of Walworth’s Georgian houses, when they were new, did not have to walk far to find themselves amongst orchards, nurseries, greenhouses, and flower gardens. Before modern transport and cold storage, Walworth was one of the villages near enough to Central London to supply its citizens with fresh food.”^{Boast, 1993, P13}

In 1802 work started on the Grand Surrey Canal. The cut to Camberwell Road was opened in 1811. Cargoes consisted mainly of market garden produce, though the canal also provided bathing and fishing. Fishing tickets were issued in 1812.^{LJ Carter, 1985, Walworth 1929-39}

“In the twenty years after 1800 the population of Newington increased from 14,847 to 44,526. Non-conformist chapels of all types sprang up in the district.”^{Survey of London 1955 vol XXV P95}
These included examples which still stand including Walworth Chapel 1813 (replaced with the post-war Clubland building), and the Sutherland Chapel, open for worship from 1842 - 1904 (now housing), “a heavy pedimented façade embodying a Tuscan order”^{Survey of London, 1955, vol XXV P103}

On the western side of the Walworth Road surrounded by development, open land still accommodated Montpelier Gardens (until 1844), the Beehive Tea Gardens and the site of the Royal Surrey Zoological Gardens (until 1872).

The eastern side was punctuated by three remaining fields; Walworth New Town, Walworth Fields and Walworth Common. “After 1820 building proceeded apace, but as late as 1853, when Harriet Beecher Stowe stayed with the Rev. T Binney at Rose Cottage on the site of the present Town Hall, she found it a charming retreat with a view from the windows of sheep and lambs grazing in the meadow.”^{Survey of London 1955 vol XXVP84}
An 1860s receipt from the Field Dairy which operated from this location, seen on the next page, partly accounts for this view over the landscape of Walworth New Town.

2.48 Circa 1820 “The leasehold interest in a house on the east side of Walworth Road and some gardens and an orchard lying behind it were bought from the Clutton family for £2,197 and cleared for St. Peter’s and its approaches. The freehold interest was presented by the Dean and Chapter of Canterbury.”^{Survey of London, 1955 P95}



1830 Greenwood Map: public gardens and fields shaded in green Illustration credit 1

2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH
Walworth changes to a street lined by elegant mansions



London Bridge to Greenwich Line illustrates the character of the landscape Illustration credit 67

The Survey of London states that with the completion of St Peter's church "Walworth was developing as an elegant Georgian suburb."

Boast 1993, P35

In 1825, St Peter's Church of England by Sir John Soane was completed on Walworth Fields, including the provision of a much needed new burial ground. It was one of the churches erected in the new London suburbs to serve the rising populations and their requirements. Other churches of this period included Holy Trinity, St George's and St. Mary's. They were all classical in style, impressive in scale, designed to dominate in the suburban landscape. Gothic style Church of England churches followed in the 1860s at St Paul's and St John's.

In 1829 horse drawn public buses were introduced. By 1833 there were 100 licensed to travel down the Walworth Road. This coincided with the opening of

The Royal Surrey Zoological Gardens in 1830/1. Thomas Tiling started a horse bus service from Peckham Rye to the City in 1851, Reilly 1998, P42 stabling his horses behind the Walworth Road, near to St Peter's. shown on the Goad map in 1893.


The Royal Surrey Zoological Gardens

2.49 "The grounds comprised in all about fifteen acres, exclusive of a lake covering nearly three acres more. The gardens were approached from Manor Place, Walworth. There was a second entrance from Penton Place, Kennington Road. The admission was fixed at a shilling. It was endowed by the Dean and Chapter of Canterbury, who were the patrons". http://www.arthurloyd.co.uk/Surreyhall.htm and Petter & Galpin, 1878.

Old and New London: Volume 6.

First occupied by the Royal Menagerie and Zoo of Edmund Cross, it attracted "an average of 8,000 visitors a day came to see the animals," Boast, 1993, P15 "Other attractions included panoramas, firework displays and concerts. In 1837, the first picture was 'Mount Vesuvius,' painted by Danson. The lake, representing the Bay of Naples, and a display of fireworks served to vividly illustrate the nightly eruption, in

FIELD DAIRY



Mr.
To. C. SHINGLES,
Cowkeeper,
9, FIELD PLACE, WALWORTH NEW TOWN

	£	s.	d.
186			
Bill delivered.....			
Week Milk			
Cream			
New Laid Eggs			
Fresh and Salt Butter			
Home Made Bread			
Cr. by Cash Received.....			
	£		

Paras 14 York

1860s Tradesmen's receipt from a dairy on Walworth New Town Illustration credit 170

2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH

Walworth changes to a street lined by elegant mansions

the presence of admiring crowds. The Royal patron, Queen Victoria visited on three occasions .

"After the Death of Mr Cross, (1856) the animals and gardens were sold at auction. Using the proceeds, a new Surrey Music Hall was built holding 10,000 and serving as an auditorium for Rev Charles Sturgeon." *Survey of London, 1955 vol XXV P87*

The number of visitors to the Gardens must have brought full trams and carriages along the Walworth Road bestowing the traders with custom. The King's Head Public House is mentioned in The Story of Walworth. M Boast, 1993. P61

"The inn had a front courtyard where the customers could sit. There was a pump and a water trough in Manor Place. In the mid C19th, visitors to the Royal Surrey Zoological Gardens could stop here for a drink. Lectures and concerts were held in the first floor assembly rooms."

The Tradesmen's Directory shows that other local businesses advertised their location in proximity to the Gardens, indicating their value as a landmark.

During the last few years of their existence, the Gardens added musical attractions. Accommodation for an orchestra by the lake was used for giving open air concerts on a gigantic scale. In 1861 the Surrey Music Hall burned down. It was rebuilt and served as a temporary home for St. Thomas Hospital in 1871. Changing fashions and tastes meant that in 1872 the Gardens were closed and finally sold at auction.



Fashions for the Summer 1834 showing the Surrey Pleasure Gardens Illustration credit 171



Surrey Pleasure Gardens tbc Illustration credit 30



1786 Manor House at Surrey Pleasure Gardens circa 1856
Illustration credit 29



Mid C19th Carter Street Police Station replaced C18th Walworth House circa 1932 Illustration credit 69

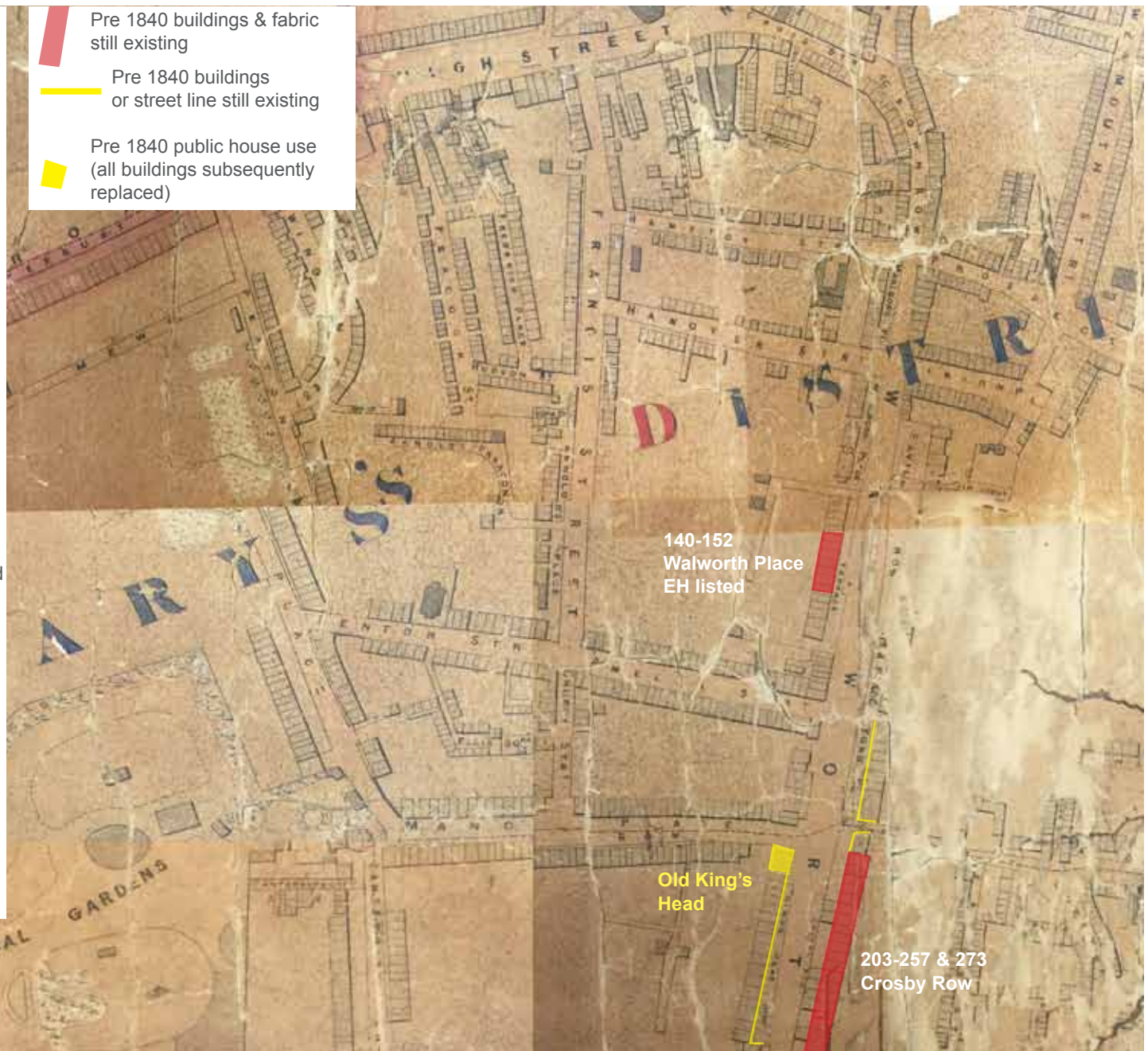
1840 Daine's Survey of the Parish

2.491 Daine's 1840 Survey of the Parish, although in bad condition, together with Post Office Directory research of still shows Walworth as a leisure destination for the Gardens.

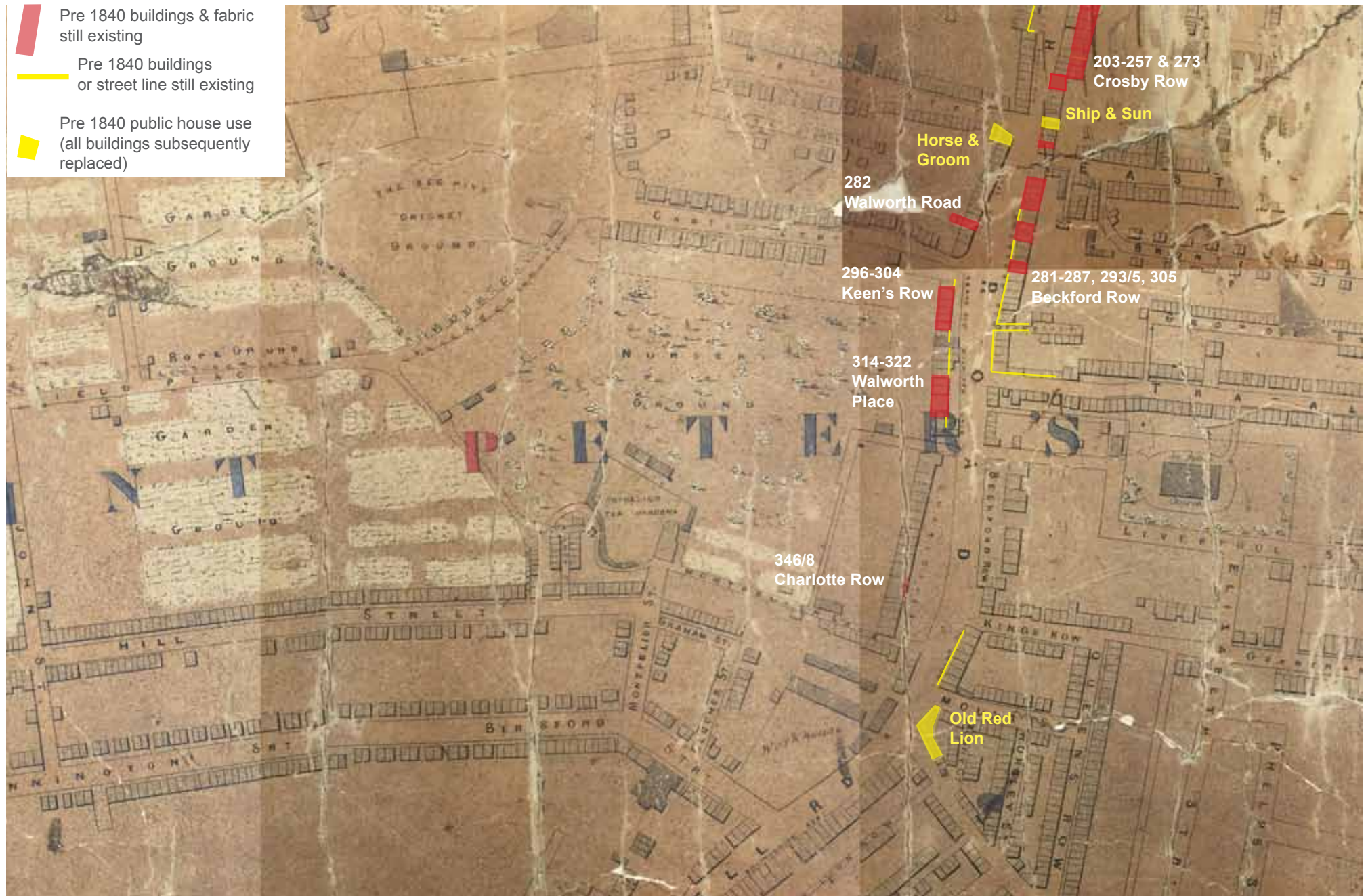
Georgian mansions lining the road included Marlborough Place, York Place, Saville Row and Kings Head Row at the northern end. Substantial parts of Walworth Terrace, Crosby Row and Bethel Place exist today, as do small parts of Beckford Row, Keen's Row, Walworth Row and Charlotte Row.

Some of the C18th housing lining the road is starting to be changed from housing to more commercial uses. Daine's map charts the expansion of shops into front gardens along Crosby, Beckford, Penton and south at Bollingbroke. The pubs were also being rebuilt in late Georgian style to accommodate the crowds coming to the Surrey Gardens and at important transport interchanges e.g. Old Red Lion [1824], the Ship and Sun [circa 1840], the Horse and Groom and the King's Head. Clustered around crossroads and stopping points, former structures were being replaced by brick-built ones; these tended to have smaller individual plot widths until leases expired and whole terraces could be re-developed.

Wealthy inhabitants are beginning to head to the suburbs as the route for the railway is planned. The impact of the expanding population needing housing, goods and food is being seen. Much smaller homes line streets joining the main road around East St. and the Workhouse e.g. The Old Red Lion and the 'bowling green' were built over circa 1824. The development on Walworth Common facilitated the new mobile working class, rather than C18th gentry and artisans.



2.4 GEORGIAN DEVELOPMENT: LATE C18TH/ EARLY 19TH
Walworth changes to a street lined by elegant mansions



2.5 MID C19TH DEVELOPMENT

Walworth Road becomes a high street: building shops out into the front gardens

Mid C19th: Walworth changes in character

2.51 In 1844 the encroachment of building speculators eager to build on the remaining open ground resulted in the demise of the Montpelier Cricket Club, one of the strongest clubs in South London who were using the Beehive Grounds. The acquisition of these left the Montpelier Club without premises, although land owned by the Duchy of Cornwall at Kennington Oval was found for the purposes of building a new cricket ground. Maps after the 1840s show considerable amounts of formal residential development with private gardens at the rear, such as Sutherland Square being built over Montpelier Gardens and towards Lorrimore. On the east side Liverpool Grove was being laid out.

Montgomery H.H. 1889 P169

Elsewhere, *“Development usually followed the shape of the old field Boundaries. Several groups of streets were built under the auspices of the Brandon trustees and the Dean and Chapter about 1850, but, with one or two exceptions, little attempt was made to make relationships between groups of buildings.”*

Survey of London 1955 vol XXV P84

In Southwark, An Illustrated History it states that, *“Some of Walworth’s developments were starting to slip in quality. The Church, as the freeholder was unable or unwilling to regulate the builders or landlords operating on land they owned and in the face of demands for cheaper more plentiful accommodation many new, poorer tenants moved to the area.”*

Reilly L. 1998. P 26

In 1862 Canterbury Cathedral gave their land in Walworth to Church Commissioners.

Southwark Council website

“The workhouse in Camberwell Toll Gate had become inadequate. There were so many poor that another site was needed to house them. In 1852 another opened at the Walworth Villa.”

2.52 The Impact of the Railway

In 1856 the lease of Walworth House, the building and grounds was bought for a Police Station in Walworth and the rear land was sold to the London,

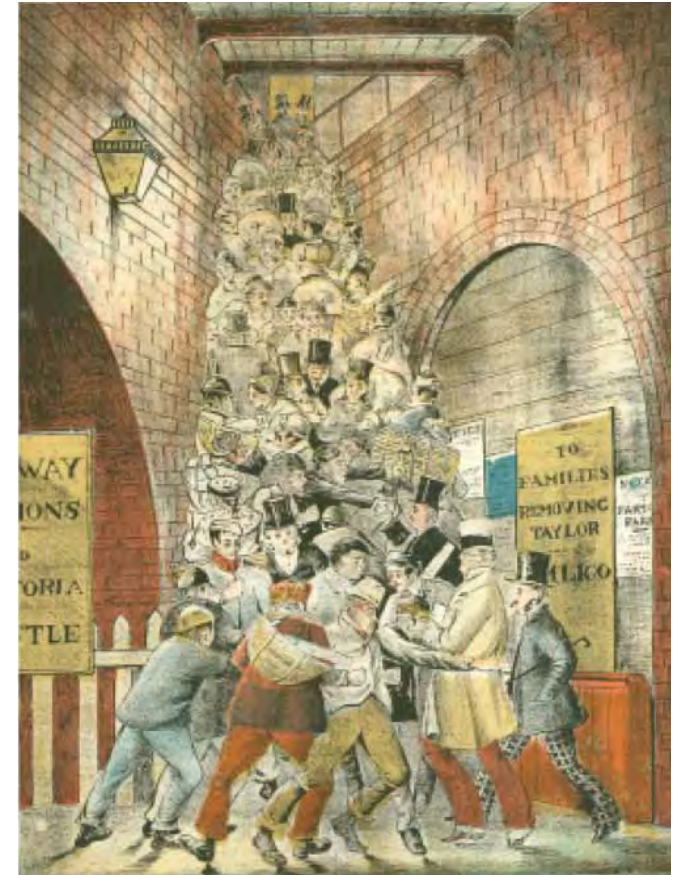
Chatham and Dover Railway for the building of the viaduct on the condition that the arches could be used by the Police.

Beasley JD. Southwark Revisited P97

The construction of the railway line smashed through Sutherland Square, truncated a number of Georgian rear gardens and the remaining undeveloped fields by dividing them into two. Easy access along the base of the viaduct unlocked land for re-development. For the first time larger scale manufacturing, transport and coal and construction yards became important in Walworth. This also led to the demolition and rebuilding of at least two key blocks on the Walworth Road to make room for Walworth Road railway station which opened in 1862. Together with Elephant & Castle station it was served by the London, Chatham and Dover Line. Rail quickly became popular because it was much cheaper than horse drawn carriages. This took commuters into and out of town and brought workers into Walworth and the Grand Surrey Canal. Together with Camberwell station it closed in 1916 when the railway company needed to make financial savings.

“By the 1850-60s sawmills occupied the canal side. Development continued until all the open meadowland had been swallowed up by buildings, causing the market garden trade to disappear, so in the 1880s the canal was used for transporting coal, grain, timber and building material”.

Carter L.J., Walworth 1929-39



Top: The Walworth Railway Station circa 1876

The Suburb Magazine, cartoon depicting the “Walworth Shoot.”, the steep staircase exiting from the Walworth platform. *Illustration credit 39*

Bottom: Beresford Street Bridge 1912

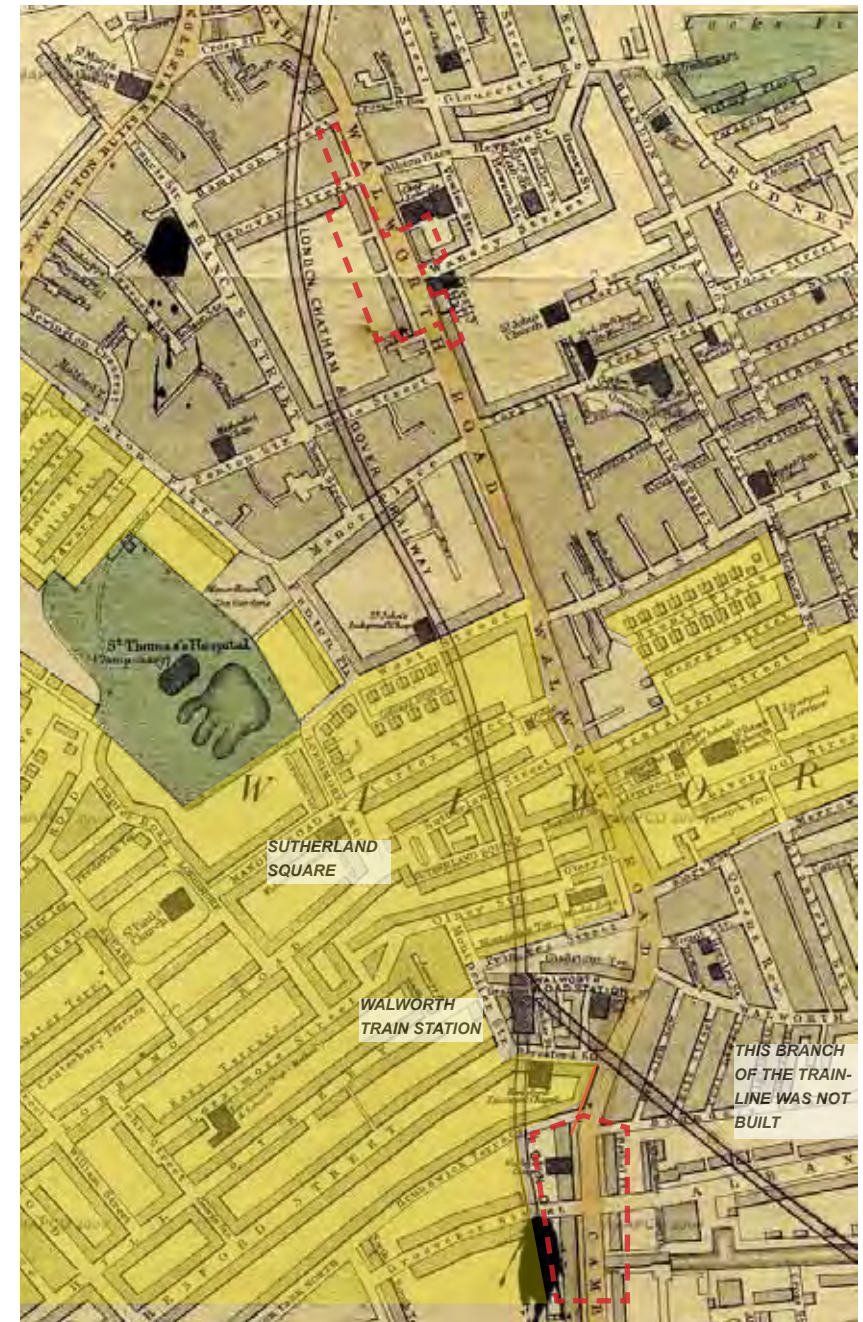
The entrance is between the bridge and the ‘Station Tavern’ which opened in 1881. *Illustration credit 173*



2.5 MID C19TH DEVELOPMENT
Walworth Road becomes a high street:
building shops out into the front gardens



1857 Kelly map - before the railway Illustration credit 174



1868 Weller map - post railway Illustration credit 71

2.5 MID C19TH DEVELOPMENT

Walworth Road becomes a high street: building shops out into the front gardens

1857 Kelly Map and 1868 Weller map

2.53 These difference between these two maps helps to highlight that Walworth was changing from “a residential neighbourhood with pleasure gardens into a part of the inner city.” Working class and poorer populations were moving into Walworth, pushed out themselves as the centre of the City became filled with factories, railways and warehouses. All: Boast, 1993. P31

The change from discrete village bordered by family dwellings and villas to built-up, vibrant and populous city fringe is seen in Weller’s map of 1868. A contrast is developing between the more formally laid out suburbs south of the former Royal Surrey Gardens and around St Peter’s, adjacent to the more densely packed ‘working class’ Guillery P. 2004, P18 housing development without any open space on the east side.

Walworth Road consequently reveals through adaption of the architecture how working class communities moved in and lived, shopped and traded in inner London during the later part of the Century. For example, elements of larger Georgian houses were being retained along the Walworth Road, although most in the central area were occupied by converted to shops, often with their top floors let out to staff and other tenants. “Large houses were let off in rooms to poorer people.” Boast, 1993. P31

John Bennett author of, I was a Walworth Boy, who was born in 1902, recalled his childhood in one of the bigger houses in East Street which had three storeys. “My family occupied the ground floor in one room above. The children’s bedrooms upstairs and there were five of us. The remainder of the house was let by my parents. In the middle were a couple with the wife’s mother; the two women made ties and the clatter of the treadle sewing-machine was the only music I had to lull me to sleep. The top floor was occupied by another couple. The husband used to boil winkles on the landing gas-stove on Sunday mornings to sell at a nearby pub.”

HJ Bennet quote from I was a Walworth Boy. Boast, 1993. P31



1830 -1848: Pumell, 35 Crosby Row, Fishmonger (269 Walworth Road) Illustration credit 175

Building shops out into the front gardens: 1840-90

In order to demonstrate the transition in character of the Walworth Road, the following pages outline how retail and services for the new communities evolved as the principal activity along with new civic uses.

Extensive use has been made of the archival material at Southwark History Library and Archive including the Tradesmen’s Directory and English Shops and Shopping by K A Morrison. The Tradesmen’s Directory is an extraordinary collection containing hundreds of receipts collected by the Cuming Family and the Vestry outlining all manner of purchase made along the Walworth Road and locally from 1840 to 1900.

2.54 “The design of shopfronts fascias evolved into a form that we recognise,” after 1762, when a law enacted in London prohibiting the hanging of signs, although inn keepers, pawnbrokers and barbers persisted in using them.” and “The London Building Act of 1774 limited projections to 10 inches (cornice 18 inches) in streets 30 feet wide and 5 inches (cornice 13 inches) in narrower streets.”

K A Morrison 2003. p42-43

The needs of the C18th to mid C19th population were served by a range of establishments on the Walworth Road selling food, clothing and household goods. At the start of the C18th most of these shops were adaptations of brick built houses focused around the village centre on Crosby and Beckford Rows on the east, and Keen and Penton Rows on the west.

2.55 “In the late 18th century Joshua Tucker assessed how people in England as possessing household goods three times as much as those of their French counterparts, including more and better furniture, and ‘Carpets, Screens, Window Curtains, Chamber Bells, polished Brass Locks, Fenders etc. But there are important underlying complexities. Indeed the acquisition of a wider range of goods was in some measure itself the result of the changing nature of the household and what has been called the ‘industrious revolution’. People work harder at their trades, households releasing labour reserves to the market, thereby becoming more dependent on consumption.” Guillery 2004, P9

2.5 MID C19TH DEVELOPMENT

Walworth Road becomes a high street: building shops out into the front gardens

2.56 The 1817 Johnstone Directory lists William Sadler, a grocer and tea merchant at 31 Crosby Row. Other trades' people living along the road were involved in the house building industry eg Burrell, J. auctioneer, Cook & Sons, bricklayer & plasterer, Garrett, J. plumber and house agent, and Townley, W. land agent or as pawnbrokers. Some inhabitants produced goods such as Deynes, W. potter, Surrey China Warehose and Osburn, J. currier and leather cutter, whilst others were still involved in the production of food and market gardening eg Milliken & Groom, nursery & seedman or Soddy's, Baking Soda factory. The ends of the terraces were punctuated by pubs with yards and stables at the rear.

By the 1850s PO Directories and the Tradesmen's Directory highlight that most of the terraces from York Place (north) to Bolingbroke Row (south) were completely occupied by artisans, making and supplying food including grocers, cornchandlers, bakers, fishmongers, cheese mongers, pastry cooks, butchers, wine & beer makers, tobacconists alongside other merchants and traders, linen drapers, milliners, lace makers, watch makers, boot makers, hatmakers, habdashers, furriers, stationers, carpenters, soap and candle makers, timber dealers, oil men, paint sellers and leather sellers. Chemists, printers, pawnbrokers and even piano shops appear too.

The pattern of use is repeated all along the road, highlighting just how locally and frequently people had to shop everyday for fresh food and supplies before refrigeration. The increase in trade must have had a huge impact on how the road looked once all of the houses were extended at the front to accommodate shops.

2.57 Dyos writes about Camberwell, *"The retail shop was not a Victorian invention but this was the era of its most rapid development. In 1849 an architect was already writing of the tendency in the suburbs for shop fronts to be clapped onto the front gardens of houses: "one by*



one each house casts a proboscis forth in the shape of a long, low, narrow shop, covering the dull patch that was once dignified as the front garden" HJ Dyos, 1966 P148

"With improved suburban communications, the long arms of the new departmental stores of Central London easily reached the metropolitan suburbs, and the multiple stores brought them a brand new organisation in the grocery, meat, footwear, chemists goods, confectionery, tobacco, and a number of other trades" HJ Dyos, 1966 P148

Some of the shops that still occupy the road were founded around this time including Baldwin & Son in 1844 and Schwar & Co 1838.

2.58 This period also signified the rise of the chain store, with London-based stores on the Walworth Road advertising other branches or source of manufacture in places like Deptford or the East End. A good deal of shopping was also bought from street vendors who sold from barrows or horse and cart, with the origins of East Street market being listed as the 1860s.

1830

Balne, 13 Crosby Row
(211 Walworth Road).

Illustration credit 176

By the 1850s the majority of the road was given over to shopping with most traders being recorded in the Census as living above their shops, sometimes with hired help or domestic servants. They were predominantly "working class" families of traders often making goods for sale. Their origins were mostly southern or eastern London although the Census data reveals migrants from the north of England, European countries and Ireland. Directories from the same period, closer to the City, reveal comparable lists including residents as 'esq' and other professionals dominating including physicians, solicitors etc.

2.5 MID C19TH DEVELOPMENT
Walworth Road becomes a high street:
building shops out into the front gardens

2.59 Further away from the village centre, the 1841 PO Directory demonstrates that the larger Georgian terraces at Bethel Place (73-91 Camberwell Gate) were still being occupied by families until the late C19th.

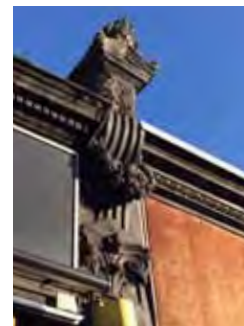
1841 Census: Bethel Place occupants

No1: Wilks family: cashier to the East India Company
 No2: X family of independent means
 No3: Holford family: government clerk (one son is a surgeon dentist, the other is a clerk like his father)
 No4: Steigenbergers a family of independent means
 No5: Dickinson: (clergy man) family
 No6: Harrison: (merchant) family
 No7: Browne: (surgeon) family
 No8: Wharton: a family of independent means
 No9: Knight: (tea merchant) family (and accountant)
 No10: Tomlin: (merchant) family
 All households had multiple servants including cooks.

The 1893 Goad map and the Census correlate to demonstrate that these houses were now occupied by families who ran businesses in the shops below. The houses were converted in the 1890s by extending into the front gardens to make a row of very grand and lofty identical Victorian shop units named "The Promenade" on the 1893 Goad Map. The impetus for building may have been the completion of new streets of housing filling Walworth Common (after 1851) and around the canal. A mini town centre emerged with shops on both sides of the roads including Williams Place (1875). The Promenade still stands. The Promenade is significant because of its height and decorative stone and timber shop fronts. The extra height accommodated access to the raised ground floor of the Georgian properties behind meaning that the shop fronts have an impressive presence on the street and tower above most other shop spaces on the Walworth Road.

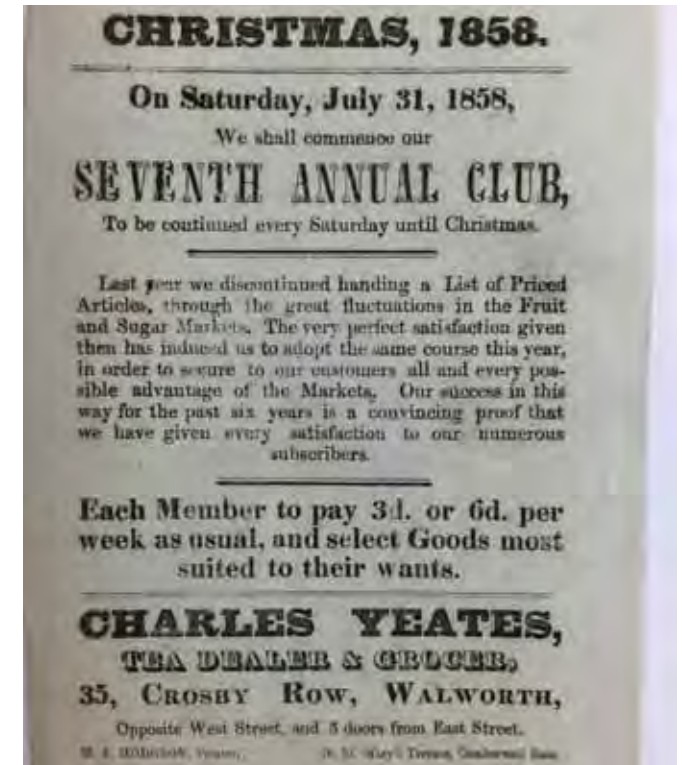
1901 Census: Bethel Place occupants

No73* (1): Miller family: Clothiers
 No75: (2): Brooks family: Bookshop manager
 No77: (3/4): Cohen: mantle shopkeeper (own account)
 No81: (5): Edwards: butcher (at home)
 No83*: (6): Cornell: cheesemonger (at home)
 No85/7*: (7/8): Fairbairns: hosier (at home)
 No89: (9): unoccupied
 No91: (10): Issacs: jeweller and pawnbroker (own account)



2014

The Promenade, 73-91 Camberwell Gate
 Houses date from circa 1810 and shop units circa 1890



1858 *Illustration credit 177*

Charles Yeates, 35 Crosby Row Tea dealer & grocer

1850-57+ *Illustration credit 178*

Fidge, 24 Crosby Row, Tea Dealer & Grocer

2.5 MID C19TH DEVELOPMENT : SHOPS
Walworth Road becomes a high street: building shops out into the front gardens
267 WALWORTH ROAD: SHIP & SUN (BEATEN PATH)



Mid C19th retail frontages
Walworth Road retail case study
1834: Robinson's 1834 -1855 (illustration next pages)
and the Ship & Sun circa 1840

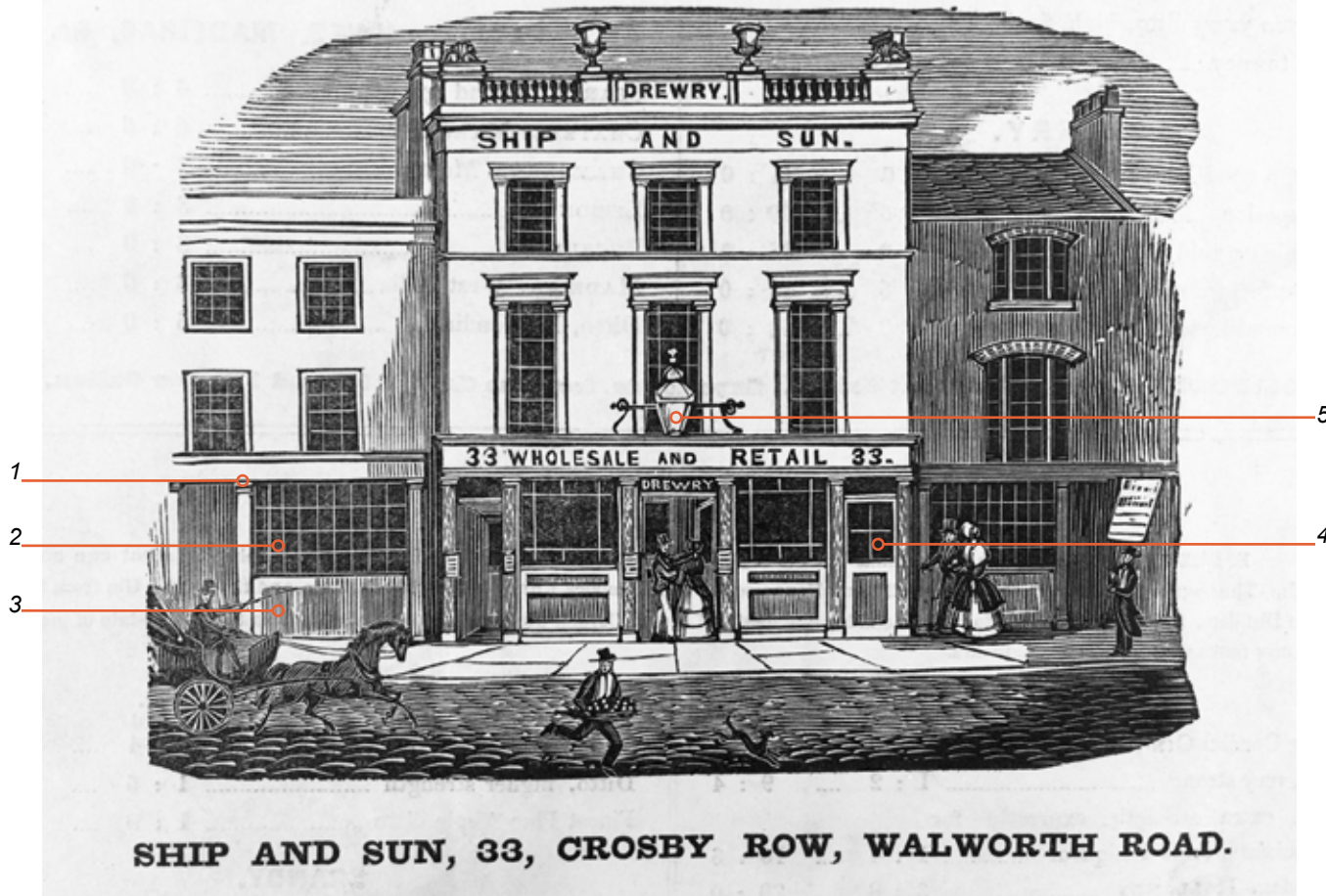
2.591 "In the 1830s and 1840s most shop fitters opted for classical designs. Delicate Georgian ornamentation and Regency simplicity gave way to sturdy neoclassical forms involving the bold application of half or three-quarter columns carrying heavy entablatures... The shop fronts may originally have been elaborately painted, with the coloured marbling so vividly described by Whittcock"

K A Morrison 2003. P48

This description demonstrates both the more "delicate" Georgian response for a new public house, The Ship & Sun was erected for Drewry at no 33 Crosby Row, no 267 Walworth Road, before 1840, rebuilt as the Prince Alfred, circa 1880. Consider this shopfront versus the much more elaborate response for Robinson's established in 1834 as a "Turnery, Cooperage, Baskets, Door Mats, Matting"

It is possible that this drawing of the Ship & Sun was made just after the completion of the new building. The drawing connects the public house to the building on its left-hand side indicating that they may have been built as a pair. The cornice details, windows and shop front columns are similar. By contrast the building on the right is outlined in black, not white. The design is similar to no. 273 Walworth Road which still stands and may be a part of this terrace.

WINE AND SPIRIT ESTABLISHMENT



SHIP AND SUN, 33, CROSBY ROW, WALWORTH ROAD.

Circa 1840 - 1858 Ship & Sun Illustration credit 179

- 1 Simple Tuscan columns
- 2 Small glass panes. Mass production of larger glass panels first took place in England circa 1832. The window tax was repealed in 1851.
- 3 Separate door for entry to the housing above
- 4 From 1824 onwards gas street lamps started to appear

in Walworth. Gas was not installed into private houses until around 1842.

5 The building appears to be a part of a terrace of which no 273 still stands and is occupied by Gregg's the bakery.

Right: 1978 Prince Alfred and no 273 Walworth Rd
Illustration credit 22

Walworth Road retail case study

1857: Hughes and an expanded Robinson's [1858]

2.592 Retailers often listed the previous occupant of the business on their advertising literature. In this case Hughes appears to have taken over a Tea and Grocery business which was popular with the Cuming family, previously run throughout the 40s/ 50s by Fidge. Many advertisements exist presumably delivered wrapped around the packets of tea. This shop shows a simplified elegant facade displaying hygienic exotic boxed product, raisins and almonds in the shop windows with the interiors lit by gas.

1858: Robinson's expanded into enlarged premises

"Before long, prominent classical columns were ousted by simple pilasters, and full entablatures gave way to fascias that terminated in consoles (or blocks supported by brackets).... Individual window panes became taller and narrower in the 1850s and 1860s, commonly measuring 7 to 8 feet high by 3 to 4 feet wide.... Horizontal glazing bars could be reduced to mere headings, and on occasion two panes of glass were butted together without a glazing bar.... shops still opened late, usually until 8 or 9 o'clock at night, depending on the season, although the early closing movement, which originated in 1842 was gaining ground".

The drawing of the expanded Robinson's store in 1858 shows the new fashion for tall glazing panels as well as simpler flatter pilaster details. It could be a more artful, rather than realistic impression of the storefront which includes a drawing of the interior with the shop front removed, or perhaps the expanded area of shop front (26&27a) was actually open. Open shop fronts were common for "butchers, fishmongers, dairymen and greengrocers", who "had always been different from those selling non-perishable commodities. These traders adopted large double hung sash windows in the late Georgian period, and adhered to that format until new standards of hygiene were imposed in the 1950s." All quotes: K A Morrison 2003. p42-43 p54

In the 1920s LJ Carter's book describes the competition amongst tailors in particular on the Walworth Road and how each shop competed to get their goods in front of customers by displaying them on the street. Much later the Penny Bazaars of M&S notoriously used open shop fronts to try to entice customers to browse by offering "free admission".

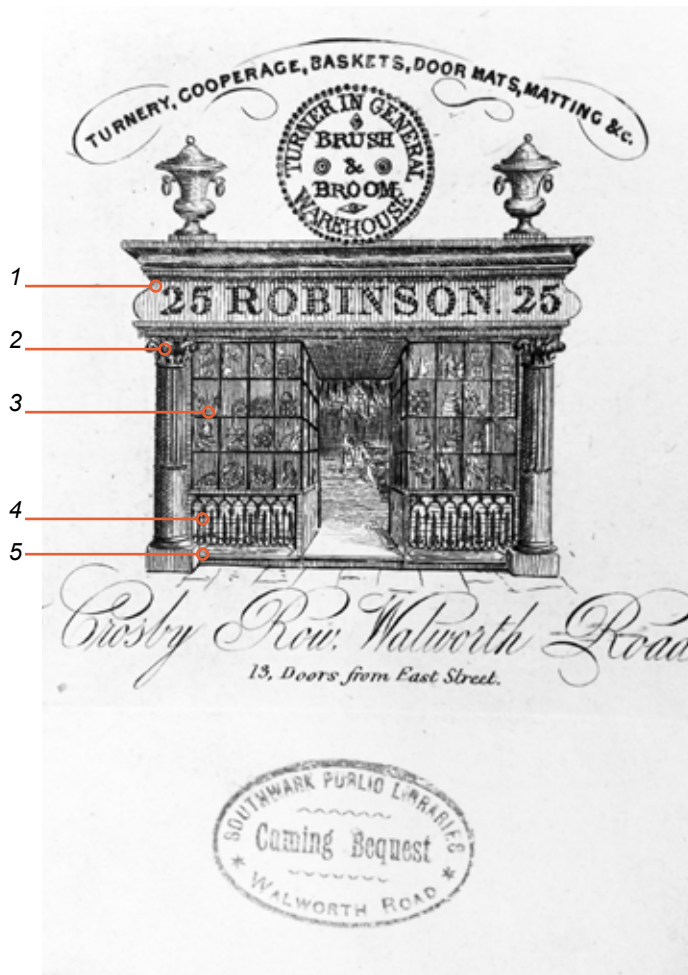
1857: Hughes

Illustration credit 180

1 Shop fronts were made taller through the use of larger fascia panels that could be viewed from the top of public transport. These were prevalent on the Walworth Road until the C20th.

Hughes was at 249 Walworth Road and Robinsons was next



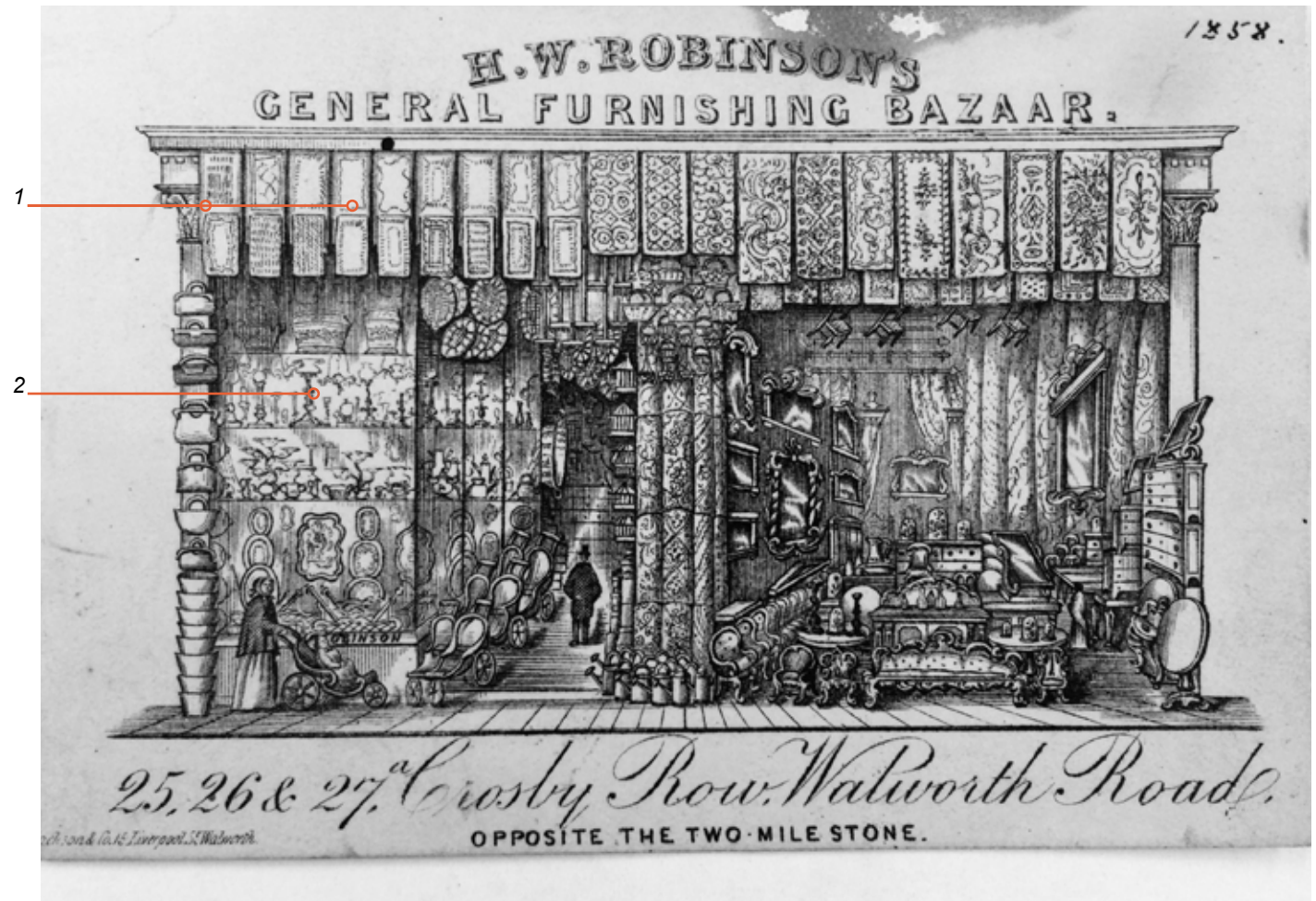


Walworth Road retail case study

1834: Robinson's store established (image 1834 -1855)

Illustration credit 181

- 1 Entablature
- 2 Corinthian column
- 3 Small glass panes. Mass production of larger glass panels first took place in England circa 1832. The window tax was repealed in 1851.
- 4 Ventilation/ light into basement.
- 5 A step up from the street was typical of the period.



1858: Robinson's expanded into 25, 26 & 27a Crosby Row (251-253 Walworth Road)

Illustration credit 182

- 1 Simple flatter Corinthian columns and entablature with goods being brought out and displayed on the street. This abundant display had been partly influenced by the 1851 Great Exhibition.
- 2 Larger glass panes and became central to store design, all higher to show goods to passing customers on horse driven trams.

Walworth Road retail case study

1850s: Phillimore & Co

"South Metropolitan Tea Establishment", colonial tea & coffee merchants.


36 Beckford Row (now demolished).

2.593 The 1850 advertisement is entitled the 'Great Exhibition'. It highlights the great influence that the Great Exhibition of 1851 had on advertising, display and the design of shop fronts of the time. Directly influenced by the Great Exhibition, there was a fashion for cast iron use between glazing panels which this shop window example may have been. Importantly gas lighting is incorporated inside the shop window, as well as in the interior, to throw light back onto the shop window and the product.

Their advertising also plays directly on the international aspect of trade and the power of the British Empire as expressed by the "The Great Exhibition of the Works of Industry of all Nations".

GRAND EXHIBITION,

**Phillimore
&
Company's
Tea, Coffee,
&
Colonial,
Warehouse,
36,
Beckford
Row,
Walworth
Road.**



INDUSTRY OF ALL NATIONS.

The world is all moving agog with delight, At the thought of a grand and a peaceable fight.	When the loom and the shuttle move wearily on And wear down the weaver to mere skin and bone	Machinists and Artists And all sorts of Laborers
--	---	---

1850 Phillimore & Co, tea & coffee merchants, around 350 Walworth Road Illustration credit 183

Late C19th: Development

At the “first census, there were 14,847 people living in the Parish of St Mary Newington. By 1881 it was 107,850.” Boast 1993 P31

2.61 As the 1876 Weller map demonstrates, “By 1880 the whole area was closely packed with streets of working-class houses. Shops and sheds were built over the gardens allowed by an earlier and more generous age, and the London, Chatham and Dover Railway running parallel to the Walworth Road up to the Elephant and Castle Station, added to the jumble of bricks and mortar which Walworth had then become.” Survey of London 1955 vol XXV P84

Writing about Southwark’s various neighbourhoods, Richard Tames captures the spirit of the east side of C19th Walworth. “Southwark’s neighbourhoods constituted an agglomeration of highly localised communities of streets and blocks and courts and alleys, a massive urban village organised around interlocking support network of local families and the shops and markets they patronised. Public houses were crucial as arenas for socialising, singing songs, gossip and displays of talent, dress or all too temporary wealth; they also functioned as a basis for sports teams, outings, whip-rounds and illegal betting and the place where casual or outdoor workers were paid off and work of varying degrees of honesty might be found. Within the general populace a discernible “Pearly” sub-culture, peculiar to the costermongers and their families also existed.” Tames R. 2001 Pxx

The vital everyday business of living, working and trading was supplemented across the late C19th by building new infra-structural, civic and administrative processes and buildings including churches of all denominations, the Free Library, the Town Hall and Manor Place Baths. Most noteworthy places of entertainment sprang up around Elephant & Castle and the Old Kent Road, although Walworth had a sprinkling of first local music halls, then cinemas, often housed in converted churches eg Sutherland Chapel. Coincidentally a number of important

philanthropic projects had risen to combat the considerable urban poverty that resulted as the population soared to an all time high.

Late C19th: Population increase

2.62 “The 1901 census revealed that as a population the newly formed Metropolitan Borough of Southwark reached an all time peak at 202,479, only a thousand local residents could be classified as immigrants, plus two thousand Irish - and half of them had been born in England and thought of themselves as Catholic cockneys”. Tames R. 2001 Pxx

The sense of tightly knit local communities with extended families moving between a variety of qualities and ages of (mainly rented) property in the Walworth and Bermondsey area, depending on fluctuating status, education and wealth, is highlighted at the turn of the C19th by a number of individual personal published accounts including LJ Carter and HJ Bennett.

Late C19th: Living in Walworth

2.63 On the one hand, local builders like Edward Yates provided streets of new housing, “Yate’s speculative building projects began in 1867, he acquired leases, took out mortgages, completed the buildings and let them out thereby accumulating wealth and the confidence with investors to take out future loans for new projectsThe final tally of houses built by Edward Yates was just over 2,500: his estate valued after his death in 1907 at a little short of a million pounds” Dyos, H. 1982 P182

According to Dyos, Yates built housing on the east side of the Walworth Road including Larcom Street, Aldbridge, Darwin and Chatham Streets amongst others. “Suddenly we see something we had probably hardly noticed before - a sense of proportion a quiet delight in ordinary craftsmanship, a dignity that belonged in some degree to houses of a very ordinary kind.” Yates’ houses were occupied by “the lower-middle and working classes” who lived within 15 minutes walk of their places of employment along the Walworth Road.

Like James Pullens’ tenement development on the west side which was often “occupied before the paper is dry on the walls each incomer has to make a deposit of 24d which is an effectual bar to any poor tenants,” the Yates’

developments were popular and keenly occupied. Both were purely commercial developments. Rents on the Pullens’ quickly rose in response to demand while Yates, “campaigns against anything that might increase his rates, such as the proposal to introduce electric-lighting to the streets of Newington in 1882.”

Dyos, H. 1982 P182 and Charles Booth diaries B365 p61 LSE online archive

There is no doubt that they were considered contemporary and desirable. Around Walworth Common, the South London Chronicle reported, “It is only within the last twenty years that the old streets and small dilapidated houses on the common have disappeared and made way for the hundreds of modern-built houses now found all over the estate.” Oct 15th 1887

Residents of these new properties were probably of the type described by Charles Booth as, “The fairly comfortable are city workers, warehouse man and a few clerks and cab owners and the better paid of the railwaymen, guards, foremen and engine drivers...” C Booth diaries B365 141; LSE online archive

Even if Charles Booth describes the Pullens as “well built and dull”, B365 P60-61 these types of new and distinctive Victorian tenements operated as distinctive urban set pieces, incorporating within their design shops as well as public houses and even workshops. The smaller new tenanted developments often punctuated the end of rows incorporating earlier Georgian terraces, or scraps of Georgian situated on plots that were too difficult to access and therefore to re-develop.

Late C19th: The notebooks of Charles Booth 1885-1903

2.64 As well as housing, Charles Booth, in his search for evidence about the extent and distribution of poverty in London, encountered and recorded the full variety of social and living conditions around Walworth prevalent in Victorian London.

After a reduction in the train fares and fare boundaries this included an influx of urban poor which took the “poorer working class further afield”. C Booth diaries B365 p91; LSE online archive into Walworth and southwards to Camberwell. He described the deprivation of pockets of costermongers living in the yards and closes around East Street and the Red Lion explaining “coster streets and coster habits,”

2.6 LATE C19TH DEVELOPMENT
An influx of manufacture and mass housing



2.6 LATE C19TH DEVELOPMENT

An influx of manufacture and mass housing

C Booth diaries B365 p123. LSE online archive

"men buy in the Borough Market and sell all over London; a few buy in Covent Garden; women for the most part work in R White Ginger beer and mineral water factory, a rough poor class with white or sackcloth aprons: they go fruit and hop picking in the summer and autumn. The streets full of barrows, open front doors leading to backyard where a pony or donkey is kept. Windows broken, dirty, children dirty.... told the usual tale of coster street, they make a lot of money but spend so freely that they have to borrow each week to buy their stock for Saturday: they borrow from more careful costers and not from outside lenders."

He also charted the relative decline of the wealthy inhabitants in the mid C19th properties around Sutherland and Lorrimore Squares. Following the "Immigration of the fairly comfortable". "As for the richer parts of the district the 'red' has gone forever: a little part remains in Lorrimore Square, Sutherland Square and Grosvenor Square, but there are more homes in all of them that do not keep servants. The 'pink' of the centre of the district remains but there is an ever broadening of the band of 'purple' round it."

Booth criticised the authorities of "Vestry Slack". *The Vestry is not remarkable for the care bestowed on street cleaning.* At a time when all the public houses were re-building former Georgian establishments as huge fantastic local emporiums, he noted, "There is more drinking as the district becomes poorer. Sergeant Sziemnonowicz notices especially an increase among women of the working class."

C Booth diaries B365 p107. LSE online archive.

Late C19th: New infrastructure & civic buildings

2.65 With the arrival of the train line the Walworth Road had effectively been split into two. This was exacerbated by the subsequent widening of the Dover to Chatham Railway Bridge that crossed the road near to the Elephant & Castle following an Act of Parliament in 1883. Consequently the northern section, nos 1-76 Walworth Road which intersected with the New Kent Road at no 1 became more

affiliated with the "Piccadilly Circus of the South", whilst the southern section from no 77 upwards continued to develop to serve the local communities working and living along the Walworth Road.

In 1865, Tollgates were abolished by an Act of Parliament and the Vestry Hall opened. Designed by architect Henry Jarvis, the site had belonged to the Fishmonger's Company of the City of London. It remained the Council Chamber and offices for the Vestry staff for 35 years. In 1871 horse drawn trams were introduced on the Walworth Road and in 1890 and 1906 the underground arrived at Elephant & Castle. First the Northern line and then the Bakerloo line.

Education was made compulsory for all children, so the London School Board built many local schools including St John's School which opened in 1866. ^{Southwark Council website} More churches were erected including East Street Baptist Church. The Richmond Street Mission and (Sunday) Schools were established in 1859, erecting buildings in 1875.

"The Police Station in Rodney Road at the corner of Flint Street was erected to meet the need for a police station at Locksfields" in 1873 ^{Humphrey. S. 2013. Elephant & Castle: A History}. This was in addition to Carter Street Police Station situated on the Walworth Road.

In 1880 LJ Carter wrote that "Part of the Walworth Road became a high pavement with steps leading down to the road." ^{LJ Carter, 1985. Walworth 1929-39} presumably for the comfort of commuters who were alighting from high horse-driven buses.

In 1893, The Newington Library opened after a campaign when local ratepayers were convinced of Newington's need for a public library. ^{M Boast 1993. P48.} The architect was Edward l'Anson. Following this, the Manor Place Baths was opened by the Newington Vestry for bathing, swimming and water polo in 1898. In the winter the pool was covered for boxing matches. ^{M Boast 1993. P49}

Late C19th: Philanthropy & social reform

2.66 Recorded in the Booth Poverty maps and notebooks, action to combat and alleviate the symptoms of poverty was spear-headed by both the Vestry and the local churches.

In 1849 here was an outbreak of cholera in Newington, as a result of a lack of proper drainage or sanitation. The surroundings were damp and low lying. Following efforts by the Vestry and other philanthropists, it has been claimed that 'by 1900 Newington was one of the healthiest parishes in London.'

^{M Boast 1993. P47}

Aware of the settlement at Toynbee Hall in the east end, Pembroke College undergraduates at Cambridge University proposed to work in South London. In 1886 religious services started in a disused factory near Elsted Street, they also set up recreational and sporting clubs, the success and influence of which are documented in LJ Carter's book and in Booth's notebooks. The Church and Prior Hall was dedicated in 1909.

In the 1890's Arthur Jefferson, from St John's Parish Larcom Street, an energetic vicar ran a day nursery, unemployment registry, country homes for poor children and provided 'penny weddings' in the parish. ^{M Boast 1993. P36}

The Rev. Horsley arrived at St Peter's Church as the new Rector in January 1894. He was almost singularly responsible for opening up the crypt of the church to community activities, making room for 'an early meals service' and turning the graveyard and vicarage garden into a small zoo, hence its name "Monkey Park". He later secured the arrangement that would give St Peter's its present school building in Liverpool Grove. ^{<http://walworthsaintpeter.blogspot.co.uk/2010/12/canon-horsley.html>}
All three buildings are now EH listed.

Later, "In 1904, the Church Commissioners asked Octavia Hill to help them to redeveloped their large state of 22 acres east of Walworth. The land had been laid out on long leases, when it was just fields, and the leaseholders had allowed it to become an overcrowded slum.... Under Octavia Hill's direction all the slums were demolished and replaced[by] two-storey cottages and three-storey blocks of flats..." ^{M Boast 1993. P45 & 47 : ref all below}

The activities at the Robert Browning Settlement of the National Committee of Organised Labour on Old Age Pensions and the construction of the Browning Club and Tavern (later Herbert Morrison House) in 1902 all impacted on social conditions and reforms in the immediate area and beyond.

2.6 LATE C19TH DEVELOPMENT
An influx of manufacture and mass housing

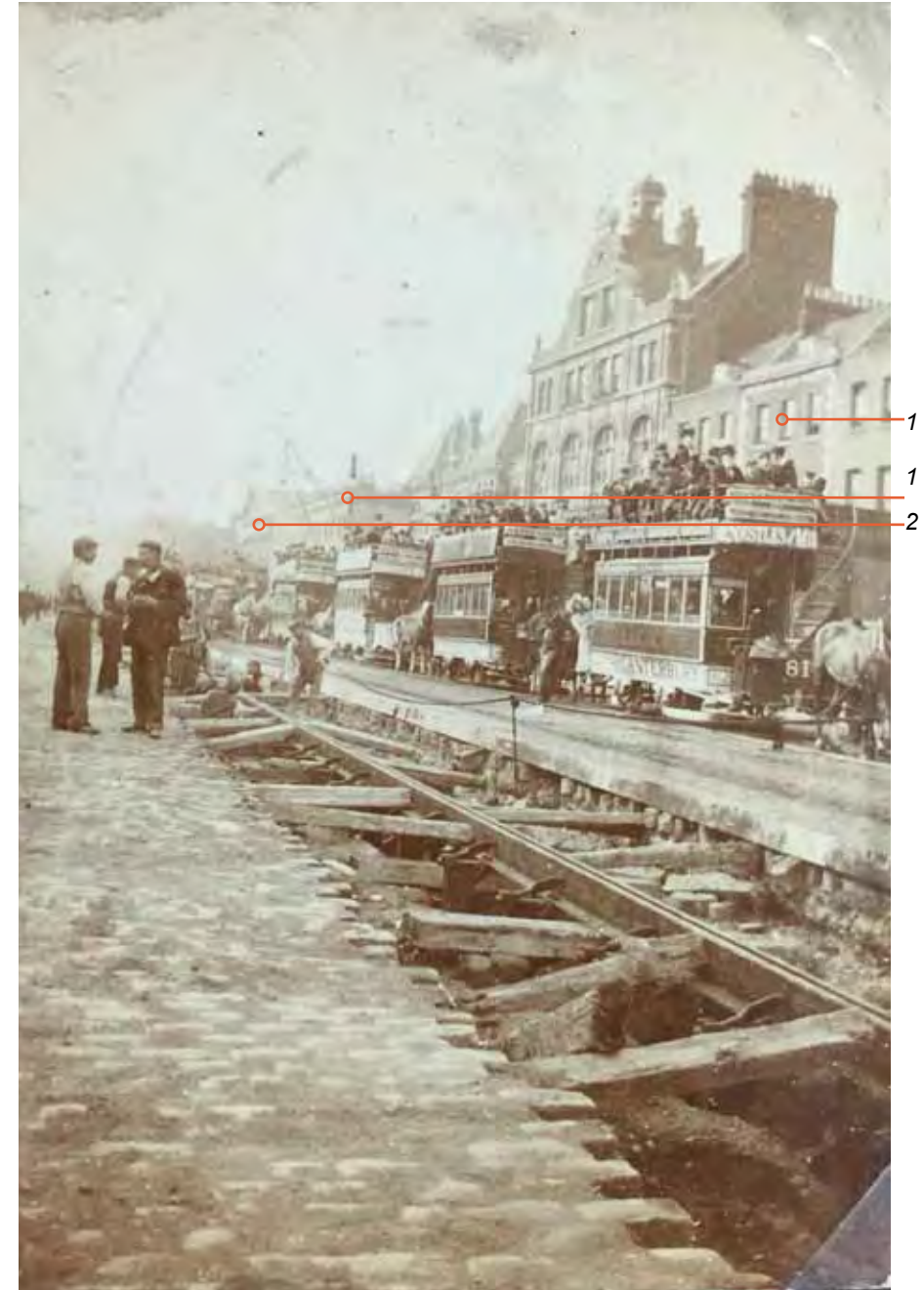


Top: 1866 Walworth Vestry *Illustration credit 126*

1903 Walworth Road: preparing for electrification of the trams *Illustration credit 34*

Right At the corner of Amelia St and Walworth Road the tenement style housing that was being built at the ends of the earlier terraces. Utilising higher densities they were predominantly four storeys with separate access for residents and incorporating shop fronts that are flush with the facade.

Far right In the photograph background the Vestry and the Public Library as well as their neighbouring C19th houses [1] and the Baptist Hall [2].



2.6 LATE C19TH DEVELOPMENT

An influx of manufacture and mass housing

In 1900 The Metropolitan Borough of Southwark was formed by the amalgamation of four old parishes; of Newington, St Saviours, St George the Martyr and Christ Church with the Vestry becoming the Town Hall. M Boast 1993. P47

Late C19th:

Rear gardens converted to manufacturing

2.67 Map research on the following pages charts the impact of the end of the 99 year leases issued after the 1774 Act which enabled land to be first sold for housing in Walworth. Gardens at the rear of the former Georgian terraces were amalgamated and sold for re-development usually as industrial/manufacturing buildings and builders' yards. These sites incorporated many of the remaining gardens, demolishing or re-using their stable blocks.

Small scale backland factories were accessed directly via the Walworth Road using the historic lanes already in place or utilised new access roads running parallel to the Walworth Road itself. Where access ways were shared, complex rights of way were established that passed on when business leases were later transferred ref: Crosby Row leases held @ SHL

The notated 1876 map shows some of the truncated gardens and rebuilding that occurred in the hinterland and next to the railway. The 1893 annotated map lists the individual businesses that moved in to use these sites.

Sometimes businesses at the rear could be linked directly through to their residential and retail shops fronting onto the Walworth Road e.g. Cockayne Printers at no 185 established in 1844. Most businesses were allied with manufacture of some kind; either of food products eg corn and seed manufacturers; household goods eg piano factory, galvanising works, brush factories; household services eg Blue Laundry, as well as builders' yards and heavier industries such as coal merchants or iron foundry yards situated conveniently for deliveries next to the railway line. There were a number of important pharmaceutical business's

including Smiths (no 270-274) and Soddy's in York Street. Situated in between new business's, more traditional industries continued at a smaller often domestic scale including millinery and bowler hat making.

The development changes coincided with change in patterns of occupation within the housing above the shops. In the mid C19th artisans, tradesmen and their families, and sometimes servants, were living in the housing above and trading directly from the shops below. By the 1860/80s the London-based chains had become firmly established along the Walworth Road. Their employees did not always live above the shop and so the housing was rented out to other working families, often with members working from home, employed as seamstresses and in the drapery industry.

With the population expanding rapidly, Census data shows that buildings regularly accommodated more than one family and several generations. For example in the 1911 Census data, a one bedroom flat on the Pullens Estate, with three rooms, a scullery and a WC, would often be occupied by three separate families

eg 1911 Census data for 38 Peacock St shows Moreton, Ling And Grass families

Where early C19th housing survived, like Crosby Row and Bethel Place, or earlier houses were located in the centre of terraces, like Beckford, Keen's and Charlotte Row, these properties simply became 'locked in' by the industrial development with their remaining small yards and gardens becoming completely inaccessible from the rear. Together with the shops on the Walworth Road being rented and providing constant income for the freeholders, this prevented major many interventions and re-development.



Case study: Cockayne & Co Printers Above: Illustration credit 73

Cockayne Printers, established in 1844, moved from no 195 (Herbert Morrison House site) to 185 Walworth Rd. to accommodate re-development of the buildings in 1890s. They made use of the whole site with printing at the rear and a shop at the front. Further expansion meant Cockayne later moved to Waterloo SHL: Pam655COC

Below: The Goad map shows that the buildings at front and rear still exist, as do elements of the shopfront including the two large pilasters Illustration credit 185





1875 Williams Place: no 34-42 Camberwell Gate
High Victorian, polychromatic brickwork, eclectic Gothic Revival. Retains stone corbels & pilasters.

Late C19th: New corner buildings
Pubs, Banks & Tenements

2.68 At the ends of the C18/19th terraces, where access was much easier, many of the properties and all of the public houses were rebuilt circa 1880/90.

Larger-scale purpose-built tenement buildings replaced the smaller scale Georgian housing. Often four stories high, one full storey higher than the Georgian townscape, these incorporated retail units and shop fronts which for the first time were purpose-built as flush-fronted and built



1870/88: 240-252 Walworth Road.
Late Gothic Revival, Ruskin inspired with decorative Venetian cornice and polychromatic brickwork. Retains corbels, pilasters & some shop front decoration.

hard up to street edge. Separate access to the housing above was incorporated into the designs, enabling shop business and housing to operate independently. Forming distinctive ends to the blocks a number are rather exuberant in style, signalling the status of the street as a busy Victorian high street. Photographs of the period certainly show it as a local alternative to the rather grander and bustling "Piccadilly Circus of the South". The 1901 census revealed that the population the newly formed Metropolitan Borough of Southwark reached an all time peak at 202,479. Tames R. 2001 Pxx



Circa 1888/93: Hampton House 94-96 Walworth Road.
Queen Anne period 'Old English' style. Chimney pots missing perhaps. Retains corbels, pilasters & some shop front decoration.

Banks

Local London banks arrived to be quickly taken over by the evolving banking chains including Barclay's Bank in 1888 and the NatWest circa 1918. These were housed in prominent corner positions where they could develop new purpose-built buildings. The Barclay's Bank building had been in continuous occupation by them since then. It is Late Gothic Revival in the Old English style with Jacobean style stone window details. A gable detail is missing although it retains other shop front details. (See chapter 3 for more detail).

2.6 LATE C19TH DEVELOPMENT
An influx of manufacture and mass housing



Becomes
manufacture
& education

Becomes
library &
housing

Becomes
manufacture
& storage

Becomes
retail &
vehicle yards

Becomes
a builder's yard

Becomes
manufacture &
a coal yard

Becomes
a builder's yard

Becomes
manufacture &
a public baths &
refuse yard (later)

Becomes a
tram works

Becomes
a laundry

Becomes
retail &
manufacture

Becomes a
timber yard

Becomes a
decorator's
warehouse

Becomes a
stable mews,
housing &
brush factory
(retained)

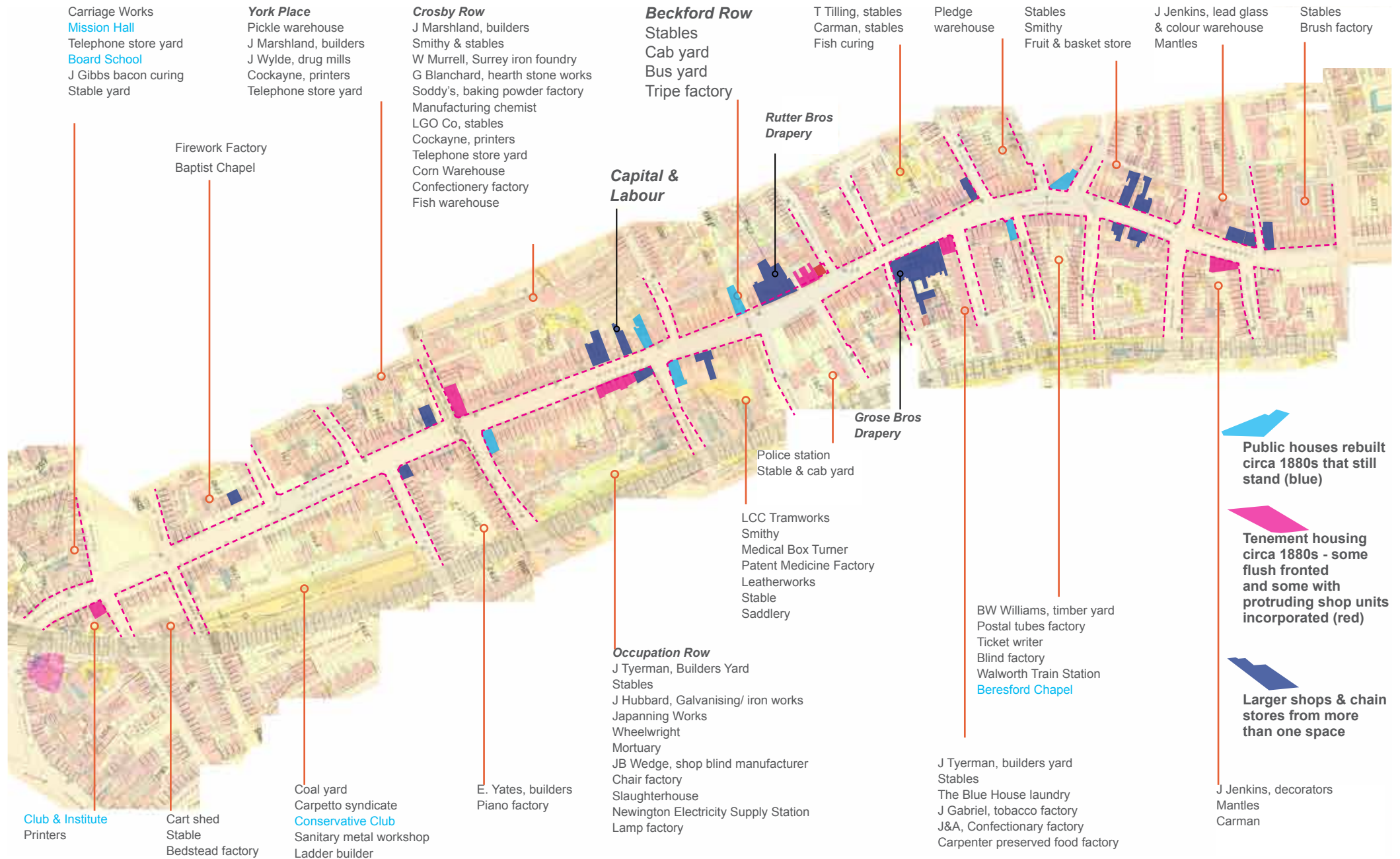
1876 OS map

1876 Map *Illustration credit 184*

Cleared sites around the railway and prior to new development

Georgian gardens amalgamated and sold off as sites at the end of 99 year leases, mainly for industrial uses

2.6 LATE C19TH DEVELOPMENT An influx of manufacture and mass housing



1893 Goad: Lists of social/ civic and manufacturing buildings located behind the shops and blocks making up the Walworth Road *Illustration credit 185*



Circa 1900: East Street Illustration credit 224

Late C19th: Larger retail stores evolve

2.68 From the 1860s onwards many local and London-based retailers such as Rabbit's (Boot and shoe manufacturer at no 1 Crosby Row circa 1850) had local branches on the Walworth Road even though they were represented by much larger stores clustered to the north around Elephant & Castle, Newington Butts, on the Old Kent Road and/or in the East and West End.

In the 1893 Goad map, a number of single shops have been combined to make larger stores to accommodate the London-based chains, usually formed by knocking through between former houses or by making extensions to the rear. These expanded stores were often drapery shops eg Grose Bros, Rutters and Capital & Labour. After the 1880s a small number of expanded stores started to be housed within brand new buildings developed across multiple plots eg Grose Bros. As such these local stores were the precursors of the larger

national department stores such as M&S that expanded quickly through growth and take-over in the early C20th.

Late C19th: The street market continues

2.69 Almost 100 years before domestic refrigeration was introduced a good deal of shopping was bought from the markets and street vendors who sold from barrows or horse and cart. East Street market, "*Probably began in 1860s when the Walworth Common Estate was developed ...*" M Boast, 1993. P51 It was first established to sell the fruit and vegetables grown locally in the market gardens around Walworth. The market was not confined to the side streets but also occupied the Walworth Road and Newington Butts. It ran in the mornings 8.30-1pm and again in the evenings. M Boast, 1993. P52

After much protest by the vendors, the market was moved off the Walworth Road into Westmoreland and East Street only in 1871 after the arrival of the trams arrived. M Boast, 1993. P52

"The parallel but smaller market in Westmoreland Road, was so close it was almost part of East Lane market. Until just before



Circa 1910: East Street - recreation Ground & Rising Sun Illustration credit 102

the war it was still paved with cobble stones. Shoppers moving between the two markets could pause midway, to hear speakers holding forth from small rostrums on the corner of Liverpool Grove, immediately before St Peter's Church. There might even be a band or a contortionist..." L.J. Carter, 1985. Pxx

In the 1890s in his diary, Charles Booth writes of East Street, "*2&3 storey. Cobbled pavements. 3rd rate shops on either side of the road as far as South Street. Going down. Not so busy as it used to be. Is busiest on Sunday mornings when all shops are open and the place is filled with hawkers, quack doctors, all sorts, You could walk on the heads of the people there is such a crowd*". C. Booth Diaries. B365 P131: LSE online archive

As a consequence of slum clearance and WW2 bomb damage, little of C19th East Street remains on the Walworth Road end, except at the junction. Chapter 3 covers this important interface which is also the centre of the pre C17th village.

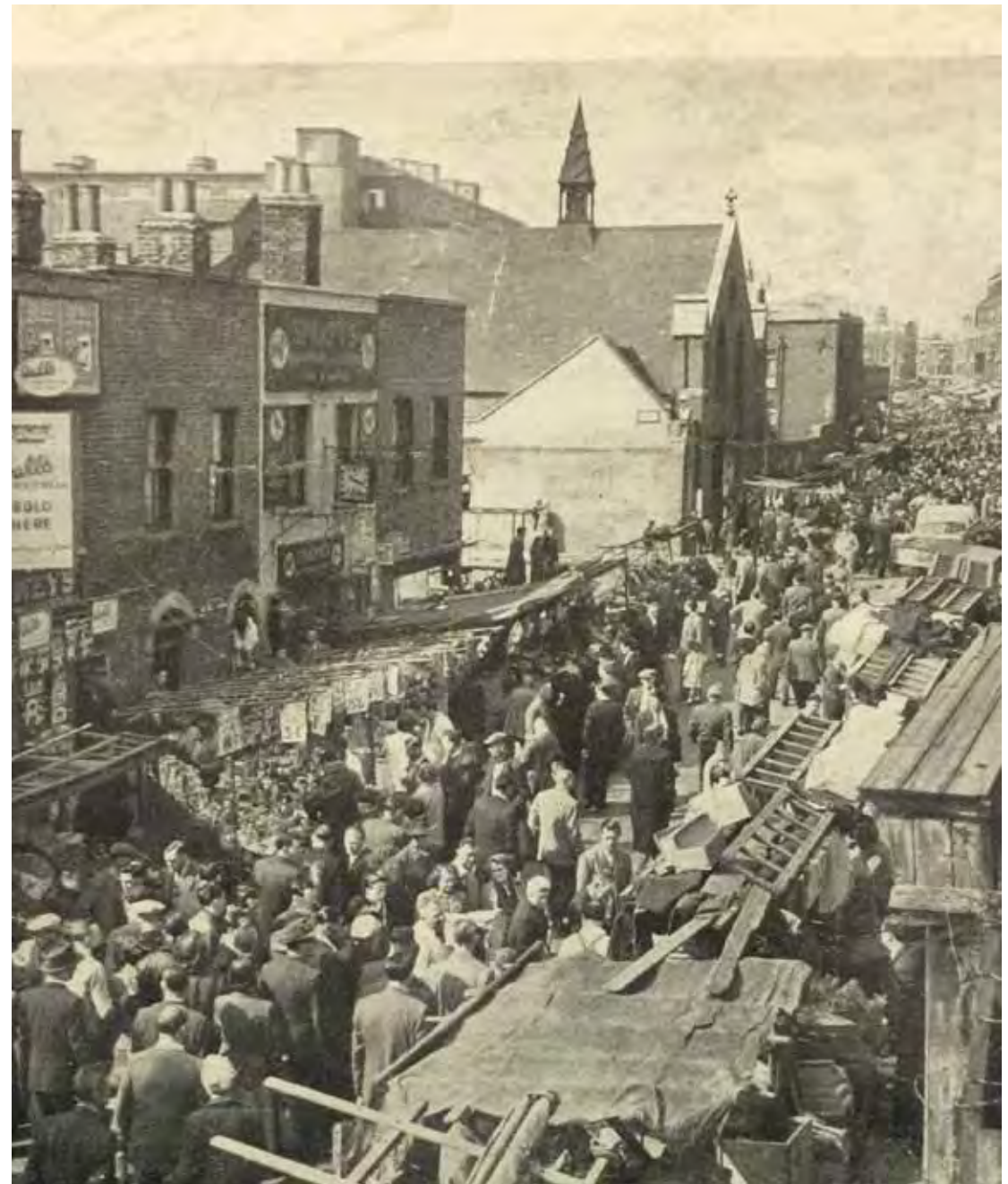
2.6 LATE C19TH DEVELOPMENT
An influx of manufacture and mass housing



Circa 1910: East Street: Illustration credit 101



Circa 1940s: East Street WW2 damage Illustration credit 223



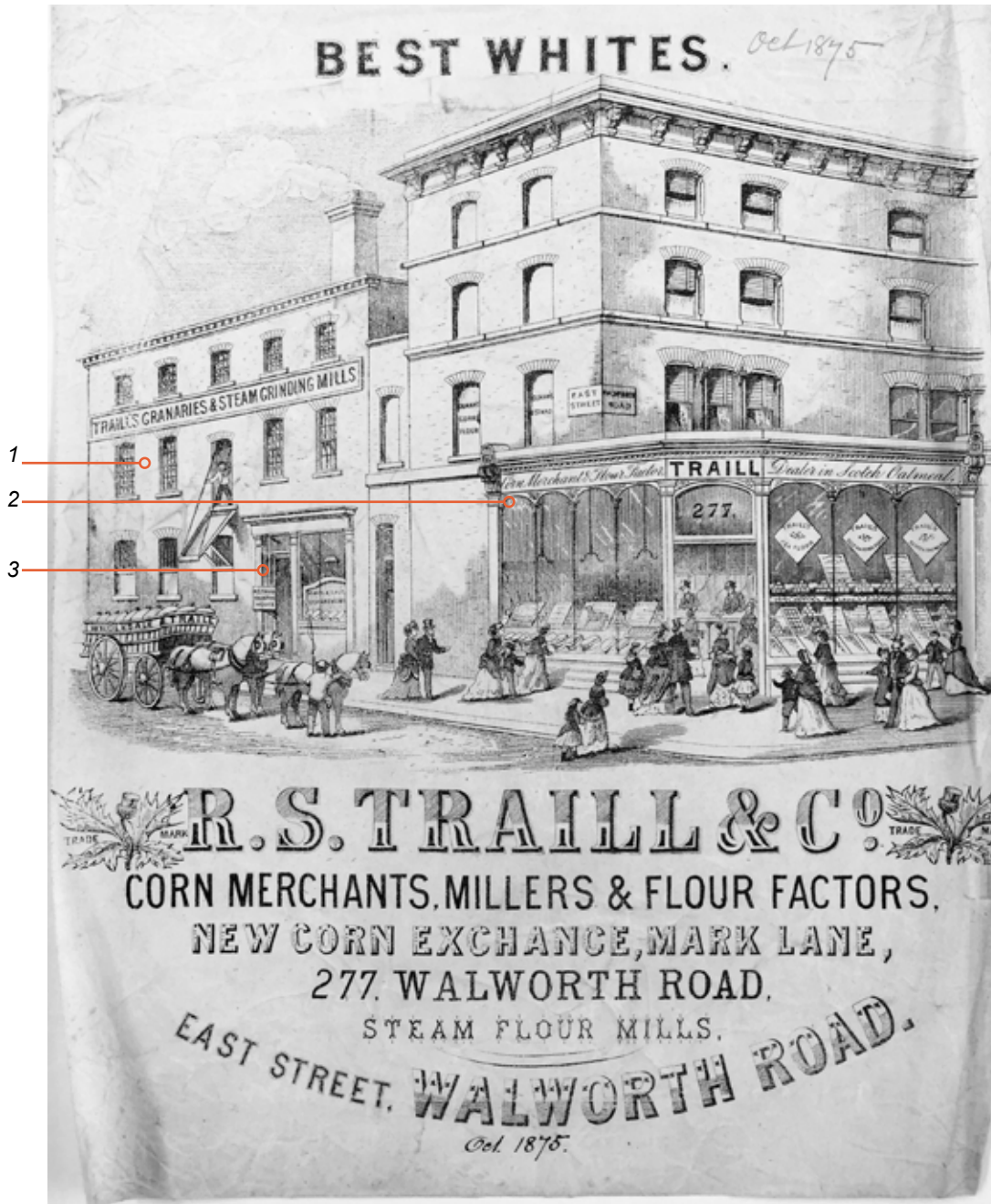
Circa 1957: East Street: Illustration credit 97

2.6 LATE C19TH DEVELOPMENT : SHOPS
An influx of manufacture and mass housing
277 WALWORTH ROAD: TRAILL & CO

Walworth Road retail case study

1876 Traill & Co. no 277 Road (partly demolished)

2.693 Traill & Co built and occupied an important position on the corner of Walworth Road and East Street. This is an example that highlights a tall open retail shop with a factory building and warehouse integrated behind. Manufacture and selling take place on one site. The rear building still exists as does the Accounting Warehouse shop front. By 1893, this building had been changed into a clothier and a warehouse incorporating three additional shop fronts on the corner of East Street which also still exist and are seen in this 1910 image looking west towards the junction of East Street and Walworth Road.



Circa 1930: East Street - looking west towards Walworth Road Illustration credit 100

1876 Traill & Co, Corn merchant and flour factor, 277 Walworth Road (left).

- 1 The grinding mill building still exists, although the top floor was lost in WW2.
- 2 'Vertical windows with semi circular arches denote the late C19th fashion for full height glazing and lower spandrel panels'.
- 3 The 'accounting office' shop front still exists, although covered by contemporary signs.
- 4 1910: East St looking towards the Walworth Rd, shows the Trail & Co mill building (with corner shop fronts, still existing) and the newly built pair of buildings on RHS (still standing). St Marks was demolished after WW2 [3].

Image left. Illustration credit 187

2.6 LATE C19TH DEVELOPMENT : SHOPS
An influx of manufacture and mass housing
250 WALWORTH ROAD: SCHWAR & CO



Walworth Road retail case study
1880s Schwar & Co, Jewellers & clock maker,
250 Walworth Road

2.694 Established in 1838 by Adelbert Schwar who was a clock and watch maker from Baden in Germany. The shop moved to this location circa 1890 when the building was completed.

The 1870/80s host building is Gothic, influenced by the writing of Ruskin, with polychrome brickwork, Gothic arched windows and an Italianate cornice detail. The building is one of the 3/4 storey tenement buildings being constructed during the period, with



1880s Schwar & Co 250 Walworth Road

- 1 Timber finials. Only 1 remaining
- 2 Iron/ steel frame for window blind
- 3 Gas lamps for lighting shop front. 1930s window frame and marble clad spandrel beneath Victorian shop front
- 4 Cast iron frame for curved glazing
- 5 Schwar's incorporated high level clock display in the 1930s when this image was taken.

Image left: B Wallach's at 252 is an example of an 1930s art deco style shop front. (shop front demolished). *Illustration credit 53 circa 1937*

separate entrances to the living accommodation above. The shop fronts would have been completed with the building, each shop front being topped by a pair of carved (timber) urns, only one of which survives. Typically shop fronts of this period include:

Roller blinds and shutters: In 1850 Clarke & Co. patented self-coiling shutters. "Roller blinds or awnings had been introduced in the early C19th, both to keep goods cool and to shelter window-shoppers from the elements. They were generally housed behind the cornice and opened using a pole with a hooked end." K A Morrison 2003. P51

Gilded lettering: "Another popular technique was to carve wooden fascias and stall-boards with v section letters, which were then gilded and covered by glass. The same effect could be obtained by impressing letters of V-section into copper sheets with steel dyes and covering them with glass (Brilliant signs)."

Transom lights: "Transom lights were widely adopted in the 1870s to hide the internal gas lamps installed to illuminate window displays after dark. They were usually fitted with decorative glass, concealing the light fittings from view yet allowing daylight to filter into the shop above the display."

2.6 LATE C19TH DEVELOPMENT: SHOPS
An influx of manufacture and mass housing
297/9 WALWORTH ROAD: SIR WILLIAM OF WALWORTH



Walworth Road retail case study

2.695 Sir William of Walworth: no 297/99 Walworth Rd.
1789: There is evidence of a pub located on Beckford Row.
"Insured: George Dixon, the Sir William of Walworth, Beckford Row, victualler 14 April 1789"
LMA ref code CLC/B/192/F/001/MS11936/360/556329)

1848: PO Directory the William of Walworth at 10 Beckford Row is listed.

1880s: From the OS maps of 1876 and 1896, we can see that the Sir William of Walworth, like all of the pubs on the Walworth Road was rebuilt, in this case combining nos 279/99, in the 1880/90s.

1910: "My grandfather was the manager of this pub, which was owned by a relative by marriage. He was given the job about the time he married into the family in 1907 and stayed until called up in 1916. I think he then moved to North London after the war. His name was George Henry John Holland, known to all as Jack. His wife was Ellen Maria, and she collected china ornaments which customers would bring back from their holidays. The marriage broke down before 1916 and she moved out with her son." Illustration credit 189

Top left: Sir William of Walworth at King George V's Coronation Illustration credit 43

Top right: Sir William of Walworth circa 1910 G Henry & EM Holland, the bar managers Illustration credit 189

Bottom right: Illustration credit 188

1 "Part of the Walworth Road became a high pavement with steps leading down to the road." LJ Carter, 1985. Walworth 1929-39 Pxx

2 The Victorian shop front built during the 1880s with huge hanging gas lanterns.

3 Sir William of Walworth today is rather divorced from the street without its shopfront.

2.6 LATE C19TH DEVELOPMENT
An influx of manufacture and mass housing
276 WALWORTH ROAD: PRINCE ALFRED



1840/50 circa: Ship & Sun Bottom right: Illustration credit 179

**No 267 Walworth Road, The Prince Alfred PH
Formerly the Ship & Sun**

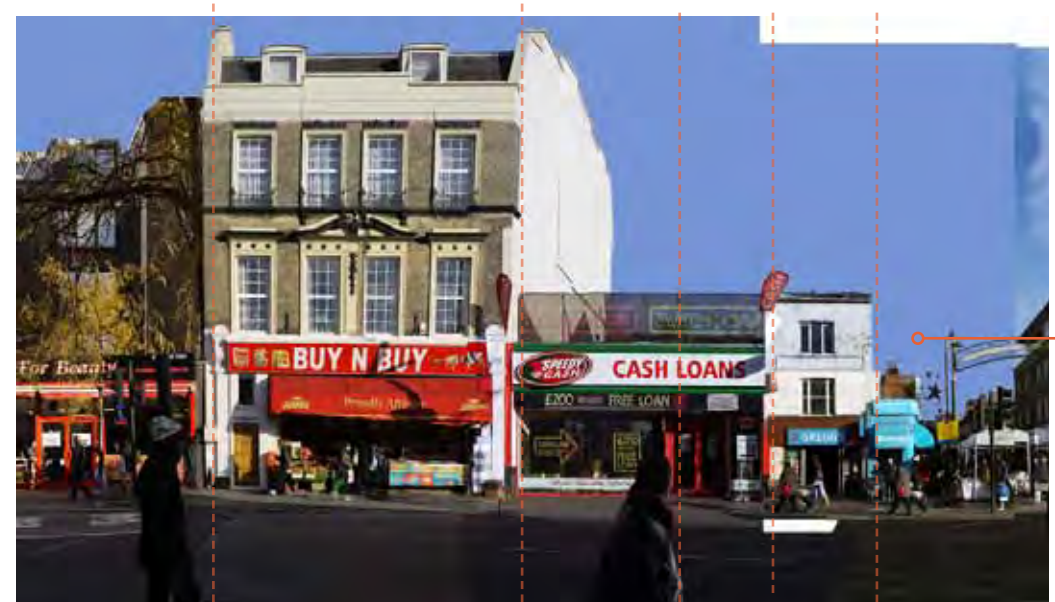
Listed in the Poor Rates in 1840 and the 1848 PO Directory as the Ship & Sun at 33 Crosby Row. The pub building occupies the same prominent site today. It was rebuilt between 1876 and 1895 and finally closed in 2011.

This advertisement (top left) is circa 1840/1850. It clearly shows the adjoining which is a similar design to Gregg's at no 273 which still survives. The adjacent matching buildings at 269/271, were destroyed during WW2. The drawing illustrates the transformation that most of the pubs underwent in the 1880s as their Georgian predecessors were replaced.

1 No 275 or 37 Crosby Row demolished late C19th to widen the entrance into the market which was moved from the Walworth Road into East Street.



1978: Prince Albert Illustration credit 22



2014 267/ 33 Crosby Row 269 271 273/36CR 275 demolished

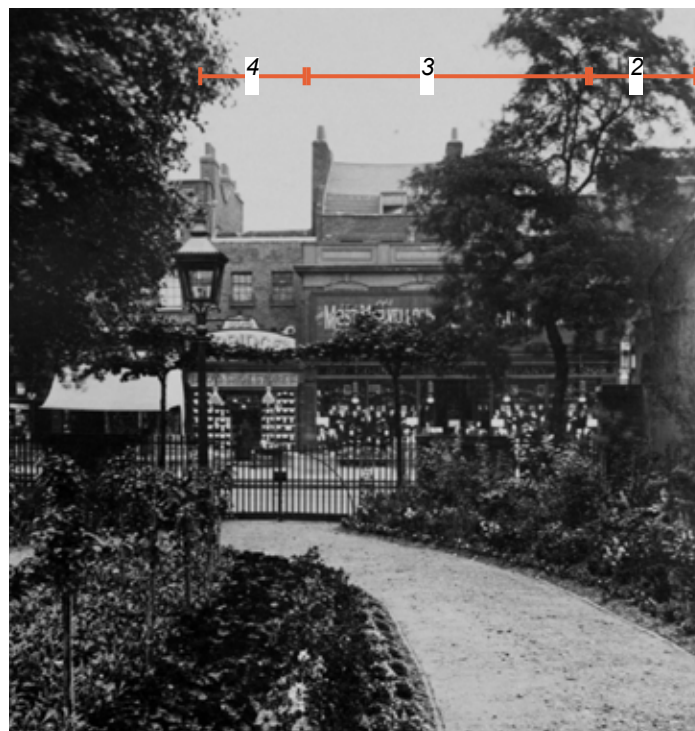
2.6 LATE C19TH DEVELOPMENT

An influx of manufacture and mass housing

307/19 WALWORTH ROAD: RUTTER/ M&S

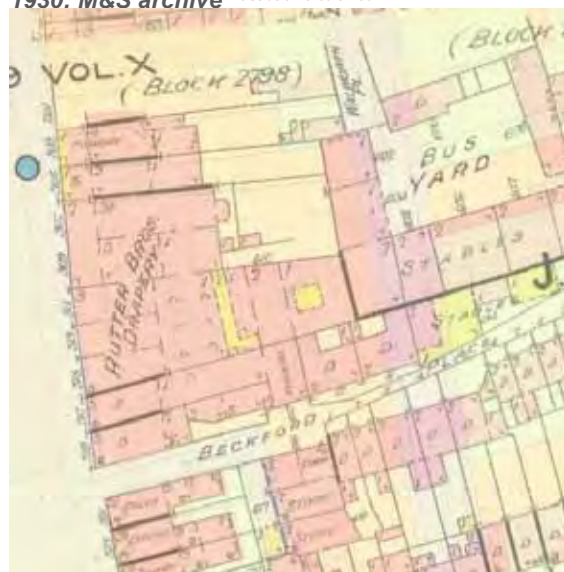


1930: M&S archive Illustration credit 190



1913: nos 305 Kennedy's, no 307 Georgian house & 311-315

Illustration credit 192



Rutter Bros 1893: Goad map Illustration credit 185



1973: M&S archive and with 1895 building line shown (below)

Illustration credit 191

No 307/19 Walworth Road: Rutter Bros then M&S

Nos 311-315, a three bay red brick building was purpose built as a large drapery store in the late C19th. Built hard up to the street edge, the main building incorporated three plots in the centre with two additional plots to the south and a large Georgian house and grounds to the north that occupied two plots. This Georgian mansion and garden at 307/309 is shown in the 1876 map.

The detailing on the facade indicates that there may be a link with local architect Jarvis. The image from 1930 clearly shows a large decorative gable, decorative parapet wall, two chimney stacks and an extra room at the roof level. In WW2 bomb damage was reported including the destruction of the back part of the store. It is likely that the top floor and gable detail were also lost at that time.

Between 1901 and 1915 M&S opened 145 stores across England. In order to do this, they bought up a number of their competitors, including Rutters around 1913 when the Walworth store first opened.

Rutters, then M&S

1 nos 317/9 Operated as separate stores until 1958 when M&S built the current extension (further modified in 1973).

2 nos 311-315 Purpose built as a large drapery store in the late C19th. Purchased by M&S circa 1913. Considerable bomb damage during WW2 meant the facade was partly retained and the building rebuilt at the rear.

3 nos 309-311 One/two Georgian houses integrated into one with a large rear garden in 1876. Operating at part of Rutters Drapery Store in 1893. Post WW2 was demolished and became a single story M&S extension in the 1950s, extended at the rear in the 1970s.

4 nos 305 Kennedys Sausages. EH Grade II Listed.

Although not part of M&S, Kennedy's occupies the site of a former 3 storey Georgian house. Formerly a shoe shop in 1913 (seen in the photograph above), the timber pilasters still survive. It is most probable that the building above the shop was demolished post war in the 1950s as a result of WW2 bomb damage when no 303 and M&S also carried out demolition and re-building work.

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 **THE CHARACTER OF THE WALWORTH ROAD** **5 SUB AREAS**

*THIS SECTION INCLUDES DESCRIPTIONS OF ALL OF THE TERRACES AND BUILDINGS
ALONG THE WALWORTH ROAD USING THEIR C18TH NAMES.*

PART 3	8 JUNE 2015
REVISION A	27 JUNE 2015
REVISION B	23 AUG 2015
REVISION C	

WALWORTH ROAD

HISTORIC AREA ASSESSMENT

PART THREE: THE CHARACTER OF THE WALWORTH ROAD

INTRODUCTION

HAA - BOUNDARY

The historic core of Walworth is defined by buildings that line each side of the linear road called the A215 which originates at Elephant & Castle and ends in Croydon. Historically the road started at no 1 Walworth Road, at its junction with the New Kent Road, this being slightly south of the former Edwardian Elephant & Castle Public House. With this northern part demolished after WW2 damage and post-war clearance and re-generation, today the Walworth Road originates at the junction with the southern roundabout at the Elephant & Castle. The part of the A215 that constitutes this HAA starts where it is crossed by the Dover/ Chatham railway line at Elephant & Castle and finishes where the road intersects with Albany Road at the northwest edge of Burgess Park. It is known as the Walworth Road in the north section and Camberwell Road to the south of the Old Red Lion Public House.

The C18th and early C19th fabric along the road was first continuously built up as Georgian housing with long rear gardens and open fields and lanesto the rear. This development spread firstly north and later south from the historic village centre focused on the East Lane (East Street) and West Lane (Penrose Street) junction. In the late C19th ground leases were reallocated, dividing residential rear gardens, making new building plots and land available on the eastern side of the newly constructed railway line available for predominantly industrial and manufacturing uses. In a select number of areas where this industrial character has been retained, the HAA boundary stretches back into the hinterland to include these buildings. The HAA boundary also connects terraces bordering the Walworth Road directly with the adjacent residential Conservation Areas of Liverpool Grove and Larcom Street on the east and Sutherland Square on the west.

KEY CHARACTERISTICS –

TERRACES, VIEWS AND INTERSECTIONS

Along the 1.5 mile length of the Walworth Road and Camberwell Road being studied, the same pattern of development is recognised, although each of the 5 sub-areas proposed is broadly characterised by different phases or aspects of the growth of the area.

Through the manifestation of 5 sub-areas, the HAA researches the overall route and its intersections, noting the remaining C18th patterns through an examination of the old field boundaries and lanes in relation to current street patterns, early C19th building lines, gardens, plot widths and late C19th/ C20th road widening schemes. The road edges were built-up as a number of discrete and named terraces by their C18th century leaseholders after the 1774 Act of Parliament, and it is these original terraces, interspersed with many later additions that constitute the overall character in terms of materiality, height, urban grain, plot widths and building lines occupying the length of the Walworth Road. The majority of users view these terraces obliquely as they walk or travel along the road. Throughout the linear north-south route, views of key recognisable buildings, their signage, gables and rooflines, bring definition to the overall character of the area, and more pragmatically act as important orientation devices in the otherwise narrow north-south running corridor. These key views and buildings are defined below and more fully described in the map.

Similarly a number of east-west intersections along the Walworth Road facilitate the only long frontal views of Walworth's key terraces and significant buildings including St. Peter's Church. These east-west intersections reveal other defining characteristics around the historic village centre including East Street market and the pattern of development in the late C19th encompassing the integration of civic and manufacturing buildings into the hinterland. These east-west sections are defined and more fully described in the map.

In this section we investigate the 5 sub-areas:

3.1 SUB AREA ONE

WALWORTH HISTORIC VILLAGE CENTRE

- **3.1.15 Retail additions to C19th housing**
- **3.1.16 East-west section: Industrial hinterland**
- **3.3.17 East-west section: East St. market entrance**
- **3.1.18 East-west section: Carter Place Gardens**
- **3.1.20 - 3.1.84 The C18th & C19th terraces**

3.2 SUB AREA TWO

THE EXTENDED VILLAGE CENTRE

- **C20th integrated retail and tenement housing**
- **The arrival of the national chain stores**

3.3 SUB AREA THREE

WESTMORELAND ROAD & QUEEN'S ROW

- **Industrial hinterland: C20th theatrical chandlers and arts and crafts housing**

3.4 SUB AREA FOUR

SOUTHERN REMNANTS OF GEORGIAN

- **The Promenade: early C19th terrace with late C19th retail**

3.5 SUB AREA FIVE

REMNANT OF THE PICCADILLY CIRCUS OF THE SOUTH

- **Nos 1-96 Walworth Road**

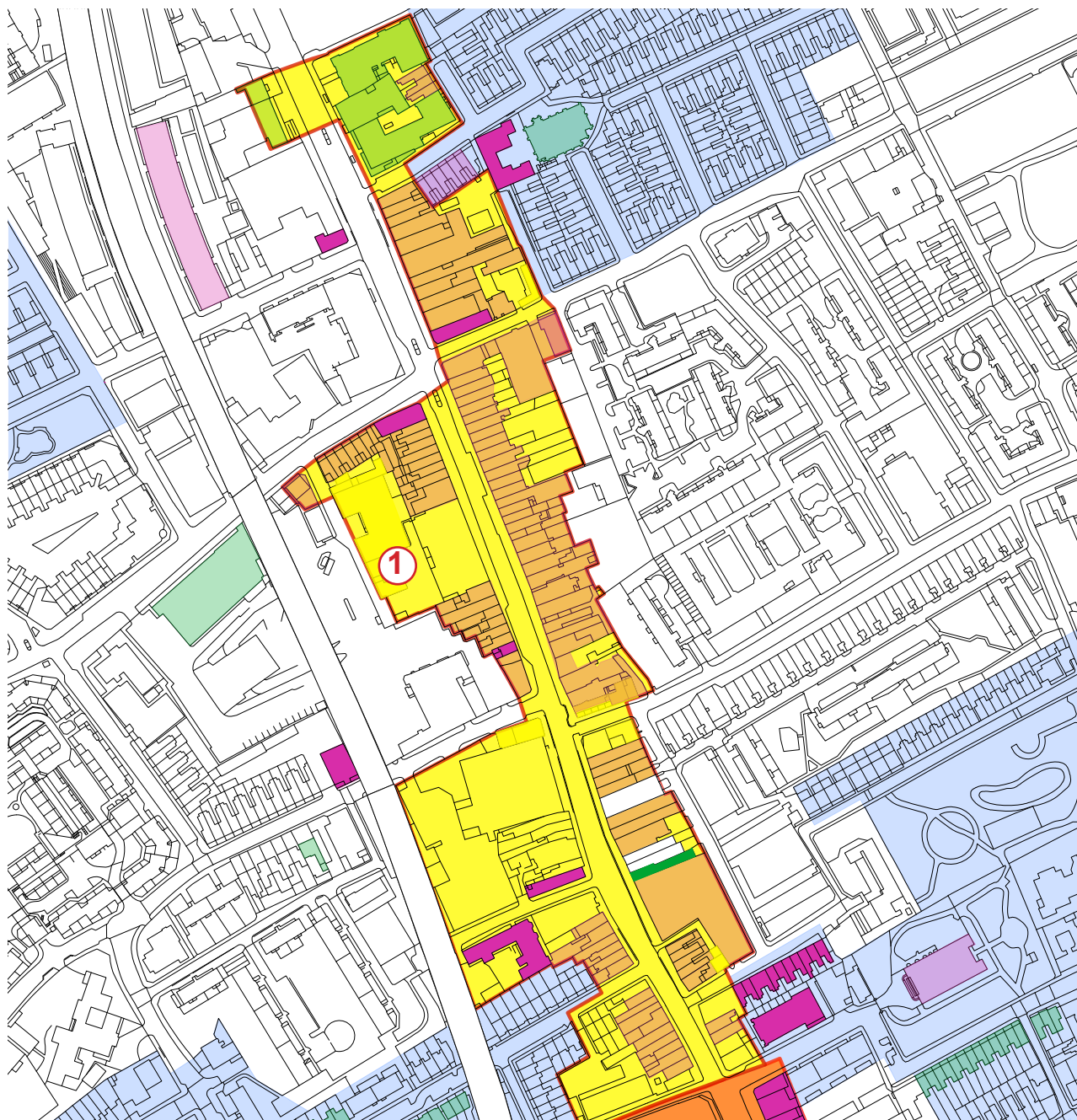
Sub area 1

Walworth Historic Village Centre - Boundaries

3.1 This area (labelled yellow and no 1) encompasses a number of Grade II listed civic buildings at its northern edge including the Vestry (Old Town Hall) and Museum, Library and former Health Centre to the east and the Hurlbatt designed 1792-99 Georgian terrace (Walworth Terrace) on the west. This area focuses on the historic village centre of Walworth (1681 map) where East and West Lane (now Penrose St) meet at a crossroads that is designated as an APZ. Around this crossroads and within the area, the building line and plot widths predominantly mirror that of the C18th development including the width and route of the road itself, although a number of east-west intersections have been subsequently widened e.g. entrance to East Street and the entrance to Penrose Street.

3.1.2 The southern end of the sub area terminates, next to Kennedy's on the east side (no 301) and next to Iceland (no 332) on the west side where the predominant character changes. The boundary line signifies the point at which earlier C18th terraces were rebuilt using new purpose-built designs which aimed to increase the density. Buildings in sub area 2 are at least one storey higher, the building line steps forward deleting traces of the former front gardens and/ or including some elements of road widening. Shop units are integrated and flush with the building line above. Sub area 2 also signifies the point of arrival for the national chains to the Walworth Road.

- Buildings with EH listing (Green)
- Existing Conservation Areas (Blue)
- Buildings with townscape merit (Light Pink)
- Possibly locally listed building (Dark Pink)
- Walworth Society proposed buildings worth classification (Yellow)
- Proposed Conservation Area (Red outline)



3.1 THE CHARACTER OF THE WALWORTH ROAD

The C18th & C19th terraces

Retail additions



1978 Crosby Row Illustration credit 23

Late C18th, early C19th terrace remains intact as 'sets' of houses with 1840/50s retail infilling the front gardens.



1978 Beckford Row Illustration credit 21

The terrace is a mix of Georgian, late C19th and post WW2 infill. Shops occupy previous front gardens.



1978 Penton Row Illustration credit 12 **Late C19th redeveloped purpose built tenements integrating shops and housing, increasing density, shown with original shopfront features.**

Sub area 1

Walworth Historic Village Centre - the terraces

3.1.3 The character of the street scape is still defined by the original C18th and C19th Georgian and Victorian terraces delineating groups of almost identical residential terraced buildings with singular shops being built out into their former front gardens beginning in the 1840s. Some terraces (Crosby Row and Walworth Terrace) originate in the late C18th, some however were entirely rebuilt in the late C19th (Penton Terrace/ King's Row and York Place) utilising the earlier C18th plot widths and building lines. All of these examples are significant because they are relatively intact discrete collections of buildings that make a significant contribution to the overall townscape. At a detailed level they exhibit original distinctive window details and other building details from C18th & C19th including red brick rubbed flat segmental arches, semi circular segmental brick arches and gothic arches. Many of the chimney stacks have been removed and the roof lines altered in order to inhabit the roof spaces.

3.1.4 Other terraces are an absolute mix of buildings from the C18th/ C19th and C20th (Keen's Row, Beckford Row and Charlotte Row) but broadly retain their C18th plot widths, building lines and mid C19th protruding shop units and therefore the character and rhythm set by their more coherent and complete counterparts is apparent. There is clear evidence of WW2 bomb damage and lower rise replacement buildings in all of these terraces that significantly interrupts the rhythm. Within this mix there appears to be a number of late C18th buildings at nos 304 and 283-7 and 314-320 including C18th window frames with exposed sash boxes retained at no 320 (also 287) and marginal lights indicating windows from the 1830s at no 282. The older building fabric prevails in the central parts of terraces where replacement and rebuilding was more difficult to achieve because access was impeded.

The images on the left highlight examples in this sub-area that characterise the different types of terrace and townscape development. More detailed descriptions of the individual terraces are included within this chapter (3.1.19). The townscape is further characterised by public houses and locally important public buildings predominantly located at street corners and along key east-west sight lines. These include the late C19th former King's Head Public House (no

204), the Horse & Groom (no 262), the Ship & Sun (no 267, ex Beaten Path) and early C20th John Smith House (no 197) as indicated on the map. Banks were late C19th, early C20th additions being accommodated in purpose-built buildings at the ends of terraces. Barclays Bank (no 256-60) building dates from 1889 and the former NatWest (no 290) from the early C20th.

Sub area 1

Walworth Historic Village Centre - Retail additions

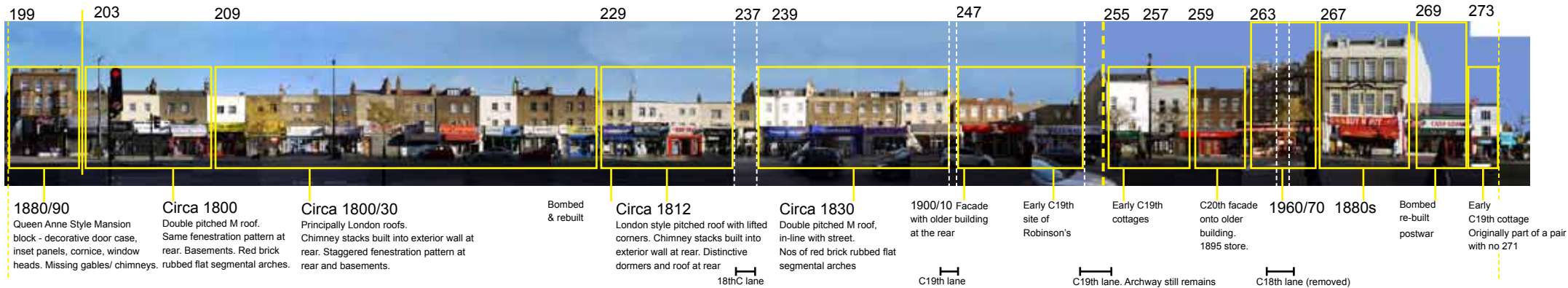
3.1.15 Many of the shop units built out into the front gardens demonstrate the scale and characteristics of more locally focused artisan trading which evolved in the 1840s/50s when traders lived above their shops as evidenced by Census data and the SHL Trademen's Directory. This architectural arrangement also accommodated the arrival of London-based chains from the 1860s/80s when their employees would inhabit the upper levels. There is little evidence of the shop front architecture remaining from the earlier or mixed terraces beyond fragments of vertical pilasters in Crosby Row, Walworth Terrace, Keen's Row, Beckford Row and Charlotte Row. However late C19th development included rebuilding the shop units together with the residential buildings above, so many have significant numbers of pilasters and corbels with evidence of stall risers, fascia panels, cills and mullions on Penton Terrace/ King's Row and York Place. Many shop units show evidence of their former roof top light lanterns, although none remain in place.

No 250, Schwar, is a particularly complete late C19th shop front with a curved glass shop front incorporating a thin decorative cast iron mullion and at no 206 the Doctor's surgery panelled frontage. A number of public house shop fronts survive even though their use has changed, most notably the Kings Head. Without protection, other public house frontages have been removed to accommodate their change of use to shops. At no 267 (ex Beaten Path) the former public house shop front has been removed to allow a completely open frontage for a grocery business. No period interiors are known to exist, although Baldwin's at no 171/3 has retained a large number of its Victorian pharmacy jars, which are on display. No 241 appears to have been used as pawnbrokers since 1861, if not since it was built. The distinctive pawnbroker sign located on its roof has not been dated, but was in place in the 1970s if not before.

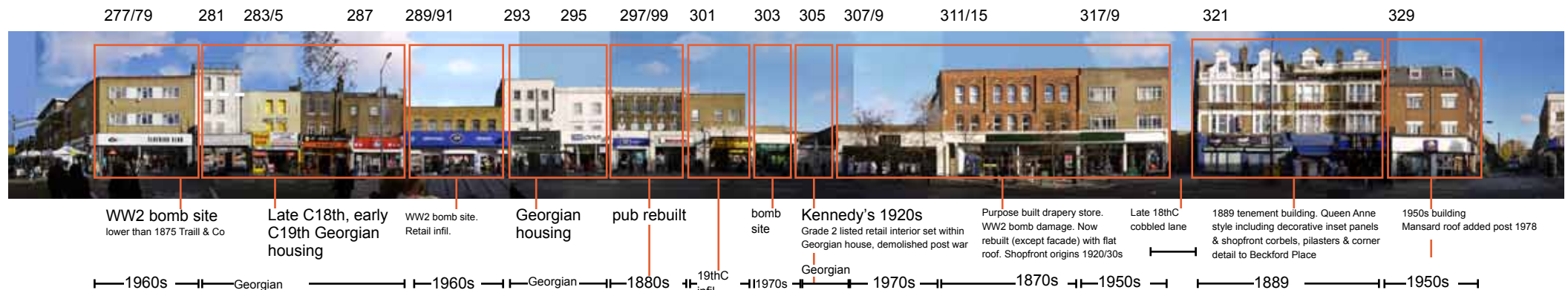
3.1 THE CHARACTER OF THE WALWORTH ROAD

The C18th & C19th terraces

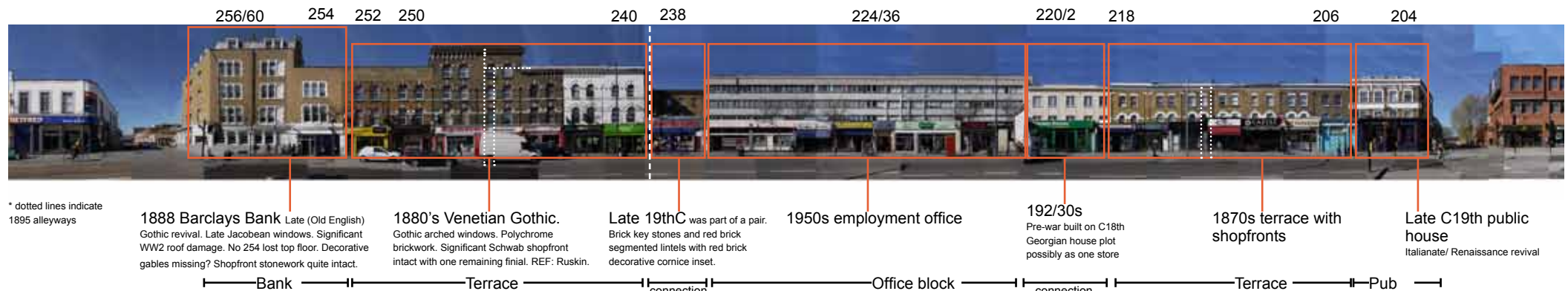
Retail additions



Crosby Row: example of a terrace with its origins in late C18th, early C19th. Discrete and relatively intact from no 203-259



Beckford Row: example of a terrace which is an absolute mix of buildings from the C18th/ C19th and C20th, including bomb sites



Penton Row: example of a terrace entirely rebuilt in the late C19th to various designs utilising the earlier C18th plot widths and building lines

3.1 THE CHARACTER OF THE WALWORTH ROAD East-west section: Industrial hinterland



1876 OS Map Illustration credit 184

A range of infill industrial buildings appear at the rear of Crosby Row accessed via the alleyway. Front gardens have become shops with their owners and their families living above.

- 1 Former retail building, now replaced.
- 2 Blue line indicates the terrace outline in 1876.
- 3 Access to rear gardens/ industrial hinterland.
- 4 Secondary access to the rear of Crosby Row and route to the temporary church.
- 5 Outline of Prince Alfred PH before it was rebuilt in the 1880s.



1895 Map Illustration credit 193

The range of infill industrial buildings at the rear of Crosby Row and East Street increases. Orange marks industrial use. Buildings outlined in red are retained in 2014. The remainder have been demolished to make way for a large residential development. A typical C21st development pattern for all Walworth Road's backland sites.

- 1 The new 4 storey tenement York Mansions is built.
- 2 Blue line indicates the terrace outline in 1876.
- 3 & 4 Access to rear gardens/industrial hinterland.
- 6 Red dotted line shows the outline of the wider entrance to East Street market introduced before 1914, after no 275 has been demolished.

Walworth Historic Village Centre

East-west section: Industrial hinterland

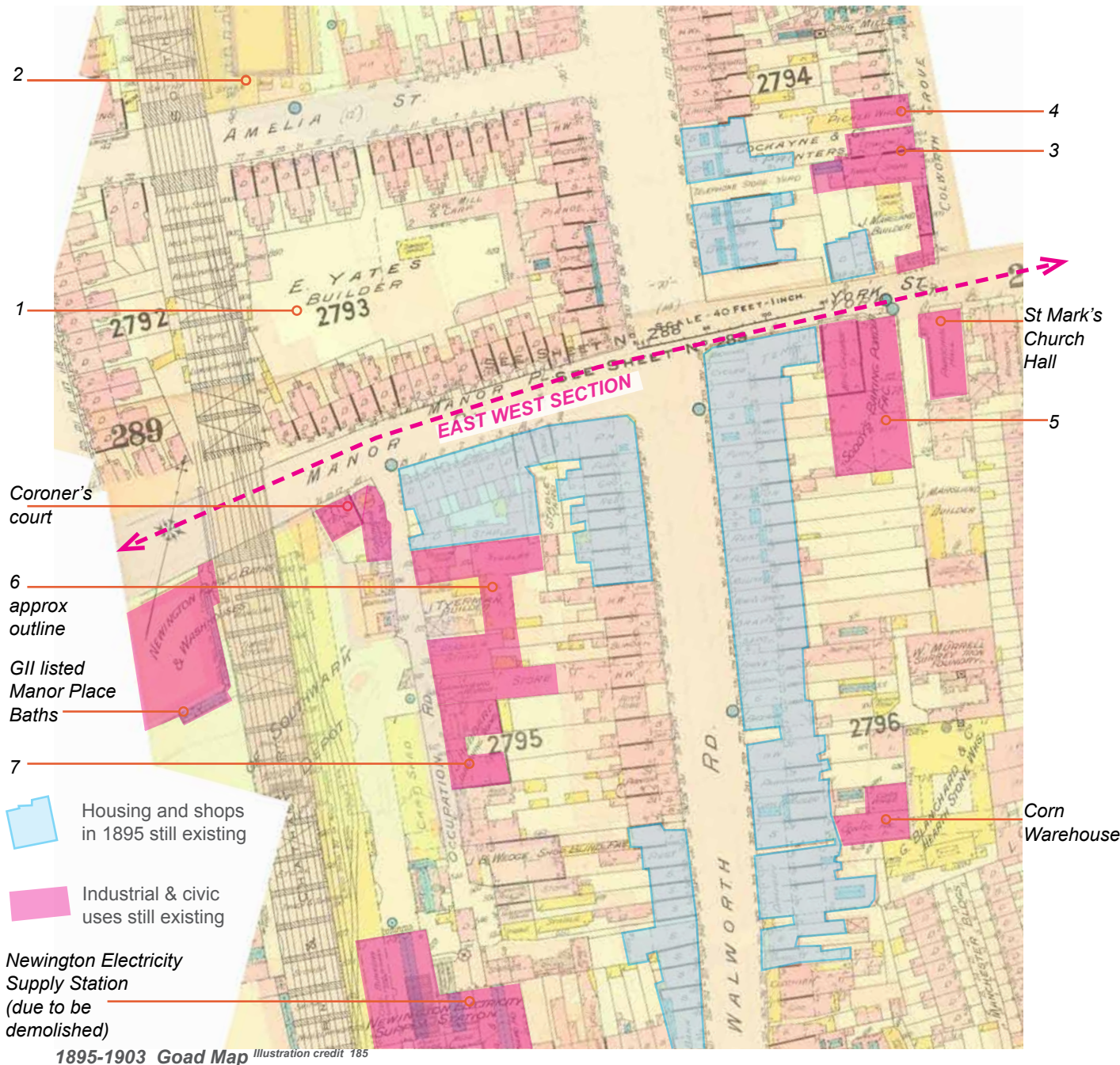
3.1.16 The character of this C18th/ C19th sub-area is further defined by a pattern of development in the late C19th when the back gardens and stables belonging to the Georgian terraces were sold off and converted to manufacturing and builder's yards when Walworth was being built up as streets of Victorian terraced housing behind the high street.

Yates, Tylerman and Marshland facilitated this with their respective (house) building yards occupying land locked sites accessed via Amelia Street, Occupation Row and Browning Street respectively. These backland sites also accommodated a mix of manufacturing and heavier industries such as Murrell's Iron Foundry and Blanchard's Hearth stone works accessed via 237 Walworth Road and the Coal Depot, serviced by the train line accessed via Amelia Street. In 1895 Goad maps, smaller scale local suppliers and makers of goods including rope makers, tanners, turners and coopers and their smithy's stables were punctuated and superseded by buildings behind the high street used by printers, medical suppliers, a large tram works and an electrical generating station.

Left: This example shows how land use changed at the back of Crosby Row with gardens being converted to factories, all now demolished (2014), ready for high-rise residential use.

The 1893-1903 Goad map (next page) shows how Browning Street and Manor Place intersects with the Walworth Road revealing an east-west section that demonstrates fully the relationship between mid C19th retail occupation of earlier housing (early C19th) and the late C19th industrial hinterland. Along its length a number of small-scale brick industrial buildings of various designs still exist including:

- 3 Former J Marshland Builders Yard at 12 Colworth Grove accessed via Browning Street, now Gisela Graham Ltd.
- 4 Former pickle warehouse in Colworth Grove now workshops and studio building.
- 5 Former baking powder factory and manufacturing chemist at 2a Browning Street, now a rehearsal space and housing.
- 6 Tylerman's Builders Yard, stables and Galvanising Works at 2-6 Occupation Row, now Andy Knight, prop maker.
- 7 Hubbard's Japanning Work at 9 Occupation Row, now artists studios.



East-west section: Industrial hinterland

Their particular significance and value is attributed to the whole grouping, the urban grain created, what they represent historically and how they connect the Grade II listed Manor Place Baths into the high street and the civic building group which includes the Vestry Hall. It is a complete piece of townscape incorporating C19th housing and high street life. Although built as modest factory buildings and stables, a number of the buildings retained have decorative gables facing the street, shopfronts, original windows (metal frame) and other material details. Some, including the Gisela Graham collection have been recently restored sympathetically. Punctuating the manufacturing mix along this section, C18th housing was cleared to make wide for more civic amenities including St Mark's Church Hall¹ in Browning Street (pre 1876), Manor Place Baths (1898) and the old Coroner's Court (1893) on Manor Place.

In contemporary terms they are small scale buildings, one to three stories in height, sympathetically bridging the transition in scale and material from the Walworth Road to the late C19th residential streets behind. They have accommodated continuous local employment for local businesses.

All other larger scale C19th manufacturing sites in this sub-area have been cleared or are due to be cleared and replaced by high rise residential development, the latest being the site to the rear of Crosby Row accessed via 237 Walworth Road and The Newington Electric Lighting Station and the Southwark Refuse facility. Both opened circa 1898 are currently earmarked for demolition.

Left: 1895 Yates building yard (1) behind Dean's Row accessed via Amelia St & the Coal Depot, now the Printworks (2) a high rise residential block

¹This was the church hall for St. Mark's, East Street. Architect, H. Jarvis. Consecrated 1874

3.1 THE CHARACTER OF THE WALWORTH ROAD
East-west section: Industrial hinterland



EAST: BROWNING STREET

St Mark's Church Hall (at risk)

Soddy's Baking Powder Factory

York Mansions 199 Walworth Road



WALWORTH ROAD

King's Head Public House

Entrance to stables, now Doctor's surgery

Coroner's Court



GII listed Manor Place Baths and clock tower

WEST: MANOR PLACE

3.1 THE CHARACTER OF THE WALWORTH ROAD
East-west section: Industrial hinterland



2014: Colworth Grove. No 12 former Marchland Builders Yard and Pickle factory with rear access to residential uses on Walworth Road.



2014: Occupation Row/ Manor Place junction including archway to a former stable yard. All rebuilt late C19th



2014: no 2-6 Occupation Row, earmarked for demolition and redevelopment



2014: no 2-6 Occupation Row, former Hubbard's Japanning Work, now artists studios



3.1 THE CHARACTER OF THE WALWORTH ROAD

East-west section: East Street market entrance



1 Horse & Groom
Late C19th



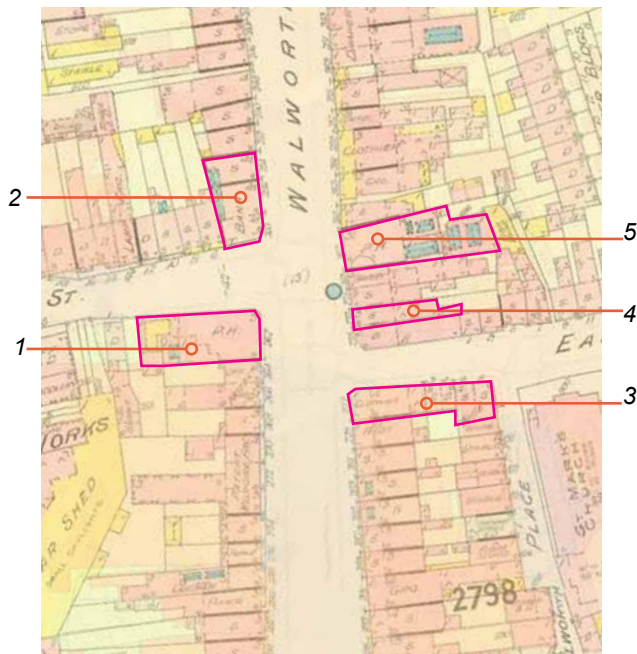
2 Barclays Bank 1888/9



3 post WW2 SE
corner with 1875
rear and shopfront



4 Gregg's (early C19th)
and 5 PH (late C19th)



1895-1903 Goad Map Illustration credit 185

demolished to make
wider market entrance

DPW

R

DPW



Circa 1880/90 former East street entrance showing no
275 (demolished circa 1900 Illustration credit 224

Sub area 1: Walworth Historic Village Centre

East-west section: East Street market entrance

3.1.17 East Street and Penrose Street intersect with the Walworth Road revealing the historic village centre. Clearly indicated in the 1681 map of the Manor compiled for the Dean and Chapter of Canterbury Cathedral where East and West Lanes meet Walworth Road, this junction originated to allow access to the Common land behind. The 1681 plan indicates buildings set close up to the road on all four corners of the junction, the pattern and consequent intimate nature of which is retained today, even though both East and West Lane junctions both appear to have been widened.

This is outlined in Section 2 where HS Cuming also describes the presence of the timber frame and clad Horse and Groom pub (no 262) with stables on the southern corner of West Lane (Penrose St). His father painted this transition from timber building construction to Georgian brick construction at this point in Keen's Row in 1779. The current Horse and Groom building has its origins in the late C19th as a 3 storey Public House with a distinctive curved corner at first floor level. Post WW2 it has been reduced to two storeys but retains its relationship to the one-storey building at the rear.

On the eastern side, The Ship & Sun Public House (no 297) has origins in the early C19th although the current building (the former Beaten Path PH) is late C19th. This public house

building is significant because of its scale and striking angled orientation set to directly address the end of West Lane (Penrose Street). There appears to have been a public house in this location since 1830 or earlier.

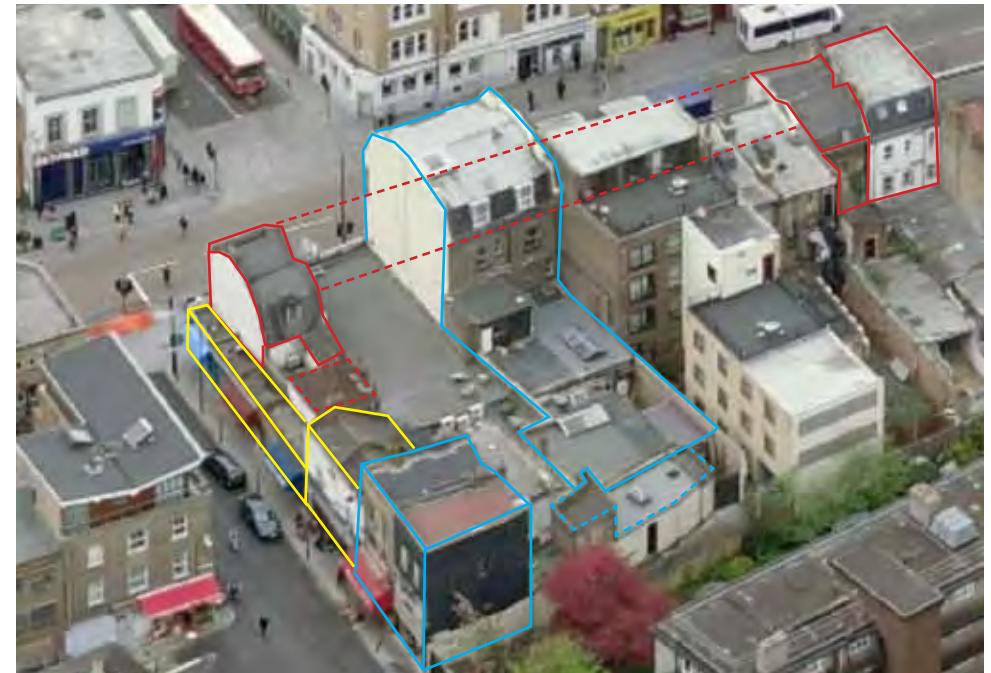
The east-west junction also outlines the detailed development of East Street market at the end of the C19th. Maps show how the entrance was manipulated and widened on the north side of East Street circa 1900 after the market traders were finally removed from the Walworth Road and into East Street to accommodate increasing numbers of trams on the Walworth Road (circa 1871). This development includes the five slim retail units that line the entrance on the north side with their intermediary glazed tile columns. The buildings on the southern side at nos 2-8 East Street have their origins circa 1875 built as part of Triall and Co, a corn merchants and flour mill. These and the Traill & Co main building situated on the corner of Walworth Road were damaged at roof level during WW2, with the main building being rebuilt post war. The shop fronts that form part of this collection on the south side date from 1875-1900 and are distinctive because of their minute scale. The whole collection is significant as a group of buildings that trace the cultural/ trading history of East Street market and are the only reminders of the arrangement and scale of the street when the market was at its busiest. In the 1890s Charles Booth writes in his diary, "2&3 storey. Cobbled paved. 3rd rate shops on either side of the road as far as South Street. Going down. Not so busy as it used to be. Is busiest on Sunday mornings when all shops are open and the place is filled with hawkers, quack doctors, all sorts, You could walk on the heads of the people there is such a crowd". C Booth diaries B365 p131. Available from LSE archive online.

The building at no 273 on the corner predates this entrance widening development. This building currently has no designation, but appears to be an early C19th building, built as a set of two, one of which to the north was demolished after WW2. It is distinctive because it is built using patterns more typical of C18th house patterns, with a centrally placed staircase and a double-pitched roof with a centrally located chimney stack and single rear dormer type window set into the sloped roof. It is therefore a distinctive example of the earlier form of artisanal building that occupied this village centre coincident with the early C19th expansion of the Georgian townhouses that lined the road.

3.1 THE CHARACTER OF THE WALWORTH ROAD East-west section: East Street market entrance



1914 Bing map: comparison between nos 273 & 255 in terms of scale and roof form



1914 Bing map: red 1800-60, blue 1879-93, yellow 1893-1914



1895 Map Illustration credit 193

1 Red dotted line shows the outline of the wider entrance to East Street market introduced before 1914, after no 275 has been demolished.

2 Former PH Ship & Sun with late C19th replacement



1914 Map Illustration credit 194

1 Red dotted line shows the outline of the wider entrance to East Street market introduced before 1914 including the rebuilding of 4 x terrace houses and the integration of the 5 slim retail kiosks.

2 Former PH Prince Alfred and later Beaten Path PH, the C19th replacement

3.1 THE CHARACTER OF THE WALWORTH ROAD
East-west section: East Street market entrance



1914: nos 273 East Street with early 1900 market stalls and glazed brick piers between them

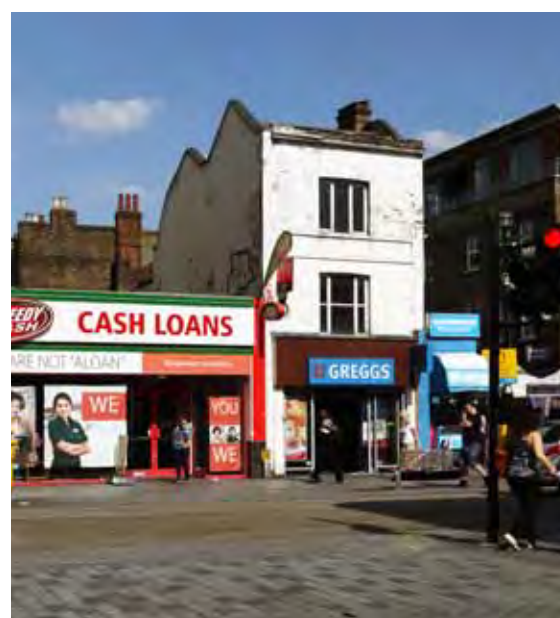


1914: nos 5/7 East Street rebuilt 1876/93

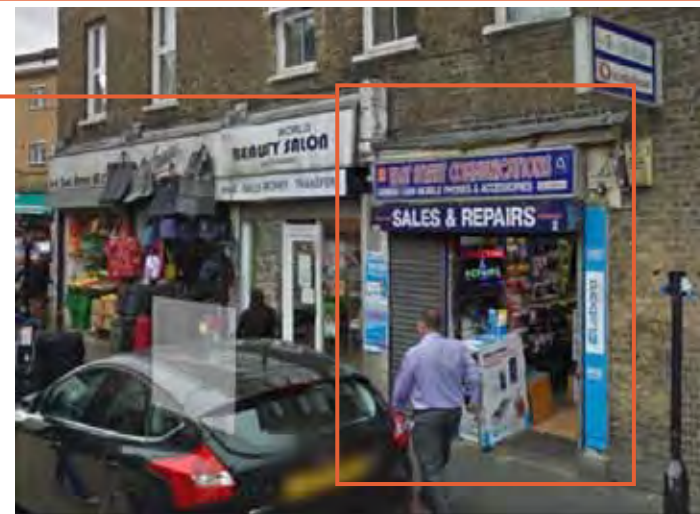
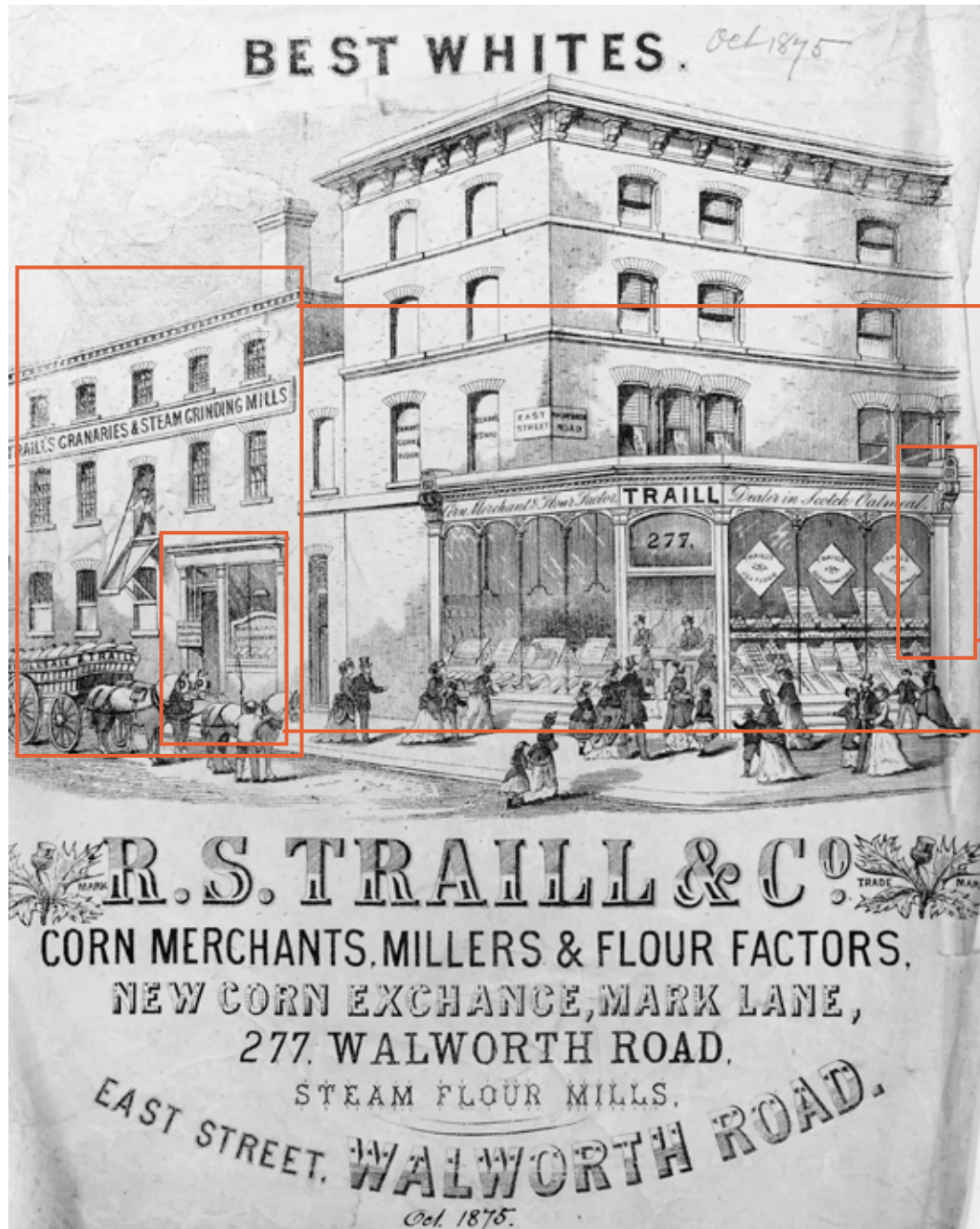
R is retained, *DPW* is demolished and replaced post WW2
One C19th shopfront pilaster remains (no 279/281 from Traill & Co 1875)



1914: distinctive roof line on no 273 Walworth Road, once part of a pair (see left) & PH orientation



3.1 THE CHARACTER OF THE WALWORTH ROAD
East-west section: East Street market entrance



1875: left Illustration credit 187

Even after considerable WW2 damage, the corner of East Street and Walworth Road contains a number of buildings and shopfronts visible in this 1876 drawing of Traill & Co.

3.1 THE CHARACTER OF THE WALWORTH ROAD East-west section: Carter Place Gardens

Sub area 1

Walworth Historic Village Centre

East-west section: Carter Place Gardens

3.1.18 This east-west section highlights the Georgian origins of Walworth through indicating the position of the previous C18th Georgian house with its large front garden. There was a local campaign to try to prevent the C18th site of Carter Gardens being re-developed due to the loss of public amenity and the view of the former Police station in 2011.

Mr. Keen a local landowner and landlord of the Beehive Tavern built a terrace of houses known as Keen's Row, in Walworth Road. For himself he built a larger residence, Walworth House set back from the road with an extra long garden. Later it became home of Dr. Carter who allowed Carter Street to be cut through his land. Montgomery H.H. 1889 P169

Opposite Walworth house at nos 307/9 Walworth Road, another pair of larger C18th Georgian houses can be seen in the 1913 photograph. These had a large rear garden, the boundary of which can be traced behind Kennedy's at no 305. These buildings were demolished postwar.

Carter Place Police Station and Gardens

3.1.19 According to the Met History website, Carter Street Police Station opened in March 1856 <http://www.metpolicehistory.co.uk> hosted within the house. *"In 1861 the rear land was sold to the London, Chatham and Dover Railway for the building of the viaduct on the condition that the arches could be used by the Police. In 1910 the present building was finished."*

Beasley JD. Southwark Revisited P97

It was designed by John Dixon Butler (1861–1920) who was architect of approx 150 Police stations in the Metropolitan area. *"Butler developed a distinctive style for many of his police stations, a crisp, austere version of the prevalent Free Classic or Anglo Classic - the civic style doffing its regalia and donning a uniform."* S.Gray S. 1988 ed. P132

"Dixon Butler stations are usually in a domestic style, sensitive to the context of the areas in which they were located, with strong municipal qualities such as handsome iron railings, inscribed lintels identifying the building as a police station, and other stone dressings.In a wider context too, Dixon Butler's police stations are noted as important components of early C20th townscapes which sit well alongside contemporary municipal buildings, and contribute to the high regard in which Edwardian civic architecture is held." EH Listings 788/0/10247 BOW ROAD

This station is red brick building with stone dressings. It has a prominent single storey double window bay on the façade facing Walworth Road, with a tall protruding mansard roof inset with pedimented windows above a distinctive stone dentil cornice. Facing east the building scale matches the scale of the former Georgian house, reflecting Dixon Butler's style, although it was set nearer to the road. This is reiterated on the northern facade by the first three window bays which form their own domestic scale side elevation, sitting slightly proud and edged with stone banding, visually separating it from the rest of long side elevation. The regularity of the remaining long north elevation is only interrupted by the off-centre stone porch with Dixon Butler's characteristic triangular pediment and elongated swelling brackets. Its lintel is inscribed 'POLICE.'

A newly built Walworth Police Station which opened in Manor Place on 27th April 1994. The present building is now occupied by private dwellings. <http://www.metpolicehistory.co.uk>

- 1 Pair of Georgian houses, demolished late 1950s, now single storey extension to M&S
- 2 Georgian house above Kennedy's, demolished late 1950s. Victorian pilasters of former shoe shop remain.
- 3 Rutters' drapery store with decorative balustrade.



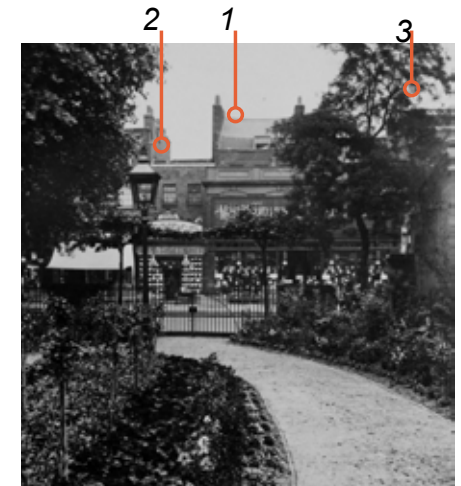
1799 Horwood: pink is buildings/ building lines and plot widths that are retained.



1910: The Police station occupied the former Walworth House Illustration credit 111



1932: the replacement purpose built Police station completed in 1910 Illustration credit 113



1913: Carter Gardens in front of the new Police station Illustration credit 192

3.1 THE CHARACTER OF THE WALWORTH ROAD
East-west section: Carter Place Gardens



2015: Carter St Police station, east elevation



Carter Street *Illustration credit 229*



2015: Carter St Police station, north elevation

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 **THE CHARACTER OF THE WALWORTH ROAD** **SUB AREA 1**

- *EAST AND WEST SIDE*
- *WALWORTH TERRACE, YORK AND CHATHAM PLACE*

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions WALWORTH TERRACE, YORK AND CHATHAM PLACE



2014 Bing Map

Walworth Terrace, York and Chatham Place Introduction

3.1.20 At nos 140-152 Walworth Terrace was laid out in 1792/9 by local architect Hurlbatt on land leased from Henry Penton. As such it represents one type of development that took place at the end of the C18th when building in Walworth was permitted after the 1774 Act of Parliament.

e2 York Place at nos 169 -195 Walworth Road was laid out in the late 1700s. It retains the building line established then although the buildings are all late C19th.

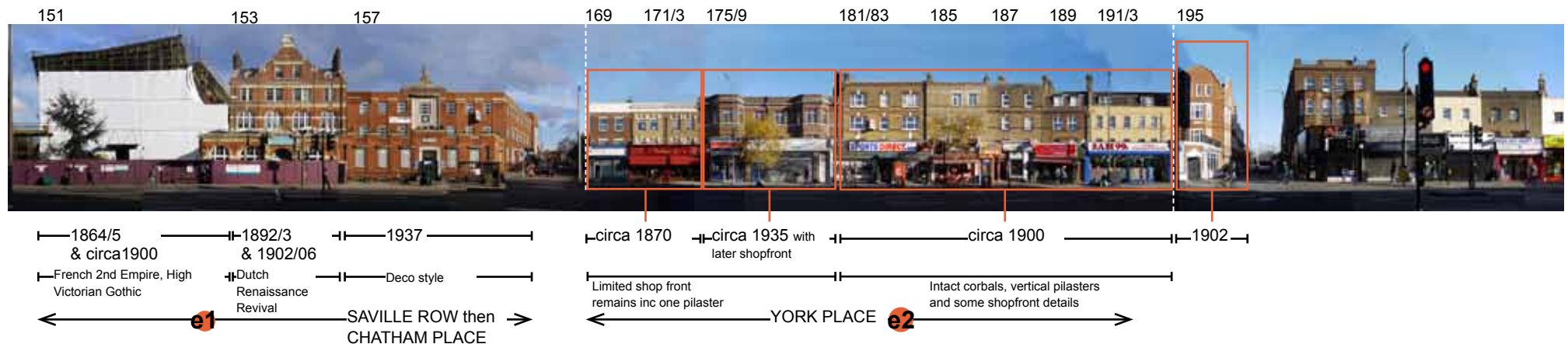
e1 Chatham Place at no 151- 163 was laid out on top of a “garden” shown on the 1681 map. It was used as orchards and gardens in 1850, with parts retained as open land in the 1880s. This plot, marking the north edge to the village, along with the Zoological Gardens on the west side, was the last piece of large open ground to be developed in Walworth.

History and Character

151-195 Walworth Road

3.1.21 In 1799 nos 151-163 were retained as open land and orchards, fringed by development in the shape of large Georgian houses set back from the street with long front gardens. First called Saville Row (1799 map) and then Chatham Place (1840 Daines map). In the 1860s, because of the free space available immediately behind the Walworth Road, initial development included a series of large churches to serve the new inner city populations. The Baptist Chapel facing Walworth Road (nos 133/5), the Surrey Tabernacle & Lecture room on Wansey Street and the Synagogue on Heygate Street were set amongst smaller groups of housing, including that which is retained on Wansey Street. As the well-to-do had moved out, the larger Georgian houses of Chatham Place were cleared to make way for new civic buildings on Walworth Road; first the Vestry (1860s), then the Museum and Library (1890s) and latterly the Health Centre (930s). No traces of the former Georgian housing or the orchards and gardens west of Brandon Street and south of Elephant & Castle are retained because the land was again cleared to make way for the Heygate Estate development circa 1970 and again in 2014.

3.1.22 At nos 169-195 Walworth Road, the 1799 map shows York Place as 10 individual plots with houses in a range of scales including three very substantial houses with wide street frontages and front and rear gardens facing Amelia Street, Dean's Row and Manor Place opposite. Current plot widths do not easily correspond with those set out on 1799.

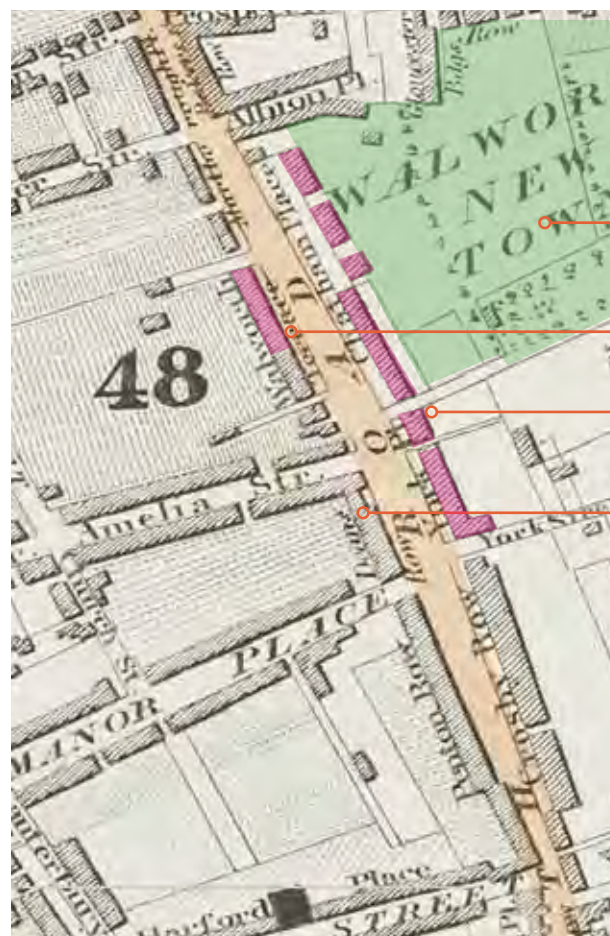


3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions WALWORTH TERRACE, YORK AND CHATHAM PLACE



1799 Horwood map Illustration credit 5 & 6

- 1 Walworth Place in 1799, with half remaining (red outline).
- 2 Garden in 1681, then Walworth New Town (1830) not fully developed until 1860/80s.
- 3 Saville Place housing, later Chatham Place (1840) and site of the Baptist Church at nos 131-137
- 4 York Place addresses both the ends of Amelia Street and Manor Place with a number of larger Georgian houses set into gardens at either end with infill housing in between. The only direct reminder of 1799 is the current building line which mirrors that of the previous houses. (This includes John Smith House).



1830 Greenwood map Illustration credit 1

- 1 The significance of this map lies in that it clearly shows the orchard and an area marked as Walworth New Town at the edge of the village behind Chatham Place. The receipt shows that in the 1860s it was still being grazed by cows and hens, with deliveries of milk, cream, eggs, butter and bread being made to local residents.
- 2 Walworth Place in 1799, with only half now remaining.
- 3 This shows the large Georgian house, now three houses. Nos 169-173 were constructed with Larcom Street and the houses along it between 1876 and 1890 after St Johns' was constructed in 1860.



Above: Illustration credit 170

- 4 Dean's Row was home to the Cuming family from around 1779 - 1850 at no 3 and no 18, opposite what was later to become the Museum housing their collection.

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions WALWORTH TERRACE, YORK AND CHATHAM PLACE



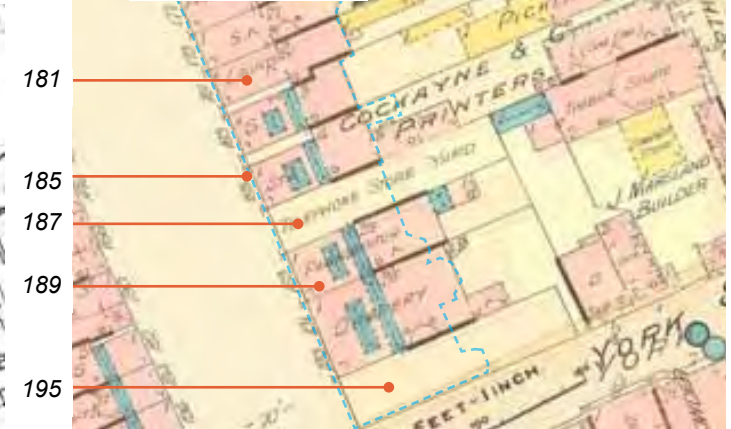
1876 OS map Illustration credit 184

- 1 The Vestry Hall was built in 1864-5 to the designs of Henry Jarvis and extended c.1900. The two Georgian houses became the site of the Public Library designed by Edward L'Anson and built using parish rates (dotted).
- 2 Route of Larcom St. (Blue dotted)
- 3 Before 1876, the previous house was replaced by these four buildings forming an arched entrance way into St John's Church behind built in 1860.
- 4 York Place C19th Georgian housing and gardens. By the mid C19th, all except one were extended to include shops.
- 5 These stables became part of an industrial hinterland, J Marshland Builders in the 1890s.
- 6 Walworth Terrace: the 7 bay section that is retained.



1895 OS map Illustration credit 193

- 1 The remaining Georgian houses are shown next to library in a 1903 photograph (next page).
- 2 Nos 169-173 were constructed along with Larcom Street and the houses along it between 1876 and 1890. (Possible development by Yates).
- 3 Goad maps show that during this period Cockayne Printers started in 1844 at the southern end of the block, 8 York Place and then relocated to no 185 in the middle. The shops in York Place were predominantly services such as photography, laundry, pawnbroker and household products.
- 4 An industrial hinterland evolved including a builder's yard, a drug factory, a printers and a pickle warehouse (Goad map)



1914 OS map (above) & 1893 Goad Map (top)

Illustration credit 194 and 185

- 1 Nos 181-195 appear to have been re-developed between 1895 (OS map) and 1903 (Goad map), including new shop units with pilasters and corbels that match across the row. The building work is in progress in 1903 completed by 1914 (nos 181 and infill at 187). The Queen Anne style architecture is coherent in terms of its style and materiality.
- 2 1876 dotted outline in blue.
- 3 Herbert Morrison House was built in 1902 Herbert Morrison House built as the Browning Club and Tavern, an alternative to the local pubs as it sold coffee.
- 4 The blue area was rebuilt as one building between 1930/40 by Southwark Council as a post office/ sorting office.

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions WALWORTH TERRACE, YORK AND CHATHAM PLACE



1903 Illustration credit 34

This photograph shows the laying of the conduit for the electric tramway in 1903. Photography by AE Wade, a photographer who occupied no 177. The Vestry Hall and Public Library have been built.

1 Shows the four Georgian homes remaining as part of Chatham Row. These were demolished to make way for the Health Centre in the 1930s

2 The Baptist Chapel at 133/135 can be seen in the background.

Key buildings on York Place: 1799 - today Nos 169-173

3.1.23 A set of three houses, set within the boundary of one plot occupied by a Georgian house in 1799. These appear to have been built circa 1870 when Larcom Street was laid out in response to the erection of St John's Church in 1860. The front facades of no 169 had been repaired unsympathetically postwar. The facade of 171 has been repaired/ rebuilt since 1978.

Nos 175-179

3.1.24 In 1799 this incorporates a narrow space (and building) at no 175 between two larger houses. Subsequently it became Castle Lane. The present building incorporates the lane and replaced 2 and 2.5 storey buildings around circa 1930 when a post office was built (trace PO directories). Typical of GPO buildings of the period, this flat roofed building is symmetrically arranged with two sets of two storey bay windows. Brown brick flemish bond, it has a simple red brick band running across the top of the bay windows coinciding in depth with the red brick flat segmental arches. Above this there is a profiled dentil stone cornice. The original window frames with eight small panes are retained although these are in poor condition. The parapet may have been increased in height. The 1930s shopfront has been replaced by a rather poor utilitarian version in the late C20th. This stands out amongst the other late C19th shopfront features that are evident across the terrace.

Nos 181-193

3.1.25 Nos 181-193 were re-developed in the 1890s including new shop units with pilasters and corbels to match those that are still retained across the row. The building was work in progress circa 1903 when nos 181 and an infill building at 187 were completed. The architecture is modest but coherent across the block in terms of its style, materiality and detailing, although the buildings are two different heights. Although the buildings themselves are relatively simple in volume, the detailing is typically commercial 'Queen Anne' in style. Decorative red brick surrounds and aprons present some relief beneath the window sills as do the centrally placed key stones above each window. There is a simple red brick band that runs across the facade between 1st and 2nd floors. No 183/5 has shallow segmental arches windows with wider window openings typical of the art studio buildings that had

begun to emerge in Chelsea during the period. It has a double M pitched roof and the most distinctive gable, chimney stack and more elaborate decoration although it utilises simple motifs and changes in brick pattern and colour. This building may be earlier than its neighbours. Other buildings retain their chimneys stacks which can be clearly viewed as a set from the southern approach. No 189 is also distinctive because of its larger windows and curved segmental arches built in the "Wrenaissance" style.

No original window frames exist, although they would probably have been multi-paned. No 191/3 operated as one large Drapery store at the turn of the century and has recently been painted.

Nos 195

3.1.26 On the corner of Browning Street, Herbert Morrison House used to be headquarters to the London Labour Party. Originally part of the Robert Browning Settlement which provided medical treatment, legal advice and social and educational activities for local poor children. In 1899 it became the centre for the National Committee for Organised Labour which campaigned for old age pensions. The present building opened in 1902 as the Browning Club and Tavern, an alternative to the local pubs as it sold coffee. Robert Browning House is distinctive because of its curved Dutch style gables to both front, rear and side elevations which are dressed with stone and because of its red factory brick and hanging bay windows. It maintains its original fenestration patterns with a mix of arched and bay windows including multi-paned glazing and detailing throughout. The shopfront arrangement includes an entrance on the corner and cornice with a plaque to Charles Booth on the southern elevation. The whole building has been extended in recent years and changed into residential use.

Summary: York Place

3.1.27 York Place is coherent and intact as a piece of late C19th townscape. It would benefit from shop front design guidance to help to preserve its shops front architectural details. Robert Browning House is assessed as being worthy of local listing because of its distinctive curved Dutch style gables and use as a landmark on the corner in addition to its historical and cultural significance.

3.1 THE CHARACTER OF THE WALWORTH ROAD
The C18th & C19th terraces and retail additions
 WALWORTH TERRACE, YORK AND CHATHAM PLACE



1978: York Place (above) *Illustration credit 27* and Herbert Morrison House (below) *Illustration credit 24*

2014: York Place (above) and Herbert Morrison House (below) *SHL*

3.1 THE CHARACTER OF THE WALWORTH ROAD
The C18th & C19th terraces and retail additions
 WALWORTH TERRACE, YORK AND CHATHAM PLACE



1914 Vestry Hall, museum & library *Illustration credit 130*

Key buildings on Chatham Place: 1880 - today

Group value: the former Town Hall (1864-65) and Newington Library (1892-93) and The Walworth Clinic, built in 1937 are all listed Grade II. A group of civic buildings, they replaced the former Georgian mansions and as such broadly respects the former building line.

**3.1.28 SOUTHWARK MUNICIPAL OFFICES (above)
 151 WALWORTH ROAD**

List entry Number: 1386028 Grade: II

Date first listed: 31-May-1996

Vestry Hall, later Town Hall, now municipal offices. 1864-65, extended c1900. By Henry Jarvis.

Materials: Brick in Flemish bond, white brick trim; stone dressings; mansard roofs of slate, those to end pavilions with fishscale tiles.

"The vestry hall to St Mary Newington is the second oldest of its kind surviving in London, the oldest being Woolwich Old Town Hall of 1842. The style is a subtle blend of French Second Empire and High Victorian Gothic, such as that found more commonly on commercial buildings of the period. The rear addition is an interesting and noteworthy example of a late Victorian architect matching a mid-Victorian design. From 1900-1965 it served as the Town Hall for the Borough of Southwark; since 1965 it has housed municipal offices and the registry office. The architect, Jarvis, was District Surveyor and might have received the commission through this post".



1892/3 and 1902/6 Library & Cuming Museum (middle) and The 1937 Walworth Clinic (right)

3.1.29 SOUTHWARK CENTRAL LIBRARY AND CUMING MUSEUM (middle) 153-155 WALWORTH ROAD

List entry Number: 1386027 Grade: II

Date first listed: 17-Sep-1998

Public library and museum. 1892-1893, museum 1902-1906. By Edwardian architect Edward l'Anson; builder J Grover and Sons; constructed out of parish rates by a special vestry committee. The museum was the gift of Henry Syer Cuming, in memory of his father Richard.

Materials: Red brick in Flemish bond with stone and terracotta dressings; roofs of slate.

Style: Dutch Renaissance Revival.

Exterior: Library: 4 storeys over basement, stepping up to 5 in 5 over centre in scroll gable; 4-window range; single-storey library wing and entrance projecting from facade to line of pavement, its roof parapeted.

3.1.30 THE WALWORTH CLINIC, 157-163 WALWORTH ROAD

List entry Number: 1393674 Grade: II (right)

Date first listed: 22-Feb-2010

The Walworth Clinic, built in 1937 to designs of the Borough Engineer, Percy Smart.

Architecture: Its external massing, jazzy, Deco-style detailing and good quality materials and craftsmanship.

Symbolism: A plaque on the building's facade bears a powerful quotation from Cicero and the sculptural group is a striking emblem of the centre's focus on mothers and children in what was a deprived part of London in the interwar years. Historic interest: A health centre built before the founding of the NHS in 1948, which prefigures its integrated, cradle-to-grave ethos. Text available online: <http://www.historicengland.org.uk/listing/the-list/>

Summary: Chatham Place

3.1.31 The description of these buildings is not detailed. This is contained within the EH listings. Viewed together the collection represents an important aspect of the late C19th development of the Walworth Road. It coincides with an increase in Parish authority and organisation and their response to the inner city location and exploding population. The Parish of St Mary Newington built the new Vestry Hall to host their key activities before it was amalgamated with other Parishes to form the Metropolitan Borough of Southwark in 1900. The subsequent pair of buildings was added in the C20th to accommodate the increasing complexity of the public services required locally. In the late C20th only the library and museum services were retained on this site, although the collection of buildings is still viewed as an important landmark and is considered to be the civic centre of Walworth. The Vestry Hall was significantly damaged by fire in March 2013 is currently undergoing reconstruction.

App. for Listed Building Consent for Repairs. Heritage Statement. Donald Insall Associates. April 2014

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions WALWORTH TERRACE, YORK AND CHATHAM PLACE



Left: **131-137 Walworth Road 1969**

Illustration credit 141

Right: **131-137 Walworth Road 1864**

Illustration credit 54

Below left: **131-137 Walworth Road**

Demolished 1970s *Illustration credit 55*

Below: **131-137 Walworth Road 1913**

Illustration credit 145



131 133/135

137



133/135



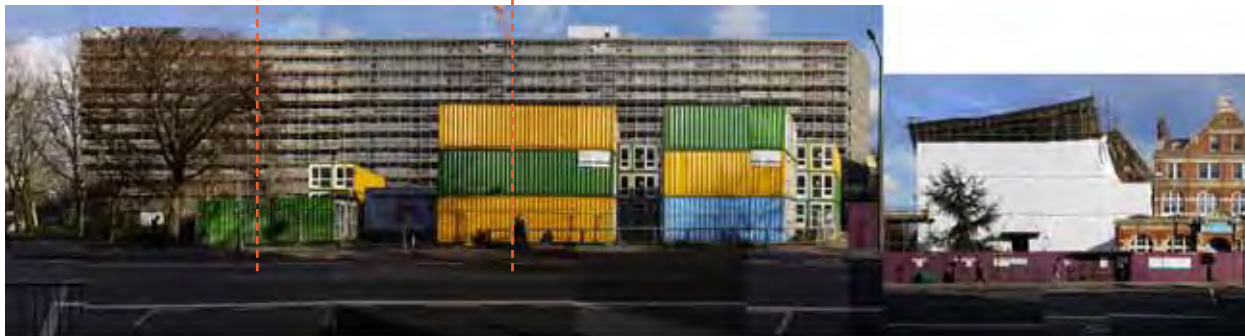
133/135

April 1864: 131-137 Walworth Road, Baptist Chapel

3.1.32 Ex Saville Row (1799), then Chatham Place (1830) large Georgian villas were replaced by a Baptist Chapel that accommodated up to 1000 people and had a Sunday School at the rear circa 1864.

The block at 121/131 to the north of the chapel, appears similar in its Gothic styling to nos 240-252. This incorporated shops on the ground floor circa 1880s. Along with the Chapel these were demolished to make way for the Heygate development in the early 1970s.

Nos 137-149 Bay-fronted dwellings incorporating office type uses, such as a dentists (circa 1870s), after the Vestry Hall (1864/5) and Chapel (1864) were erected. This block was destroyed during WW2 and the site was used to accommodate prefab style housing post-war and then as a car park, prior to the Heygate development.



133/135

151 Town Hall, Vestry Hall

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions WALWORTH TERRACE, YORK AND CHATHAM PLACE



circa 1985: Walworth Terrace showing basement

level windows Illustration credit 146

Nos.140, 142, 150 & 152 WALWORTH ROAD (West side)

List entry Number: 1386026

Grade: II

Date first listed: 31-Jan-1974

3.1.33 7 houses. 1793-1799, altered 1978. By Francis Hurlbatt, architect/surveyor. Yellow stock brick and stucco dressings with slate mansard with dormers. Pediment to left section (No.152) added 1978.

Exterior: 3 storeys, attic and raised basement.

No.140-142 (former centre to terrace): 3 bays each under pediment with mutule cornice and medallion with relief figure in tympanum. Wide flight of steps up to C20 portico with altered, wide C20 doorway; round-headed ground-floor windows in round-arched recesses with stucco band at spring level. Ground- and 1st-floor sash windows, 2nd-floor casements.

No.150 (former Nos 144-148): 2 bays to each former house, 3 openings each to ground floor; mutule cornice with brick parapet above. Round-headed door with cornice head and radial fanlight to centre (other doors now altered to windows). Gauged brick arches to sash windows with glazing bars, those to ground floor with round arches, those on upper floors with flat arches. Stucco strings to ground-floor springs, and 1st-floor sill band.



2014: Remaining part of Walworth Terrace

No.152 (former Nos 150-152): similar to No.150 but with 3 bays to each former house and late C20 addition of pediment. Door is in outer bay, that to former No.150 now replaced by window. Basement level to Nos 150 & 152 rebuilt projecting to form balcony for ground floor (which is raised above street level).

Interior: not inspected. Part of a terrace built by Francis Hurlbatt in 1793-9; now remodelled as unified composition for Labour Party Headquarters. Text available online: <http://www.historicengland.org.uk/listing/the-list/>

The building at 144-152 is now used as a Safestay hotel with the remaining part being vacant and leased to Antic Pubs.

Summary: Walworth Terrace

3.1.34 Outlined in the 1799 map this terrace is most significant because it is the earliest and best surviving example of how David Hugson described the Walworth Road as "lined by elegant mansions". Survey of London, 1955 P83 Photographic research of the other northern parts of the Walworth Road (elsewhere in this document) clearly shows how similar Georgian blocks were retained until the 1970s. Walworth Terrace is therefore an important fragment that describes one aspect of Georgian living. Other fragments such as those at Crosby Row and at Bethel Place illustrate different aspects of the Georgian story in Walworth.



1930/70s: Demolition of northern of bays of Walworth Terrace Illustration credit 226



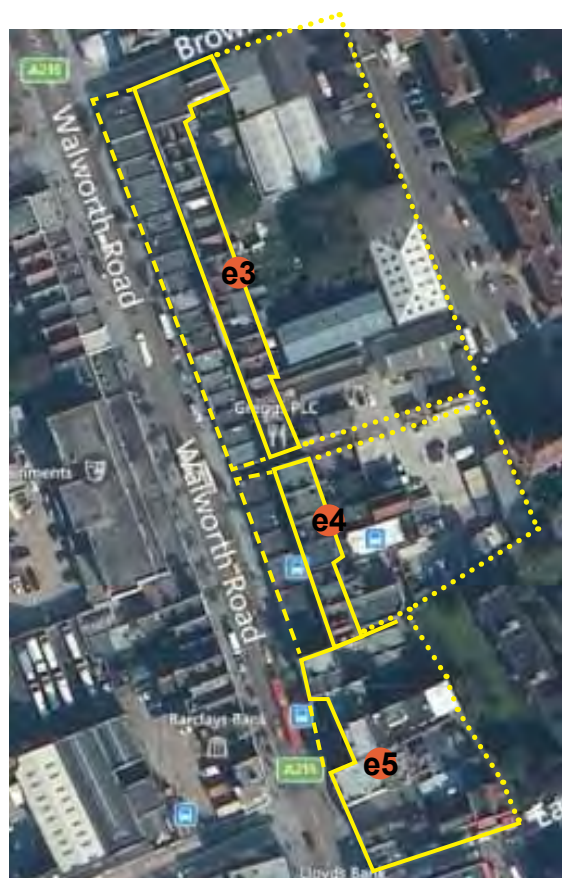
1799: Walworth Terrace with remaining part outlined in red Illustration credit 05

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 THE CHARACTER OF THE WALWORTH ROAD SUB AREA 1

- *EAST SIDE*
- *CROSBY ROW*

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions CROSBY ROW



2014 Bing Map

Crosby Row: Introduction

The terrace is designated a part of Walworth Village APZ (Archaeological Priority Zone).

Nos 199-235: Crosby Row (1-19)

- e3** **3.1.35** The 1799 (Horwood) map sets out a line of modest, equally sized terraced housing with basements and gardens both front and rear. The land is split into 18 separate sites. Apart from no 1 Crosby Row (nos 199/200), which is described elsewhere, the exact building line including the plot widths, with dwellings above and (later) shops built out into the front gardens has been retained. The roof forms vary as do the chimney stack locations, the style of the rear facades and the use of red rubbed segmental arches, all indicating they were built or modified in groups of 3/5 buildings. Viewed together these are one of the earliest and most complete Georgian terraces on the Walworth Road.

Nos 235-253: Crosby Row (19-26)

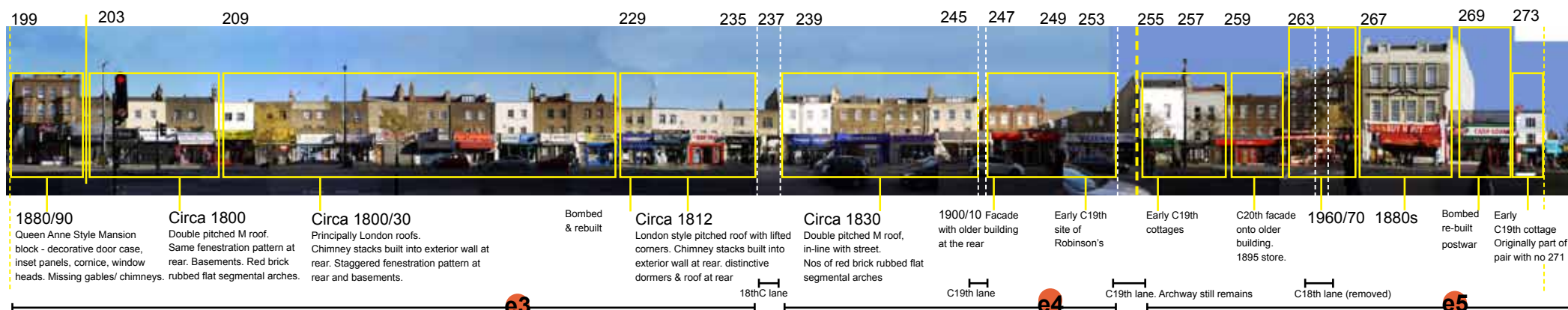
- e4** **3.1.36** On 12 Sept 1772 William Austin was assigned a lease for 61 years to build nos 18-22 Crosby Row (nos 235-245). Poor Rate books Available at SHL show that in 1820 the four plots (nos 239-245) were let at different values. From 1830 all four 3.5 storey Georgian houses were continuously occupied for similar sums. Therefore they may have been built/ re-built circa 1810-1830. Of the four, no 243 (21 Crosby Row) is the most complete building. It has a curved bay window at ground floor at the rear and a double hipped roof running parallel to Walworth Road. In the 1880s it was listed as a corn chandler with a two storey corn warehouse being built

e4 Nos 247- 253

This set of four buildings marks the southern end of this part of Crosby Row. Nos 251-3 are similar in design, scale and plot width to the cottages running from nos 203-227 and therefore date from the early C19th. In the 1893 Goad map the four buildings were combined and used as a Drapery Store. Walworth had a large number of drapers and tailors at this time. As such this represents the second stage of retail development when the London based chains emerged. At nos 251-3 the large extension to the rear built between 1870-93 was used as part of the store. It has been retained and is used as housing. The front facade of nos 247-9 was replaced in the early C20th.

e5 Nos 255-273: Crosby Row (27-38)

3.1.37 Since 1799 (Horwood map) this part of Crosby Row has been occupied by buildings without front gardens, sitting forward of the neighbouring buildings and fronting directly onto the Walworth Road, split into two by a lane. The entire terrace has been rebuilt on a building by building basis, both in the mid and late C19th. The Ship & Sun (circa 1840)PH was replaced by the Prince Alfred pub (circa 1880) at no 267. No 275 was demolished (circa 1900) to widen the East Street market entrance. Change continued in the C20th as a result of WW2 bomb damage and developers acquiring individual sites with the aim of maximising their density for residential use. This development is presently continuing.



3.1 THE CHARACTER OF THE WALWORTH ROAD

The C18th & C19th terraces and retail additions

CROSBY ROW



1978: From Cuming Library to 247 Walworth Road showing pawnbroker sign (241) and C20th corbels (247) Illustration credit 23



2104: Crosby Row

2104: View of rear of Crosby Row



Summary

3.1.38 Nos 199-273 Walworth Road laid out in the late 1700s retains the building line, location, scale and plot widths almost exactly. The terraces and houses although altered at the rear, retain a visual continuity at the front, and a scale that is distinctive of its period and their use as working class artisanal type dwellings from the early C19th. The development of mid C19th trade uses in the front gardens explains why the front of Crosby Row has remained relatively unchanged since it was built (nos 203-253). Access to the front facades became difficult because of the shop units and at the rear the buildings became 'hemmed in' by industrial buildings 1893 Goad Fire Insurance Plan. Illustration credit no 185 (This is covered in more detail elsewhere in this chapter).

Those properties that were least accessible have changed least (203/7). It is their value as a complete terrace that is recognised.

By contrast nos 255-275, accessible via Cottage Place and next to the village centre, changed more frequently. Within this part of Crosby Row a number of important buildings remain at nos 267 (PH) and no 273. Together with the neighbouring buildings these form a particularly distinctive C19th piece of small scale townscape that could be reinstated thus reinforcing the intimate scale, historic value and identity of the village centre and East Street market entrance. Se image ref. 224. Section 3.1 East-west section: East Street market entrance.

2015: Crosby Row & Market entrance

This first view of East Street market is evocative of a former age marking the centre of the historic village centre.

1 Former Ship and Sun Public House.

A pub has been in this prominent location since circa 1830.

2 273 Crosby Row. Early C19th building, built to an older pattern.

Distinctively small scale with hipped roof and rear dormer window.

3 Gables and chimney stacks of late C19th dwellings.

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions CROSBY ROW

No 199 Walworth Road (1 Crosby Row)

3.1.39 In 1799 this plot was occupied by a building smaller than the rest of Crosby Row, set within gardens to the front, side and rear. Circa 1846 E H Rabbits, the boot and shoe maker established a boot and shoe factory where according to the 1851 census, he employed 90 men and 85 women from 1 & 2 Crosby Row Rabbits quickly expanded into a huge factory with 11 shops, the largest being at Elephant & Castle. By 1857, 1&2 Crosby Row was occupied by Wrigley & Co Drapers. Humphreys S. 2013. P74

Between 1876 and 1895 after the first 99 year leases had terminated, the plot was rebuilt as an imposing four storey brick built tenement building, York Mansions, occupying the full width and depth of the site.

“Architects of the period tried to find plots wider and deeper than usual and experimented with changes in level, differences of ceiling height, and the use of top lit staircases and internal light wells.... carved brick panels were supplied by firms such as John McCulloch of Kennington.” Giroud M. 1978 P 97

Like other blocks on the Walworth Road of the period, this signified high density living in flats above integrated shop fronts. The stock brick building has profiled red brick details including window lintels. The facades are inset with decorative brick panels including an elegant cornice and arched windows. It pays homage to the ‘Queen Anne’ style popular in the period, although the base building is quite “dreary”, relying on the use of applied decoration including a large central pedimented entrance flanked by two shop frontages on Browning Street. Giroud M. 1978 P 97

The Walworth Road facade features two storey red brick bays (one original and one rebuilt) and symmetrically arranged windows including two arches. Fenestration at the top of the bays may be missing, as is the central gable and/or chimney stack details at roof level on both facades.

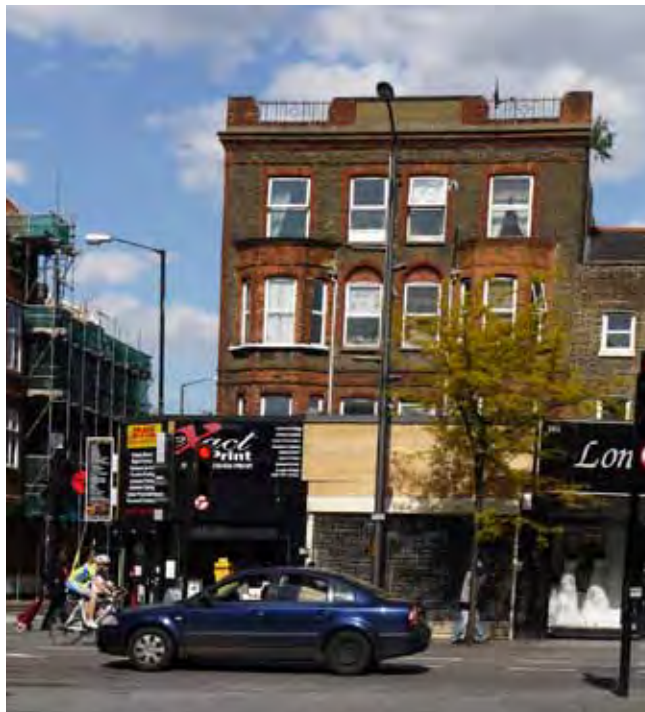
Staggered end bricks visible on the edge of the block (3) where it meets no 203 Walworth Road anticipate the rebuilding of no 203 to the same height. This did not occur and it simply abutts the earlier C18/19th terraced building.



26 July 1875: Nos 199/201 Walworth Road

Illustration credit 196

This drawing shows the building occupying 199 Walworth Road prior to the ‘Queen Anne style’ York Mansions (right and top right).



WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 THE CHARACTER OF THE WALWORTH ROAD SUB AREA 1

- *EAST SIDE*
- *BECKFORD ROW*

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions BECKFORD ROW



2014 Bing Map

Beckford Row: Introduction

3.1.40 Located at the centre of Walworth village, Beckford Row as far as nos 301/3 junction is designated part of Walworth Village APZ (Archaeological Priority Zone).

Within this one terrace we see the full variety of retail architecture from the C18th to the present day telling the evolving story of the Walworth Road as an inner city high street; namely early shops filling Georgian front gardens through to the purpose built stores of the mid C20th. The C20th part, in particular clearly demonstrates the impact that retailers had on high streets when chain stores first developed after 1910.

History and character of Beckford Row

3.1.41 This stretch was already occupied by buildings in 1681 but was not built upon formally or named Beckford Row until after the 1774 Act of Parliament. At its southern fringes it accommodated larger houses for a number of wealthy C18th inhabitants including Mr Clutton who leased the land for building St Peter's Church.

Ref: 1745/6 Gwilt Sluice Map. Illustration credit 63

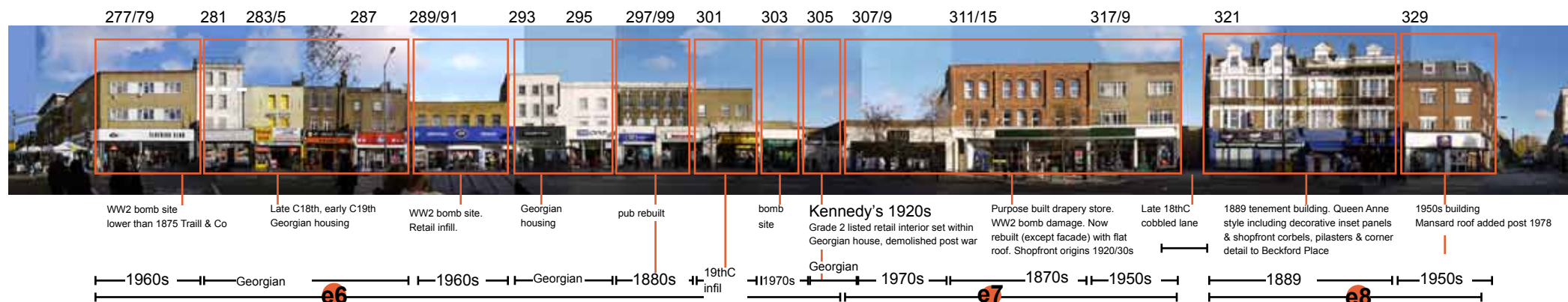
In the C19th with the completion of St Peter's Church to the south (1825), the conversion of the Police Station opposite (1856), the proximity to Royal Surrey Gardens and Montpelier Gardens (1830-72), and Walworth railway train station nearby (1862) confirmed the importance of Beckford Row at the centre of Walworth.

The arrival of the market (1860s) with its supporting infrastructure, situated initially in Walworth Road and then in Westmoreland Road and East Street with customers walking between the two, meant that the ground floor level was infilled with shops earlier than the other terraces. The hinterland was utilised for storage and stables.

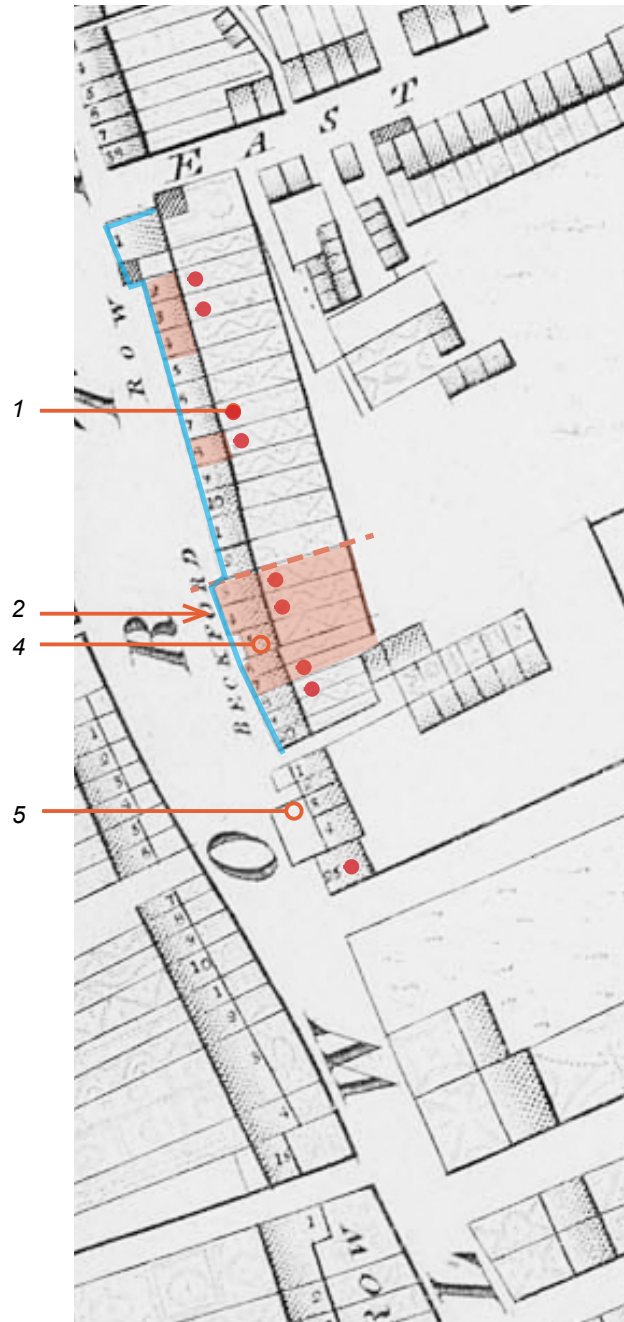
The architectural impact of the first chain stores after 1910 is clearly seen through the arrival of Boots, M&S, Kennedy's and others. Meanwhile the impact of WW2 bombing explains the low level post war components. C20th dominance of retail uses at the ground floor has swallowed up all of the rear gardens making it less suitable for residential uses at the upper levels, without significant alterations to improve access at the rear. A considerable number of buildings continue to be unused at the upper levels, although 2015 has seen significant development of buildings along the row. Local bus stops continue to use locations in front of Beckford Row and Keen's Row opposite as the local interchange in the centre of Walworth.

Beckford Row buildings 1799 - today

e6 3.1.42 In the 1799 Horwood map the first recognisable development was compact without formal front gardens and with short rear gardens. Beckford Row consisted of one long Georgian terrace with a larger plot occupying the East Street junction. This building line and plot width have been retained from East St as far as 307 Walworth Road, as have a number of the late C18th and early C19th houses. Although named as one row, the repetitious development that we see in other



3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions BECKFORD ROW



Left: 1799 Horwood map *Illustration credit 05 & 06*

1 Dots indicate shops listed in the 1841 Post Office directory. Other buildings are used as housing with stables at the rear.
2 The 1799 building line and plot widths indicated (blue line) are relatively intact today. The orange dotted line denotes a change in the building line that can still be traced.
4 The orange indicates the extent of Rutters Store in 1895.
5 The former Fox and Hounds PH

Top & right: 1876 OS map *Illustration credit 184*

1 & 3 Georgian fabric, shops at GF front, with stables behind. Nos 281-7 buildings still exist but are much altered.
2 Former 4 storey Georgian house with shop at the front. Used as GPO in 1893. Demolished post WW2.



1876 OS map (detail) No 307 next to Kennedy's



1893 Goad map shows the retained 1889 tenement

4 The William of Walworth, PH listed on Beckford Row since 1789, expands into no 299 and is rebuilt after 1876.
5 Two former houses, possibly incorporated into one with a very large garden and stables to the rear. Taken over by Rutters before 1893. Demolished post WW2.
6 Carter Gardens in front of Carter Street Police station.

Above: 1893 Goad map *Illustration credit 185*

1 Nos 307/9. Two former houses, 3 & 3.5 storeys incorporated into one with a large garden and stables. Taken over by Rutters Drapers before 1893. Demolished post WW2 and replaced by the present one storey M&S extension. (see 1913 photograph)

3.1 THE CHARACTER OF THE WALWORTH ROAD

The C18th & C19th terraces and retail additions

BECKFORD ROW



1951 OS map Illustration credit 200

Following considerable WW2 bomb damage, a number of buildings were demolished and rebuilt post-war.

- 1 East St corner 277/79. Formerly two plots of 4 storeys, was rebuilt as one building with flats and retail (early 1960s).
- 2 Nos 281/83 expanded at the rear including new warehouse accommodation. No 281 built 1 storey higher. All 1916-47
- 3 St Mark's Church was rebuilt as flats mid 1960s.
- 4 Boots combined 289-91 and built a 2 storey replacement for the 3 storey building in the 1960s.
- 5 Nos 307-319 (M&S) damage at the rear preceded the demolition/reduction/rebuilding of 307-9 before 1958 at one storey high, with a newly built 2 storey extension into 317-9.

terraces along the Walworth Road is not present in this terrace particularly at the southern end where earlier C18th timber buildings on narrow plots clustered around Beckford Place. Further south a public house, The Fox and Hounds, and larger semi and detached mansions were built.

3.1.43 In 1799 at 307/9, a pair of larger Georgian buildings, now demolished, sat proud of the adjacent buildings as shown in the 1913 photograph. Nos 311-319 were occupied by smaller earlier buildings that sat up against the road edge, clustered around the entrance to Beckford Place in a line similar to today. The evolution of nos 307-319 (Rutters & M&S) is told in other sections.

3.1.43 Beckford Place was a narrow pedestrian alley with dwellings first appearing along its length in the late C18th. In his notebooks, Charles Booth describes Beckford Place, as "2 storey, poor working class... as map but more of it". In the poverty map he notes this street as dark blue, of "chronic want". This housing remained in place until after WW2 when it was consumed by the M&S expansion. The alley retains its cobbles and entrance scale and form from the C18th.

3.1.43 In 1799 nos 321/329 was a discrete island of five plots between Beckford Place including the C18th Fox and Hounds PH and the route to the fields behind which became Trafalgar (Cadiz) Street in the 1820s. The current 1889 tenement building replaced earlier housing with a Queen Anne style with many of the characteristic features of similar style blocks built in London during the 1860/70s. It is built of stock brick with 4 red terracotta decorative inset panels. It has a hipped roof with exuberant pedimented dormer windows and their vertical articulation continuing down through the facade. The pediments are decorated with scrolls and balustrades. There are cornices and stone dressed windows with pairs of half fluted columns sitting in front of the fenestration. Oddly the original windows, none of which remain, appear to have been sash style with none of the small panes characteristic of the period. The rest of the building and the shopfront details survive intact apart from one pilaster and corbel.

3.1.44 In 1799 nos 331-345 incorporated Mr Clutton's house, although he leased the land for building St Peter's in 1820 and for Sutherland Chapel, which was completed in 1842,

moving to the Manor House on the west side circa 1860. In the late C19th (1876) Sutherland Chapel was shielded from view from the Walworth Road by a series of buildings split by a narrow lane leading up to its front door. This was not the original vision for the building, a drawing of it shows a landscaped front path with clear views of the facade

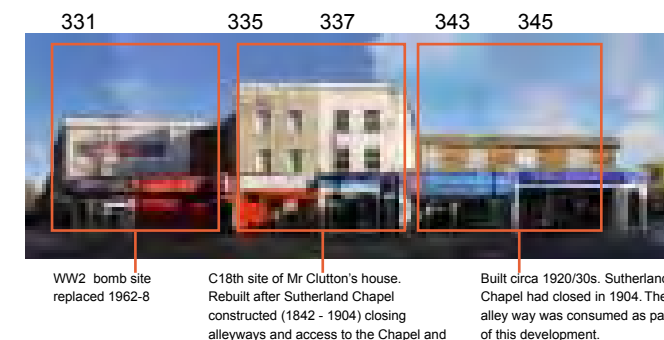
1842 drawing by George Hawkins. Credit no 197 Perhaps the full vision was not completed because the minister who commissioned the building, Dr. Edward Andrews, died before it was completed.

The shopfront line follows the late C19th one, although the current building line does not. Nos 335/37 indicate the former mid C19th building line, this pair being part of a terrace of four similar buildings shown in a 1911 photograph. Nos 331-3 which mirrored the surviving pair were damaged and demolished post WW2, replaced in the 1960s with the current building which is set back from the road.

3.1.45 Nos 341-345 appears to have been rebuilt in the 1920s/30s after Sutherland Chapel ceased to be used as a public building and therefore the front access space was removed and incorporated into the new pair of buildings.

3.1.46 Beckford Row post 1844

The development of maps after 1844 shows the whole terrace being built hard up to the street edge, therefore suggesting that the 'infill' shops occupying the ground floor front gardens appeared first at the village centre and on street corners. On the same map, Crobsy, Penton and York Rows are still marked as terraces with front gardens, suggesting their use for retail developed slightly later.



1960S POST 1870 1920/30

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions BECKFORD ROW



1978: Beckford Row Illustration credit 21



2014: Beckford Row



1911: William of Walworth Illustration credit 43

In the London Post Office Directory of 1841 (Street, Commercial and Trades) Beckford Row, Walworth shows:

- 2 Brown, William, cutler (cutlery)
- 3 Lancaster Thomas, hairdresser
- 7 Wild & Williams, linen drapers
- 8 Craske & Youngman, linen drapers
- 13 Churcher James, hatter
- 14 Jones William, grocer
- 17 Burlton Thomos, silversmith
- 17 & 18 Porteous & Gregson, linen drapers
- 27 Vickery Robrt, grocer & tea dealer
- 20 Woodhouse Nicholas, ironmonger
- 37 Harton Francis, chemist
- 38 Wadsworth Mrs Mary, dyer
- 39 Farbridge George, brushmaker

It is notable that these are all 'working class' traders. In the same directories closer to the City, similar lists denote residents as 'esq', professions such as physicians and solicitors.

Nos 311-315 Walworth Road

3.191 By 1876 the southern end of the terrace had been rebuilt incorporating a large drapery store (Rutter Bros). "Chains of shops rose in prominence from the 1870s, by which time transportation, in particular the railway network, facilitated centralised warehousing and the supervision of widely-separated branches." Morrison K. 2003 P51

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions BECKFORD ROW

Notable shopfronts and interiors

3.1.47 Nos 2-8 East Street (shopfronts)

No 128 (one pilaster and corbel)

No 301 (Boots: 1940s shopfront pilasters)

No 305 (Kennedy's: Grade 2 listed)

Nos 311/315 (M&S shopfront: 1930s, reconfigured 1958/73, pilasters late C19th)

Nos 321/27 (4 sets shopfront pilasters & corbels)

Nos 305 Kennedy's Sausages

EH Grade 2 Listed No 1392595

3.1.48

Kennedy's started in Peckham in 1870 as a meat products business, making sausages and meat pies at the back of the shop. "The arrival of the railway networks facilitated (in the 1860s) centralised warehousing and the supervision of widely separated branches. In 1880 only two grocers had more than 25 branches, but by 1910 there were 44 grocers with similar chains of shops. After the importation of frozen meats others began to operate as multiple branch businesses. There were more than 2000 branch butcher shops by 1900."

Kennedy's business grew and expanded with shops in Peckham, Forest Hill, Herne Hill, Denmark Hill, Catford, Brixton, Walworth, South Norwood, Deptford, Croydon amongst others. The business split into two circa 1920 offering both meat and fish.

Taylor R 2012. Kennedy's 130 years of sausage shaped success. Available at SHL

Kennedy's Sausage in Walworth shop was built as part of an earlier Georgian house. Seen in the 1913 photograph this building could have been part of the original terrace formed at the end of the C18th. From OS map research between 1876 and 1947 the building takes exactly the same plan form. It appears that the house above was demolished around 1958 when M&S also demolished the two other Georgian houses immediately south of Kennedy's.

Kennedy's listed by EH on 21 May 2008

"305 Walworth Road is designated at Grade II for the following principal reasons:

- Special historic interest as a well-preserved example of a well-preserved example of a 1920s shop complete with sunburst transom lights and polished glass fascias, tiled walls with mirrored panels, original counters, glass globe lights, and original ceiling and floor coverings;
- Survival of distinctive features of note related to the sale of sausages by the Kennedy family including signage and lettered display cabinets and shelves, in the distinctive house style that is readable across the chain;
- the rarity of survival, in a national context, of a small shop with its features intact."

Text available online: <http://www.historicengland.org.uk/listing/the-list/>

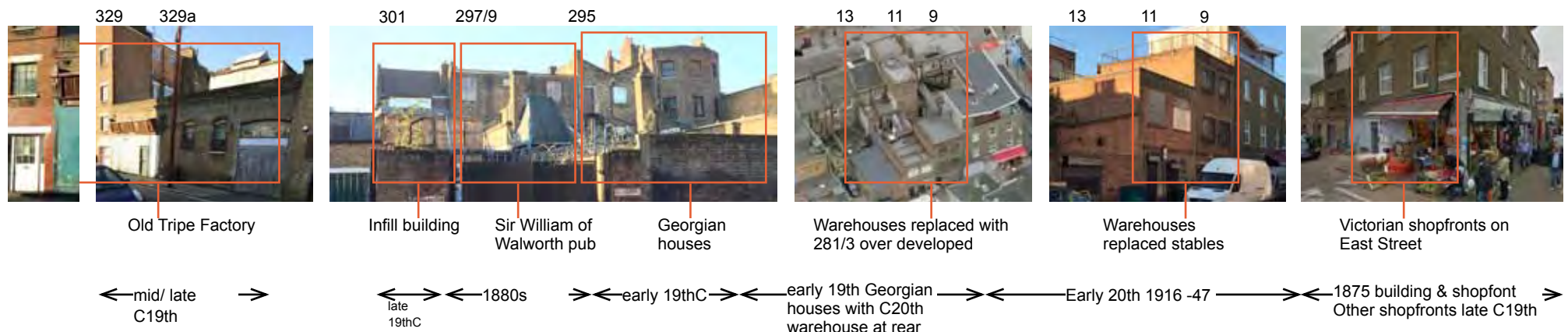
In the 1913 photo of M&S, Kennedy's is seen with a higher fascia panel and corbels, part of which still exists. Kennedy's site is currently landlocked with no access at the rear because of the shape of the earlier Georgian house garden; this has prevented its development from the rear to date.



1913: shows high fascia panel [1] (now demolished)

Illustration credit 192

The decorative pilasters at the shopfront side [2] and the glass fascia panel with gold lettering [3] are retained, although the name of the shop has changed.



3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions BECKFORD ROW



1978: 1920/30s building in front of Sutherland Chapel



1842 drawing, Sutherland Chapel Illustration credit 197



2014: old tripe factory 329a Cadiz Street



Hinterland: 329a Cadiz Street

3.1.50 The tripe factory in Cadiz Street was built before 1876, but it is now unused. The brick built fabric is complete and comprises a rectangular factory space including profiled brick detailing and a brick built archway lined with a row of glazed tiles. It has two high level windows and a large centrally placed light lantern set into the roof. The small shop part is complete with stone corbels set into the brick walls and the remnants of a timber shopfront spans between the two. From the outside the building appears to be a remarkably intact stand alone factory building that could facilitate restoration.

Hinterland: Walworth Place

3.1.49 Walworth Place runs parallel to Walworth Road immediately behind Beckford Row. The back gardens of the C18th Georgian properties were converted to accommodate stables during the C19th, presumably serving each of the houses and later the East Street market hawkers. Except for the C19th corner block at 4/8 East Street and the two early C20th warehouse buildings at nos 9/11, all of the other buildings have disappeared post WW2 or as the individual owners expanded their one storey shops to fill the sites. 2015 has seen a number of developments incorporating buildings containing new flats for rent located along Walworth Place.



Summary

3.1.51 Laid out when the first building leases were issued in the C18th, this terrace retains its building line, location, scale and plot widths up to and including no 305.

From 305 to 319 it is significant because the impact of some of Britain's earliest national chain stores can be seen through M&S's take over of Rutters Department store (1913) and Kennedy's arrival circa 1920.

The rather piecemeal appearance of this terrace is an inherent part of its development and history. Although changed slightly in character post-war by the addition of poor low rise infill buildings, these do not significantly detract from the overall vertical articulation and rhythm of the C18th/ C19th terrace.

Had the original vision for Sutherland Chapel been realised and retained, a small but important piece of town square amenity space would be well used with a distinctive sunny aspect offering views of the Sutherland Chapel facade and St Peter's Church behind it.

Before restoration works

These pictures show the poor state of this former sausage shop prior to its rescue. It had been empty for several years and on both Southwark Council's and Historic England's Heritage at Risk Register.



The front facade of Kennedy's before our restoration. One of the challenges with this 'high street' rescue project has been explaining the significance of the building and the nature of its protection to Kennedy's Afghani owner. It was last open as a mobile phone shop. The unlawfully fixed roller shutter was the subject of a Southwark Council enforcement order.



The interior of this shop was filled with discarded equipment and rubbish when we first encountered it in the winter of 2014. Some of the primrose and green tiles were damaged, but thankfully the joinery, mirrors and enamelled tin ceiling were all largely intact.



The Victorian suspended timber floor to the former betting office rotted after decades of no ventilation.



The disused shop interior had become a dumping ground for disused equipment from a number of failed fast food shops.



The garden behind Kennedys was piled with rubbish. We have cleared this waste, created an outdoor seating area, and begun a herb garden.



The tiled inset doorway prior to cleaning and restoration.

Revival of the 1920s sausage shop

3.1 THE CHARACTER OF THE WALWORTH ROAD
The C18th & C19th terraces and retail additions
BECKFORD ROW



The shop front restored.



This interior view shows the cleaned and restored interior and the new striped pizza workstation.



The rear part of the shop with its enamelled metal ceiling, green and primrose tiling. Local friends have created a display of historic photographs of the Walworth Road.

3.1 THE CHARACTER OF THE WALWORTH ROAD
The C18th & C19th terraces and retail additions
BECKFORD ROW



Prosser Roberts Company: Pharmaceuticals: 10 years after the terrace was completed
Illustration credit 199



1978 prior to the mansard roof on no 329 Illustration credit 20



2014 321-327 Walworth Road

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 THE CHARACTER OF THE WALWORTH ROAD SUB AREA 1

- *WEST SIDE*
- *PENTON ROW*

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions PENTON ROW



Penton Row 2014: Introduction

3.1.52 Nos 204 - 260 Walworth Road were laid out soon after the Act of Parliament in 1774 when Henry Penton was able to lease his land for building in Walworth for the first time. The original terrace was named after him but is also called King's Head Row. Ref: 1840 Daines map. Image Credit no 07

History and Character of Penton Row

3.1.52 In 1799 (Horwood map) Penton Row was set back from the Walworth Road with gardens in front of a line of buildings comprising 18 plots including the Kings Head. The entire terrace remained intact until the end of the C19th when it was rebuilt to accommodate higher densities and purpose built shops.

In the 1776 map the remnants of the first Georgian mansions and their gardens with stables at the rear can still be seen in the central section of the terrace. The houses were raised and accessed by steps up from the street and down into the gardens at the rear so the properties still included basements. Circa 1914, the wider plots and houses (nos 220-238) were demolished to make way for the Labour Exchange (nos 224/236) which was rebuilt as offices without any residential use between 1955/59. No 220 is the one reminder of the plot width of the earlier Georgian mansions although the current building dates from the 1920/30s and was probably built as a store.

Next to the Kings Head PH the plots were narrower. Back gardens were sold to make a stable yard for the Public House whilst others' were sold for manufacturing use. The Public House and the original villas were replaced circa 1876/80 when new shop units were also built. These shopfronts retain elements of their vertical pilasters and corbels. The panelled timber front at no 206 appears to be the oldest remaining.

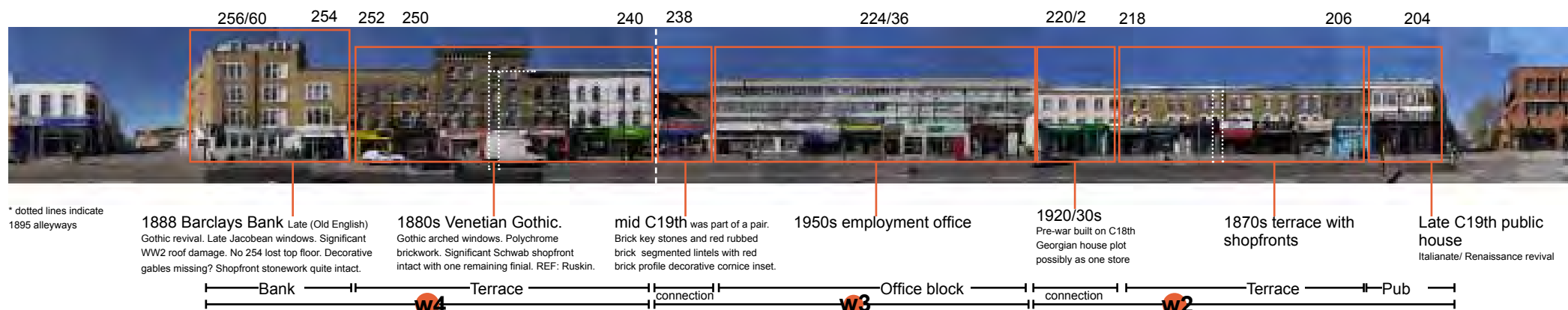
At the southern end circa 1880/90 another complete row of buildings was built hard up against the Walworth Road without gardens and in a similar location to the pre 1799 street line, although it appears that the new buildings are slightly set back from the C18th street line to widen the road around the junction. This section accommodates a Barclays' Bank 1888 building (nos 254-60) and a distinctive Gothic style terrace incorporating entrances to housing above at nos 240-254. The Gothic terrace includes one remarkable and complete shopfront at no 250 (Schwab & Co) together with other substantial shopfront elements including vertical pilasters and finials.

Penton Row buildings 1876 - today

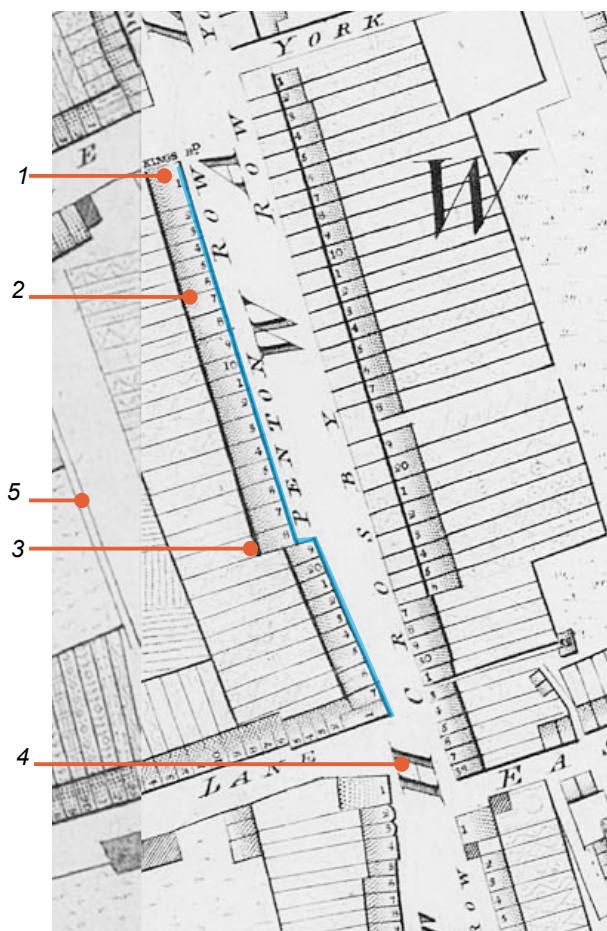
204 Walworth Road: The Kings Head PH

3.1.53 The Kings Head is named on the 1799 Horwood Map. In 1815 the Kings Head at 1 Manor Row was insured by Richard Duggin, victualler. (Available at LMA online) The inn had a front courtyard where the customers could sit. There was a pump and a water trough in Manor Place. In the mid C19th visitors to the Royal Surrey Zoological Gardens could stop here for a drink. Lectures and concerts were held in the first floor assembly rooms. M Boast, 1993. P61

The current building dates from the end of the C19th (circa 1860/80). It is built in a Italianate, Renaissance revival style, the emphasis being the deep pedimented palazzo style windows and stucco window surrounds on the second floor.



3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions PENTON ROW



1799 Horwood map Illustration credit 06

- 1 Kings Head PH, named on this plan and recorded in this location since C18th
- 2 Penton Row built after the 1774 Act of Parliament and named after Henry Penton. Georgian villas set back from the street with gardens.
- 3 The split in the building line is retained today, as are the overall number of plots along the Row.
- 4 Walworth historic village centre with buildings around this centre built up to the street edge
- 5 Manor Mews, later Occupation Row, seen as an C18th track to the fields behind.



1876 OS map Illustration credit 184

- 1 Kings Head PH - adjacent gardens at rear sold to make stables and yard at the rear.
- 2 Earlier terrace split by an alley way. Front gardens beginning to be inhabited by shops.
- 3 Georgian villas with basements located on wider plots with front and rear gardens and stables at the rear accessed via Manor Mews.
- 4 A pair of mid C18th houses, only no 238 remains.
- 5 Gardens sold and cleared prior to re-development.
- 6 Late C19th rebuilding of the terrace from no 238 - 260 re-aligned the street into its current configuration (blue dotted).



1895 OS map Illustration credit 193

- 1 Kings Head PH rebuilt with stables & yard at the rear.
- 2 Terrace rebuilt without an alleyway so access is from the front only. Former garden spaces inhabited by purpose built shops. Shops and housing accessed from the street.
- 3 Georgian villas had become inhabited by shops as their wealthy inhabitants move out to the suburbs.
- 4 Rear gardens all sold off for use by stables, factories and workshops on Occupation Row.
- 5 New (Gothic) terrace built out to street edge.
- 6 New bank building at the corner built out to the street edge.

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions PENTON ROW

204 Walworth Road: The Kings Head PH

3.1.54 Walworth Road elevation. Each line of windows is similar in size and is topped with a broad plain plaster frieze and cornice. The frieze at the front is supported by two elongated corbels positioned between the windows.

The shopfront incorporates a deep frieze with a dentil cornice. The surfaces are covered with brown glazed tiles incorporating curved window sills and decorative ventilation grills. The original window frames with curved corner detailing and small scale window panes at the top are also retained. Faux classical timber columns are a recent addition applied over the tiles. Although no longer in use as a public house, the shopfront features are retained.

The two storey extension on Manor Place and the archway into the former stable yard behind, now a doctor's surgery, are all part of this late C19th complex. The main building facade is partially obscured by a large advertising hoarding. The more modest buildings compliment the public house building, stepping down in height to meet the residential buildings to the west. The use of plain friezes and cornices at shopfront and eaves level ensure continuity across the ensemble.

Together these buildings make a distinctive corner to Penton Row, acting as a distinctive local landmark on the Walworth Road and mediating in scale and embellishment between the high street, the residential buildings and the more elaborate Coroner's Court and Grade II listed Manor Place Baths.

Nos 206 - 218 Penton Row

3.1.55 The terrace was rebuilt circa 1876 with two storey back extensions with buttress-like chimneys between them, basements and custom-built shop units replaced the former front gardens and older shop extensions.

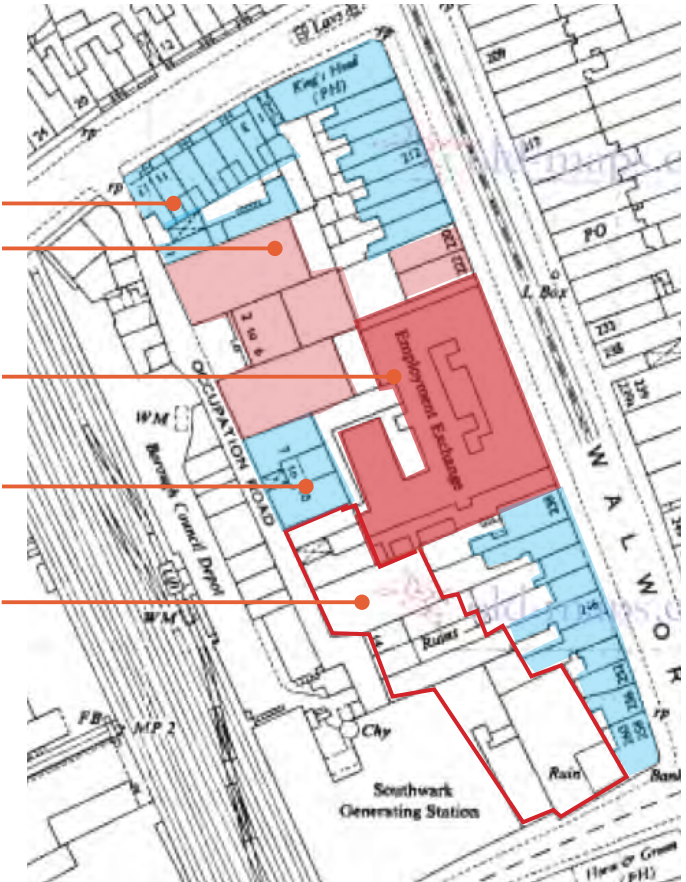
This terrace is distinctive because of its first floor semi-circular brick arched windows with brick keystones and the slender recessed arched detail that separates



1914 OS map: showing cleared sites for new buildings
Illustration credit 194



1940 Bomb Damage map: Penton Row is severely affected
Illustration credit 88



1951 OS map Illustration credit 200

- 1 Blue denotes late C18th building, including stables at 1 Occupation Row.
- 2 Light orange denotes 1940s prewar building with C19th elements.
- 3 Dark orange denotes pre war building, rebuilt post war between 1955/9.
- 4 Japanning Works at 7-12 Occupation Row (retained).
- 5 Other demolition following WW2 damage (not including that affecting the Southwark Generating Station).

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions PENTON ROW

each house. This detail is repeated on the Gothic terrace with segmental brick arches including brick keystones on the second floor and a wide cornice at eaves level, and London roofs.

Each of the seven shop fronts is separated by identical pilasters with decorative corbels on the top although only one is complete. The timber and glazed shop front of the doctor's surgery at no 206 appears to be Victorian and therefore is original to the terrace.

No 220 and 238 See above.

Nos 222 - 236 Penton Row

3.1.56 Prior to 1914 the wider plots and houses at nos 220-238 were demolished to make way for the pre-war Labour Exchange building. This replaced one of Walworth's C19th "boys homes", schools for the children of the Georgian well-to-do (no 228). The present post-war replacement is unremarkable, other than it follows the C18th building line above the shops, is compatible in height with its surroundings and contains infill shop units that continue the street line at low level.

No 238 Penton Row

3.1.57 No 238 marks the change in building line between the two parts of the former C18th terrace. Together with no 236 they formed an older pair

of buildings that appear in the 1876 plan. No 236 was demolished circa 1914. No 238 may have been retained because it housed the J B Wedge shop blind factory at the rear. The factory part was destroyed and demolished after WW2. The building has a double pitched M roof. The facade has a decorative factory-made terracotta cornice integrated into the brick and flat red brick segmental arches with keystones. The decorative shopfront including pilasters, seen in the 1978 photograph, is obscured by the current fascia.

Nos 240 - 252 Venetian Gothic terrace

3.1.58 Adjacent to the centre of the historic village, the buildings sit forward close to the street edge as the 1861 plan shows. From nos 240-260, the ten building plots are consistent with what was set out in the late 1700s although the individual plots have varied in width and number over the intervening period. The map diagrams show how the building line was altered to make the street wider at the east/ west junction between 1876 and 1895 when the present Gothic revival terrace was built.

The Gothic style facade was built in two parts to permit access to the stables behind at no 246. No 246 was altered between 1895 and 1914 incorporating the alleyway and raising the overall height of the building to four floors. Therefore the pattern of the fenestration at the rear of no. 246 is different from the others in this terrace. The lack of decoration under the eaves of no 246 also denotes this later alteration. The whole terrace was subject to damage during WW2 with nos 250/2 being partially rebuilt. Subsequent

repairs to the fascia have also meant the loss of external decoration around the parapet at no 240 and nos 250/2 (post 1978).

The terrace is distinctive because of its Venetian style which is influenced by the writings of Ruskin and notable Gothic buildings of the period include St Pancras Station. Although clearly a commercially designed building, the detailing is elaborate utilising different polychrome brickwork around the window openings with moulded plaster and terracotta details on each floor. Pointed arches with keystones and a moulded cornice on the first floor give way to semi circular arches and mouldings terminated by plaster flowers on the second floor and then simpler segmental arches on the third floor. The facade is topped with an overhanging fluted cornice with ecanthus leaves. The overall terrace is very deep in plan. All buildings apart from no 252 which has a flat roof with dormer windows, retain their London roofs.

Five pairs of original arched and pointed arched window frames are retained. Others have been replaced by poorly fitting PVC alternatives which diminish the appearance of the building. At ground floor level the shopfront at Schwar's is a remarkably complete piece, being original to the building and including one remaining decorative urn-like finial. Remnants of corbels and pilasters exist across the rest of the terrace. Some features have been destroyed by recent retail tenants including Subway. Restoration of these features would enhance the character and appearance of the building at shopfront level.



2014: Corbel at 206/18 Walworth Road



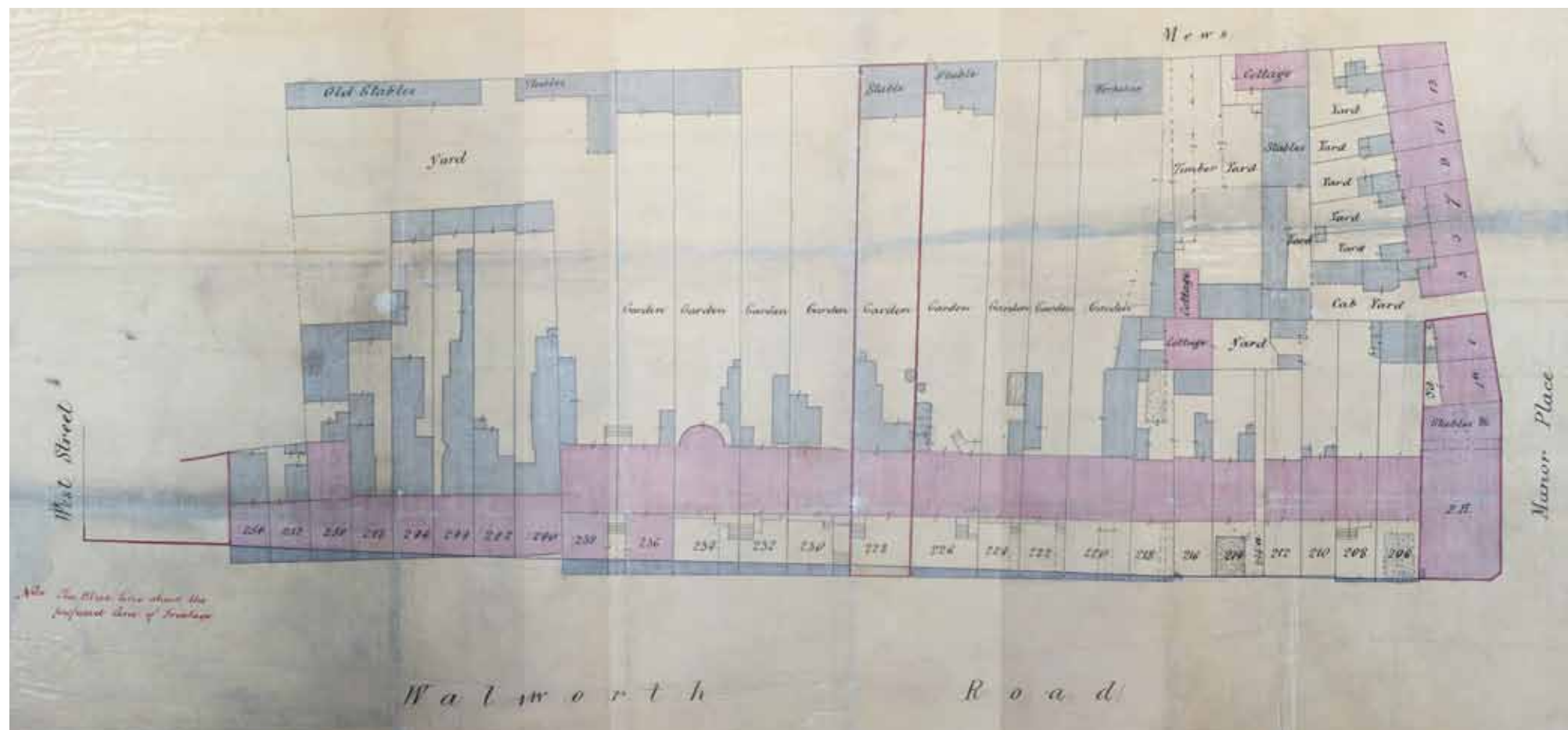
1778: Penton Row and the Kings' Head Illustration credit 11



2014: no 206 brick arches, recess and original shopfront

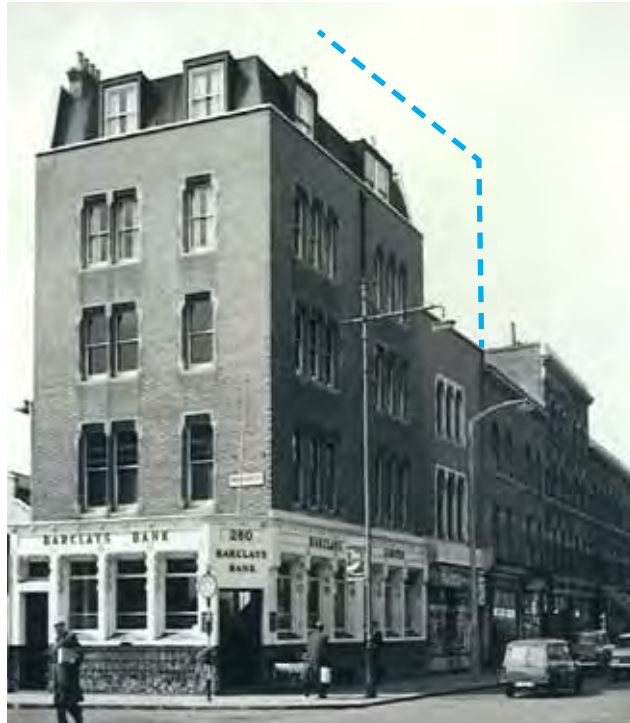


3.1 THE CHARACTER OF THE WALWORTH ROAD
The C18th & C19th terraces and retail additions
PENTON ROW



circa 1870 map: Penton Place (Canterbury Chapter estates, Walworth Estate) Illustration credit: map 230

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions PENTON ROW



1964 Barclays Bank Illustration credit 201



1959 Barclays Bank Illustration credit 202



2015: photograph

Walworth Road/ North west street corner

3.1.59 254 and 256/260 Walworth Road: Barclays Bank

The branch was opened by the London & South Western Bank Limited in 1889. The precise opening date for the Walworth branch is unclear, but the premises were leased by the Bank from the last day of 1888. Except during 1968-69 while undergoing major internal rebuilding, the bank has occupied its current premises at 258-260 Walworth Road since then, one of a diminishing number of branches still housed in their original buildings.

Barclays Group Archives at www.barclays.com/archives. Archive ref 0030-3069

The London & South Western Bank had been established in 1862 and from 1875 concentrated its efforts on the rapidly growing suburbs of London. New branches were opened at a remarkable rate, a practice that was regarded with incredulity by the old-established banks which at that time did not consider it worthwhile to have a presence beyond the City. Between 1875 and 1917 the number of branches swelled from 25 to 204. In October 1918, the company amalgamated with Barclays Bank Limited. When Barclays inherited the branch in 1918 the premises register described the property as 'bank with rooms over and messengers' quarters'. The branch was one of many that were damaged by German bombing in World War Two. A large sum (£9,290) was set aside for 'alterations and rehabilitation of upper floors' in 1950." Barclays Group Archives at www.barclays.com/archives. Archive ref 0030-3069

Jacobethan Revival survived the late 19th century and became a part of the commercial builder's repertory, along with the Gothic which is seen in the neighbouring property. The windows have flattened cusped light stone window trims reminiscent of the Caernavon arch. Carved stone detailing with flowers embellishes the shopfront facade which remains intact. The original roof was probably a steep gable with a parapet and/or a balustrade at 4.5 storeys high as listed on 1895 Goad map. This was destroyed during the war and rebuilt more simply as a mansard. The bank shopfront has lost its exterior tiling and corner entrance doorway, but otherwise remains intact.

No 254 was rebuilt as a two storey building with a flat roof post WW2. Being let as a separate shop unit prewar, it did not share the same shopfront detailing as the main bank.

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions PENTON ROW



1978: Gothic terrace *Illustration credit 12*



2014: Kings Head PH Victorian shopfront details



2014: Gothic terrace



2014: remaining finial



2014: Kings Head PH

Summary

3.1.60 Both ends of the terrace mark two historic east west crossing points with the Walworth Road at Manor Place (to the Manor House) and at West Lane (Penrose Street) to Lorrimore Common. Therefore the entire terrace and the buildings on the west of Occupation Row are designated a part of Walworth Village Archeological Priority Zone.

Penton Row reveals the story of the development of Walworth; from the expansion of the village in the C17th to accommodating Georgian villas in the late C18th, visitors travelling to the Royal Surrey Zoological Gardens and commuters to the suburbs. By the end of the C19th it had become an archetypal inner city neighbourhood that was adapted quickly by commercial forces to accommodate the increasing number of working class people that moved to the Walworth area to work in the City or the local factories.

Overall the staggered building lines first set out in 1799 and plot widths (together with the minor adjustments described) are retained. Together with the notable buildings at its two ends, the architectural quality, rhythm and scale of the other buildings, including two complete sets of distinctively designed terraced and tenement buildings with accompanying shopfront details, these demonstrate the significant value of the whole terrace to the overall townscape.

The value of Penton Place and its wider relationship with Occupation Row is described in east-west section: Industrial hinterland.



2014: East-west section: Industrial hinterland

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 THE CHARACTER OF THE WALWORTH ROAD SUB AREA 1

- *WEST SIDE*
- *KING'S ROW*

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions KING'S ROW



2014 Bing Map

King's Row 2014: Introduction

3.1.61 Nos 262 - 290 Walworth Road was laid out as part of the C17th village centre. King's Row appears to have been replaced first in its entirety circa 1840 and then partly in the 1860s. The most recent redevelopment in 1980 replaced nos 264-274.

History and Character of King's Row 262 - 290 Walworth Road

3.1.62 The whole terrace is designated a part of the Walworth Village Archeological Priority Zone. In 1799, 17 plots were recorded; terraced buildings, some with basements situated hard up to the street edge with short rear gardens. These plots were broadly retained at the end of the C19th, except for one on the southern end that had been partly sacrificed to allow for Carter Street which had been originally laid out to meet the Walworth Road circa 1827 and later widened circa 1860/70. In essence the plot numbers and C19th street line are still retained today, with Morrison's supermarket filling 8 central plots.

3.1.63 The southern part of the terrace dates from circa 1840 [3c]. **Nos 278, 280 & 282** are built on narrow, long and enclosed early C19th plots without rear access. In 1893, no 278 was in use as a leather factory and no 280 for pianos, each utilising the depth of the sites. The two building facades, if not the whole buildings at nos 278-280, appear to have been rebuilt, set back from the previous street line at the end of the C19th. No 280 has a catslide roof at the rear.

3.1.64 No 282 appears to be the oldest remaining building maintaining marginal window lights, a catslide roof at the rear and lower window levels that do not line up with its neighbours. The ground floor of the shop sits lower than the current street level indicating its early

origins, before the pavement was raised.

3.1.65 The northern part (**nos 264-274**) appears to have been rebuilt after the construction of the railway circa 1868, it is likely that there was wholesale replacement of the older timber framed fabric that had gradually been built up around the village centre. This building line was set back from nos 278 and therefore accounts for the contemporary staggered street line. It is this terrace of replacement buildings that are seen in the 1978 photograph. The taller section was an important local business, Smiths, a patent medicine factory. The terrace was demolished in the 1980s as part of the Council vision to build a new supermarket at the centre of Walworth.

Ref: Walworth Newssheet. Issued by LBS. Borough Development Dept. June 1981

The two public houses have origins in the C18th and are marked on the 1799 Horwood map. No 284/6, the former Temple Bar and no 262 the former Horse and Groom.

King's Row key buildings 1799 - today No 290 NatWest Bank

3.1.66 No 290 was built as a National Westminster Bank circa 1928. It is a single storey small scale Edwardian (neo-Georgian) building alternatively striped with red brick and stone banding on the front facade. It has an overhanging decorative stone cornice in combination with a stone parapet giving the illusion of a triangular pediment or gable feature when viewed from the front. It is in fact the end section of a slate roof set back from the facade. There



3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions KING'S ROW

are a set of 7 stone dressed windows with key stones along the southern facing facade. Two early C19th cottages, formerly three, with mono pitched roofs on Carter Street are part of this collection of buildings previously owned by NatWest Bank and currently offered for sale.

3.1.67 No. 288 was demolished after the war and rebuilt as a single storey infill building.

No 284/6 Temple Bar (Ship and Blue Coat Boy)

3.1.68 In 1836 a license was granted to Joseph Farren at the Ship and Blue Coat Boy. Circa 1869 the address of the Ship and Blue Coat Boy is at 15 Keen's Row, Walworth Road. The pub was in the hands of the Robins family from 1901 - 1940s. They were in the hotel trade, (there was a hotel next door) and they also ran 'The Rock' in the 1930s (no 374).

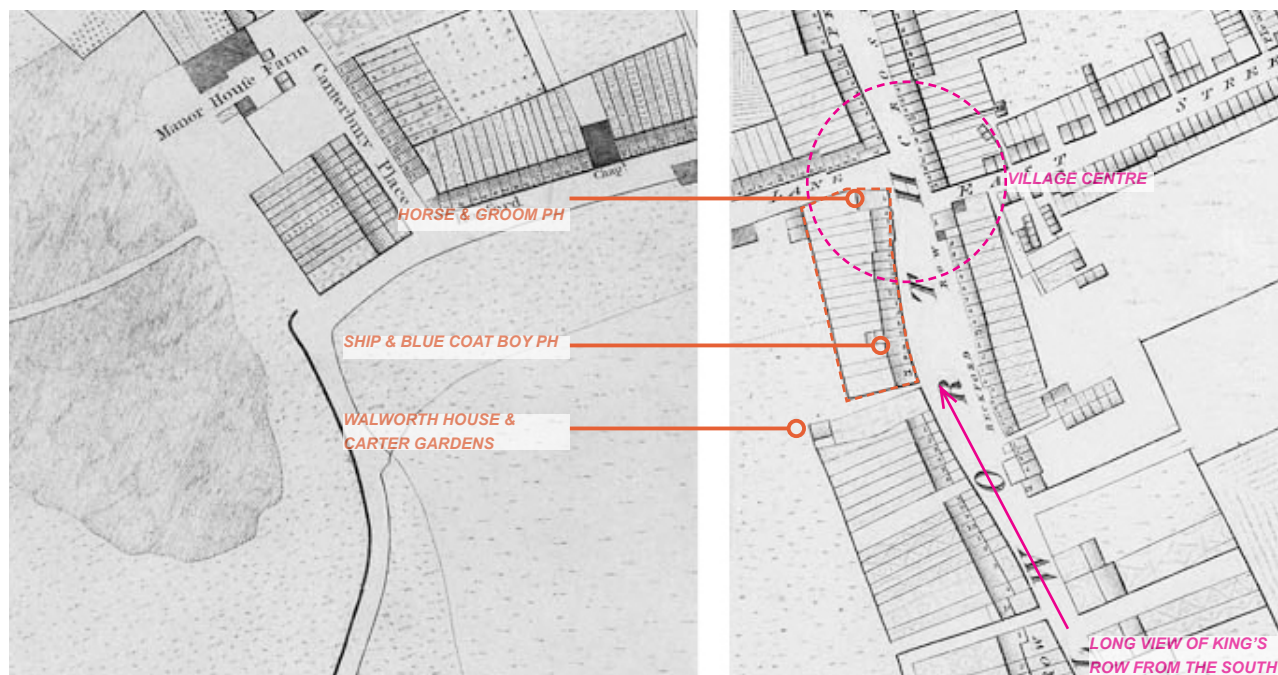
Ref <http://pubshistory.com/LondonPubs/Newington/TempleBar.shtml>

From 28 October – 29 November 1949 Austin Osman Spare (1886–1956), an English artist and occultist who worked as both a draughtsman and a painter, exhibited his work in "Doctors" which later became The Temple Bar in 1984 before becoming a Poundland 2011. It was a Carrington pub. The present "Tudorbethan" facade is circa 1930. The building has been extended at the rear and therefore its origins are difficult to ascertain. <https://southwarknotes.wordpress.com/walworth/austin-osman-spare/>

No 264 - 274 Supermarket building

3.1.69 This 1980s building and car park is wholly unremarkable other than it draws people up and down the high street because it is the main shopping destination therefore facilitating activity around the historic village centre and East Street market. It occupies the site of a former late C19th tram works, car garage along with the 1860s terrace.

No 262 Walworth Road: Horse & Groom Public House, 3.1.70 In 1799 (Horwood map) the corner of West Lane and Walworth Road was occupied by a terrace with a large building on the corner with stables at the rear. The Horse and Groom goes back to the same period (1800 as the Red Lion) with stables at the rear. Both inns are mentioned in *A Companion from London to Brighthelmstone*. In the late C18th HS Cuming writes in the South London Chronicle about its earlier incarnations and local importance as a meeting place for the local MP plying his electorate with drinks.



1799 Horwood map

Illustration credit 05 & 06



1830 Greenwood map

Illustration credit 01

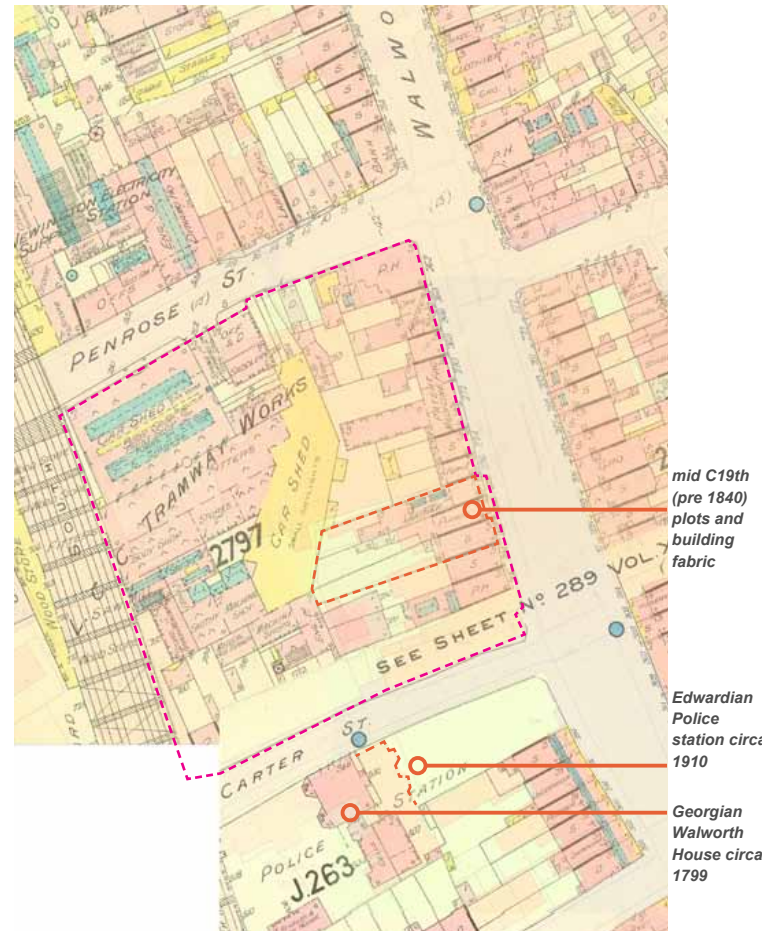
3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions KING'S ROW



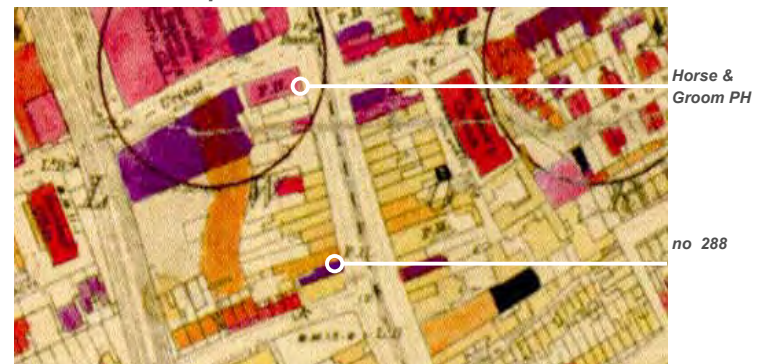
1840 Daines Map Illustration credit 07



1867-1880 OS map Illustration credit 219



1893/03 Goad Map Illustration credit 185



1941 Bomb Damage Map Illustration credit 88

By 1868 the whole terrace form has changed including the public house. The retention of the curved corner of the building suggests that the current building is based on the former plan of an earlier mid-century building. From 1881-1900 and beyond, the pub appears to have been run by the Emanuel family. In 1893, the Horse & Groom was a three storey building with a neighbouring one storey building alongside stables. The building appears to have been damaged in WW2 which would explain its reduction in height and flat roof. The Horse and Groom ceased to trade in 1989.

The current shopfront has since been altered incorporating full height glazing and a change in the entrance location. The importance of this corner building is its position and how it defines the corner with its curved facade at first floor level. Together with the one storey classical stucco fronted building, these act as important markers and bring coherence to the historic character and arrangement at the crossroads.

Summary

3.1.71 The development of King's terrace focuses upon a number of fixed points; the two public houses which have their origins in the C18th. The Horse and Groom in particular marks one of the four corners at the village centre.

Other building lines have been altered, moving further back from the street edge in the 1860s, but always needed to coincide with these two fixed public house buildings hence the staggered building lines around nos 274-282. These also help the road to curve and turn at this point.

No 282 is perhaps the oldest building, significant because of its highly visible location and because it represents the scale of early C18th/C19th development along the road.

Other notable buildings include the former NatWest Bank at no 280 which despite its small scale has a cheerful and civic quality because of its design. There is a important long view from the south which focuses on this building with the Georgian townscape behind incorporating brick gables and rows of chimney pots revealing Walworth's C19th past when housing lined the road. One tree, although pollarded is retained from Carter Gardens. A number of post-war low rise infill buildings do not detract from the overall vertical articulation and rhythm of the mixed mid C19th terrace.

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions KING'S ROW



Carter Place

all buildings retained

2x shop

1893 use
medicine patent factory

hotel

1893 use
Horse & Groom PH

(circa 1840 with later alterations and C20th infil)

1860s buildings demolished in the 1980s

1860s 3 storey reduced to 2 storey postwar

1977 Photograph Illustration credit 13



1977 Photograph Illustration credit 15



1900 Temple Bar: Robins family as licensees Illustration credit 203



Late C19th building at the back of the Horse & Groom

3.1 THE CHARACTER OF THE WALWORTH ROAD
The C18th & C19th terraces and retail additions
KING'S ROW



2014: South view of Carter Gardens tree, the NatWest gable & chimneys of former Temple Bar PH



2014: no 282, 280 & 278 1840s street line and some fabric



2014: side elevation 1928 Edwardian NatWest building and 1840 cottages



2014: front of 1928 Edwardian NatWest building, part of a pair together with the former Police station



1949: exhibition of the work of Austin Osman Spare at Temple Bar
Illustration credit 231

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 THE CHARACTER OF THE WALWORTH ROAD SUB AREA 1

- *WEST SIDE*
- *CHARLOTTE ROW A & KEEN'S ROW*

3.1 THE CHARACTER OF THE WALWORTH ROAD

The C18th & C19th terraces and retail additions

CHARLOTTE ROW AND KEEN'S ROW



2015 Bing map showing Charlotte and Keen's Row

Charlotte and Keen's Row 2014: Introduction

- 1 1980s and 2011 developments in former gardens.
- 2 Late C18th, early C19th: Georgian/ early Victorian
- 3 Site of former Blue Laundry established 1870
- 4 Site of Walworth House built by Mr Keen, now ex-Carter Street Police Station (circa 1910).

History and Character 290 - 326 Walworth Road

3.1.72 304-326 Charlotte Row

In 1799, nine plots are shown, a Georgian terrace with small front gardens and rear gardens backing directly onto Montpelier Tea Gardens and Walworth Flower Nursery. Although the building line and plot widths are retained almost exactly today, much change occurred circa 1850 after the sale of these grounds at the rear allowing for the garden to be used for re-development.

Nos 318-322

3.1.73 A large house at no 13 Charlotte Row was converted into three properties (nos 318/22) prior to 1868 with four additional dwellings being constructed in the back garden. This is a very clear example of what happened when the well-to-do Georgian families moved out to the suburbs and the working classes subsequently moved in seeking cheaper, accommodation in Walworth. Shops were built out into the front gardens before 1868 signalling the complete transformation of the Row from residential to trade and living above the shop. **No 320/18** is a very simple but handsome 1850/60 pair of buildings with shallow arched segmental windows and what appear to be original sash windows with exposed sash boxes. If these are original, the building may have C18th origins.

Nos 314, 316 and 324

3.1.74 Of this block, nos 314, 316 and 324 may have C18th origins although all have been quite altered in the

intervening period. No 314 has a double pitched M roof, parallel with street. Both **nos 314 and 316** have rubbed brick flat arches and one chimney stack which is centrally placed in plan but offset from party wall. If not C18th the pair were built using C18th plan formations as illustrated in Peter Guillery's study of C18th vernacular house types

Guillery P. 2009 ed P42



2015 Bing Charlotte Row: nos 314/6 roofs and rear No 316

3.1.75 This was in use as a public house circa 1869 - 1971, listed as 'the Crown' and "Arthur Cooper Wine Merchants" in 1971. This helps to explain the survival of the buildings. The rear facades shows only one room on each level with a small stair in one corner. This arrangement is also consistent with late C18th or early C19th origins. <http://pubshistory.com/LondonPubs/Newington/WalworthRoad316.shtml>



3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions CHARLOTTE ROW AND KEEN'S ROW

3.1.76 Nos 304 and 326 at the northern and southern ends are postwar with **nos 308-312** having Georgian origins but appearing to have been rebuilt in the late C19th and C20th.

No 310 is of interest in that it is similar to Greggs Bakery at no 273 with one only window at the front, therefore is one room wide. This design is consistent with C18th vernacular buildings on East London high streets, however it is impossible to trace the origins of this example from the outside because no elements of an earlier roof or chimney fragments remain. Guillery P, 2009 ed P182

3.1.77 No 324 was converted into Gabriel's Tobacco Factory in the late C19th (1880/90). It expanded at the rear to fill the whole garden of nos 324 and 326. The factory infill was demolished in the 1980s with the back wall of no 324 being almost completely rebuilt. This made way for the present development built in the late 1980s; flats that occupy 20 Macleod Street. At the same time, the Blue House Laundry located in the centre of the block, established in 1870 by Thos. B King was demolished to make space for a carpark for the development. Fragments of the Blue Laundry walls remain in place around the perimeter. Ref: SHL Tradesmen's receipts

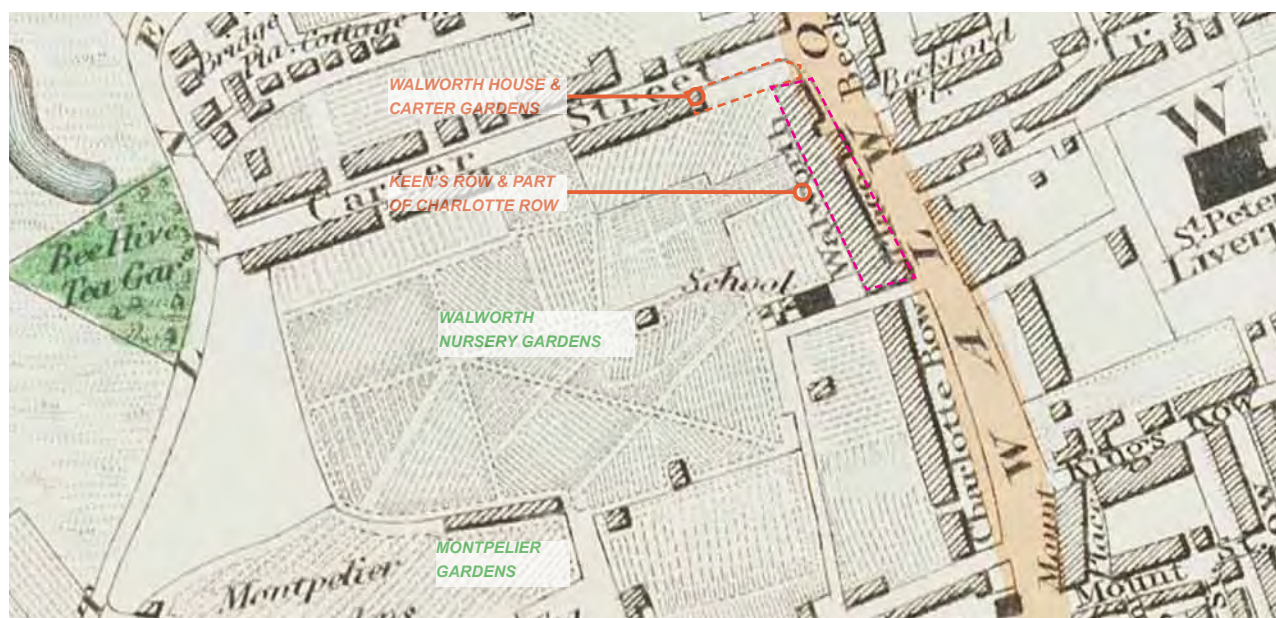
3.1.78 Similarly **no 306** at the northern end of Charlotte Row is also a late 1980s development. The rear gardens of 306/312 all occupied by stables at the turn of the C20th and then an engineering works (replacing the Blue Laundry), now accommodate a terrace of 3 terraces houses accessed via 34-36 Sutherland Walk.



No 322 (Charlotte Row)



1799 Horwood map Illustration credit 06



1830 Greenwood map Illustration credit 07

3.1 THE CHARACTER OF THE WALWORTH ROAD The C18th & C19th terraces and retail additions CHARLOTTE ROW AND KEEN'S ROW



1840 Daines Map Illustration credit 07



1876 OS map Illustration credit 184



1893/03 Goad Map (approximate outlines) Illustration credit 185



1779 Watercolour by Richard Cuming Illustration credit 65

History and Character of Keen's (Kean's) Row

3.1.79 As covered in section two, In the late C18th, "Mr Keen, a local landowner, and landlord of the Beehive Tavern, built a terrace of houses called Keen's Row..." This newly brick-built Georgian terrace is shown in the 1779 watercolour by Richard Cuming. The watercolour shows both Keen's Row, in essence a scene that appears to be closely related to what remains today in terms of the C18th and C19th buildings.

"For himself [Mr Keen] he built a larger residence set well back from the road with an extra long garden."

Both quotes: Montgomery H.H. 1889 P169

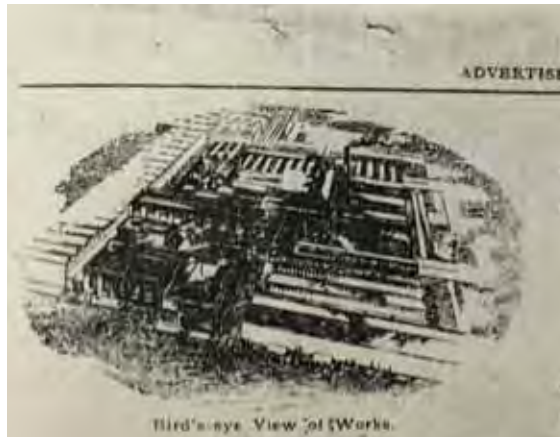
The seven plots that were laid out before 1799 are retained exactly except for one which was sacrificed to widen Sutherland Street between 1840 and 1876. The watercolour shows that Keen's Row was conceived as a series of Georgian houses of different styles and heights and it is this pattern that is retained, all of the houses could therefore have their origins in the late C18th. The side gable with tall chimneys in the picture could be the gable of no 296.

3.1.80 From **nos 296 - 302** the facades of all of the houses have a Georgian basis. They are all 3 storeys high and have raised ground floors. **Nos 296 - 300** have two windows across their front facades and rubbed brick flat segmental arches with double pitched M roofs and two tall chimney stacks situated in the party walls. Fenestration at the rear is consistent with Georgian. **No 302** is similar, but is slightly wider site with three windows across the fascia both front and back. This house has more elegant proportions as a result.

3.1.81 No 304 now the end of the terrace was once part of a pair of houses, slightly set back from the main terrace and only 3 storeys high. It has been much altered in the late C20th with an extension to the rear and the rear garden has been used as site to build three terraced houses that front onto Sutherland Walk.

3.1.82 No 294 was a shorter house with a London roof that is seen from the rear in a 1909 photograph of Carter Place Gardens. It was demolished and rebuilt around 1950 presumably to increase the height and density.

3.1 THE CHARACTER OF THE WALWORTH ROAD
The C18th & C19th terraces and retail additions
 CHARLOTTE ROW AND KEEN'S ROW



1870 Blue House Laundry established at the rear of Charlotte Row *Illustration credit 204*



1909 former 294 Walworth Road, replaced by the current 1950s building Keen's Row *Illustration credit 205*



1978: Keen's and Charlotte Row, with Carter Street Garden tree *Illustration credit 232*



2014 no 304 1860s 'stink pipe'

3.1.83 No 292 was completed circa 2011 and is an unremarkable building. It fills Carter Place Gardens, blocks views of the former Edwardian Police station behind and portrays a very different picture to that which Cuming painted in 1779.

Summary: Charlotte Row (sub area 1 part) and Keen's Row

3.1.84 Overall the terraces are consistent with other Walworth Road terraces in this sub area that are a mix of C18th/19th/20th buildings. There is evidence of fragments of Georgian at the centre with late C19th/20th buildings at the extremities and within rear gardens where access and therefore conversion was much easier. This development does not significantly detract from the overall vertical articulation and rhythm of the mixed C18th/ C19th terrace. Keen's Row is remarkable in that although significantly altered, the body of it remains intact and relates to Cuming's painting of C18th Walworth.

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 **THE CHARACTER OF THE WALWORTH ROAD** **SUB AREA 2**

THE EXTENDED VILLAGE CENTRE

- *EAST SIDE: 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD*
- *EAST SIDE: 407 WALWORTH ROAD TO 42 CAMBERWELL ROAD*
- *WEST SIDE: 322 WALWORTH ROAD TO 347 WALWORTH ROAD*
- *WEST SIDE: 67CAMBERWELL ROAD TO 42 CAMBERWELL ROAD*

PART 3
REVISION A
REVISION B

27 JUNE 2015
23 AUG 2015

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD

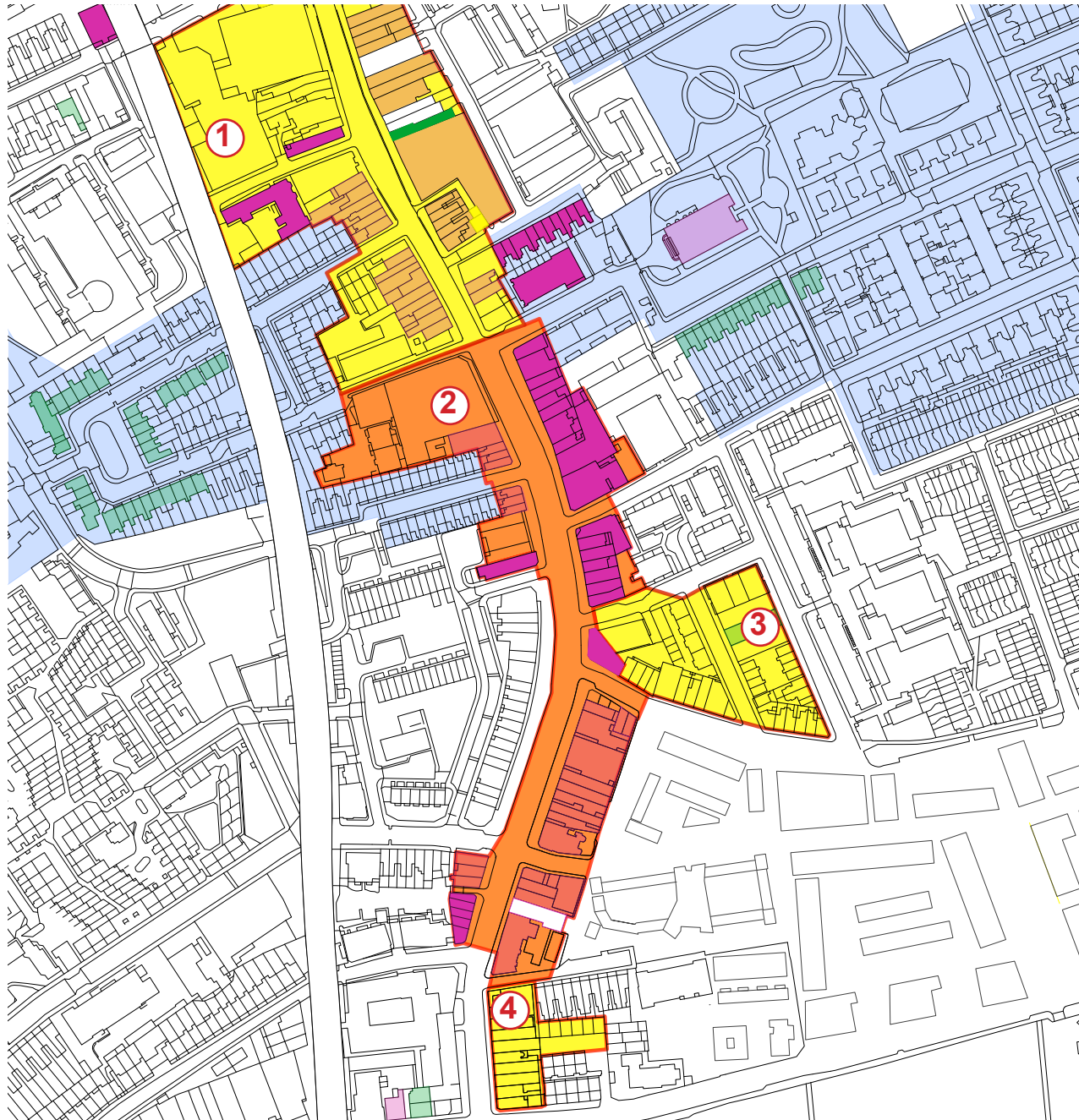
Sub area 2

Walworth extended village centre - Introduction

3.1 This area labelled orange and sub area no 2 contains no formally listed buildings, but the vast majority of the early C20th buildings and terraces along the east side are classified as worthy of 'locally listing' in the 2012 E&C SPD. Similarly on the west side, most C19th buildings are also classified as worthy of 'locally listing', and if not, they are considered to be of townscape merit. By contrast the post-war buildings have no classification. Notable public houses include the Old Red Lion on the east side at no. 407, the Banana Bar (formerly the Rock) at 374 on the west side.

3.2 The boundary line between sub area 1 and 2 signifies the point at which a number of mid C18th terraces e.g. Bolingbroke Row were rebuilt in the early C20th with the primary aim of increasing housing density. They have commercial use at the ground floor and provide municipal housing directly on the Walworth Road pre and post-war (circa 1916 then 1965). Building leases had expired and together with the birth of the LCC (1889) the opportunity was used to redevelop and or to improve the housing stock, including some elements of road widening. Buildings in sub area 2 are also 3.5/4 stories high but appear higher than their neighbours in sub area 1 because the building line steps forward, thus deleting all traces of the former front gardens. Shop units are integrated and flush with the building line above and the predominant architectural style is redbrick-faced Edwardian (post 1900), although there are elements of Late Victorian (Gothic and Italianate) and Queen Anne style circa 1860/70. Sub area 2 also signifies the growth of the local department stores Grose Bros, later rebuilt as a Coop. The impetus for re-development in this area may well have been centred around this store which claimed to be the, "chief shopping centre of the district".

SHL Press cuttings. Tradesmen's Directory 659.1 (GRO)



- Buildings with EH listing (Green)
- Existing Conservation Areas (Blue)
- Buildings with townscape merit (Light Pink)
- Possibly locally listed building (Dark Pink)
- Proposed buildings worth classification (Yellow)
- Proposed Conservation Area (Red outline)

Yellow outlines sub area 2
and 3
Red outlines street lines (not
buildings) still existing



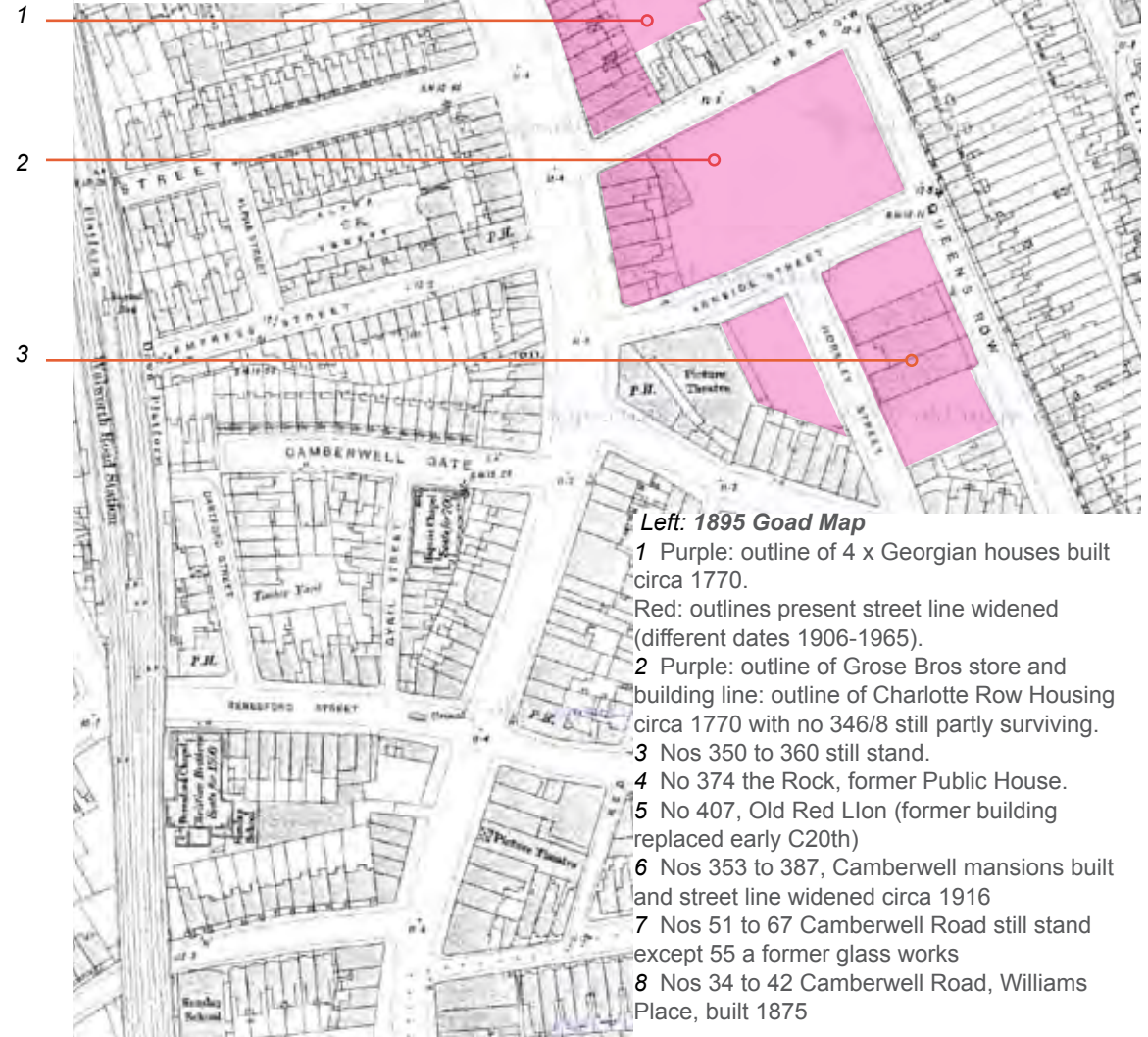
3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1895 Goad Map Illustration credit 185

1920 OS Map
 Pink outlines land clearance and rebuilding circa 1900/20 with roadside development taking place first

- 1 Nos 353-387 circa 1906
- 2 Nos 389- 403 circa 1900
- 3 Theatrical buildings Horsley Street still stand.



1914-21 OS Map Illustration credit 194

Left: 1895 Goad Map

- 1 Purple: outline of 4 x Georgian houses built circa 1770.
 Red: outlines present street line widened (different dates 1906-1965).
- 2 Purple: outline of Grose Bros store and building line: outline of Charlotte Row Housing circa 1770 with no 346/8 still partly surviving.
- 3 Nos 350 to 360 still stand.
- 4 No 374 the Rock, former Public House.
- 5 No 407, Old Red Lion (former building replaced early C20th)
- 6 Nos 353 to 387, Camberwell mansions built and street line widened circa 1916
- 7 Nos 51 to 67 Camberwell Road still stand except 55 a former glass works
- 8 Nos 34 to 42 Camberwell Road, Williams Place, built 1875

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1940s WW2 Bomb damage map Illustration credit 88



1956 OS Map Illustration credit 206

Sub area 2
Walworth extended village centre
History and Character: pre 1900

3.3 The area is not situated within the APZ and nothing of significance is noted on the 1681 Survey map of the Parish for the Dean and Chapter of Canterbury. The 1746 Rocque map and 1789 Carey maps show housing lining both sides of the road as far south as the Old Red Lion. The position of the Old Red Lion is significant in that it marked the edge of the village of Walworth and a bend in the road. Opposite the Old Red Lion, on the west side the Parish of St Mary Newington had opened its first workhouse around 1734. A parliamentary report of 1777 recorded a Workhouse at Newington being able to accommodate up to 200 inmates.

Ref: <http://www.workhouses.org.uk/Newington/>

3.4 Up until the mid C19th, the character of this sub area is therefore defined on the one hand by the presence of the Workhouse and the Old Red Lion as a coaching inn located at the toll gate - with small scale workers' housing shown on the 1840 surveyed map of the area by Daines^{SHL} around Queen's Row, King's Row and Bolingbroke Row and extending towards Walworth Common. By contrast Beckford and Charlotte Rows bordering the Walworth Road to the north of the Workhouse, were much grander late C18th Georgian houses set back from the road with their own gardens, a mixture of terraced development and stand alone mansions built for local landowners/developers such as Mr Clutton. The setting and backdrop for these grander homes until the mid C19th was the Montpelier Gardens and the Bee Hive Tea Gardens.

3.5 The built character changed after the passing of the Walworth Common Enclosure Amendment Act in 1851 when new streets of housing on the east were laid out ref Walworth Enclosure Act Map 1851, and on the west side the Workhouse was demolished, the railway line and Walworth station was built and long streets of mid century housing and squares were erected on top of the former pleasure gardens.

Ref 1868 Weller map: section 2.53



2014: Same view

3.6 "By 1880 the whole area was closely packed with streets of working-class houses. Shops and sheds were built over the gardens allowed by an earlier and more generous age, and the London, Chatham and Dover Railway, running parallel to the Walworth Road up to the Elephant & Castle Station, added to the jumble of bricks and mortar which Walworth had then become."

Survey of London, 1955: Volume 25 P81-90

The history of the individual buildings and our Introduction account for what happened post 1900. The impetus for rebuilding in sub area 2 was related to change in shopping fashions, an urgency to provide higher density housing through the public sector, as well as the impact of bomb damage. Consequently there are no known fragments of Georgian left in this area. During the C20th the road in this sub area end was widened in a number of places coinciding with the development of individual blocks (1906-1965).

Bottom right: No 246/8

This photograph taken on the roof of nos 246/8 shows the former roof lights of the Grose Bros Department store and the position of the former Georgian house located in the 1770 Charlotte Row. The C19th single storey shop occupied the former front garden.



22 May 1916 Illustration credit 158

- 1 1824 building of Old Red Lion still stands.
- 2 Large building at no. 5 Camberwell Gate no longer stands
- 3 Edwardian terrace with Baroque gables built 1906/08, partially set back from C18th line to allow street widening.
- 4 Grose Bros Dept store demolished to make way for a Coop (the present building) circa 1950.
- 5 350/354 Walworth Road still exists including shop front
- 6 Single storey shop still exists with fragments of an C18th building in the place of the 1770s Charlotte Row.
- 7 Camberwell Mansions nos. 7-43 being built, set back from

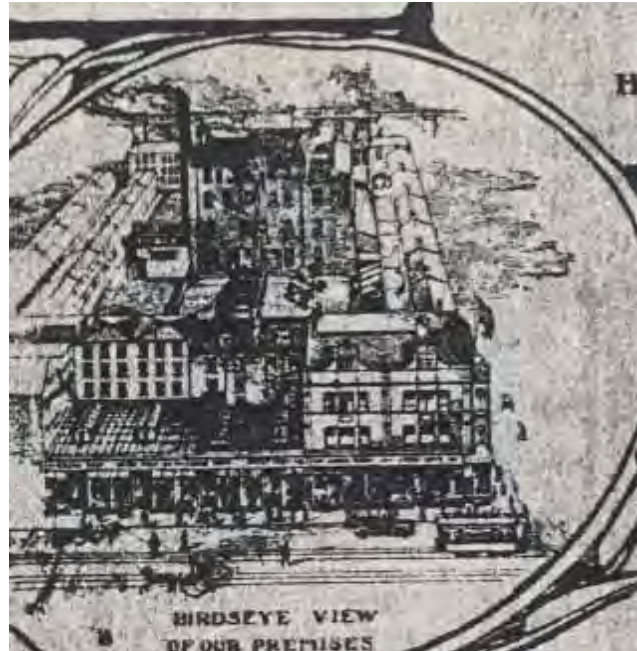


2015 no 246/8



Above: circa 1867: Grose Bros within Charlotte Row Georgian houses Illustration credit 207

Right: circa 1895: Grose Bros within Charlotte Row Georgian houses and extended into a purpose-built store Illustration credit 207 (all)



Walworth extended village centre

Individual Buildings

Nos. 332-344 (West)

Grose Bros. Department Store

3.7 Established in 1867, the basis for the stores appears to be four Georgian houses at nos. 338/344. The store occupied Charlotte Row which was laid out in the 1870s. The houses were set back from the road with large front and rear gardens. The long front gardens were filled with shop units top lit by large glazed lanterns. Between 1876 and 1895, Grose Bros. was extended into nos. 332/6 by combining 3 sites and erecting a purpose built corner retail building with two curved and pointed gables surmounting the roof and decorative brick arches over the windows. It had stables at the rear and top lit walkways joining them to the store at the front. The Goad plan lists a billiard room and a dining room and kitchen in a building at the rear next to A. Carpenter's preserved food factory. By 1907 the store expanded again, erecting a new 4 bay retail unit with 4 arched windows built onto the front of nos. 338-344. The dominance of the first floor windows on the facade indicates that it was a department store with shopping spaces on the first floor. As such it was unique on the Walworth Road. Up until that point shopping was predominantly a

ground floor activity. The literature claimed that, "*our new premises are recognised as the chief shopping centre of the district*". It is perhaps this that partly fuelled the aspiration and redevelopment of the terraces facing the store which were subsequently also rebuilt. SHL Press cuttings. Tradesmen's Directory 659.1 (GRO)

The present, rather lower building amalgamated the collections of buildings into one, replacing Grose Bros in the 1960s. It was built for the Coop, and 3 separate stores now occupy the same building.

Nos. 346/8 (West)

3.8 Circa 1895, nos. 346/8 were part of Grose Bros store. Two three storey Georgian houses with basements originally built in the 1770s as part of Charlotte Row. They were not redeveloped when Grose Bros rebuilt and by 1916 the single storey extension at the front was being used as partly as a hat shop with a Victorian shop frontage. The present shopfront is painted black, but clearly the building was amalgamated into one store circa 1920/30. It presently has a stone façade with Greek key motif. The present buildings

at the rear appears to be modified and rebuilt occupying the same line as the original 1770s Charlotte Row terrace and this of value because it the only visible remnant of this. (See image bottom right on the previous page)

Nos 350-360 (West)

3.9 Built between 1844/1876, the design of the end gables of nos 1-2 Fielding Street imply that these were once seen as the end of the street, (see picture). Nos 350-360 Walworth Road were built later covering up these details. Fielding St (previously Olney Street) was laid out after the sale of Montpelier Tea Gardens and Walworth Gardens, post 1844. The Italianate terrace comprising of 6 shops with housing above has curved brick segmental arches and keystones circa 1860/70. The 1916 photograph shows the original rather grand timber shop fronts with a heavily profiled timber cornice incorporating awning and corbels, then space for painted advertising on the curved corners. Shopping here was obviously made more attractive by its proximity to Grose Bros. Department Store. The buildings themselves had a profiled stucco cornice at the top that is now missing.

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1907: Grose Bros with 1880s extension (right) and 1907 extension (left) *Illustration credit 49*



2015: Facade behind no 350



1916: Grose Bros and Walworth Road looking south *Illustration credit 59*



22 May 1916 (detail) nos 350-360 *Illustration credit 158*

Elements of one original shopfront including corbels and the cornice at no 354 are retained showing the proportions of the original shopfront design. An application to remove the original shopfront 356 was permitted in 2014 and all the original shopfront details were destroyed.



1900: Grose Bros Illustration credit 122

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1914: 356-360 Walworth Road



1914: 350-354 Walworth Road with original shopfront (no 354) & Co-op building



1978: 356-360 Walworth Road *Illustration credit 17*



1978: 350-354 Walworth Road *Illustration credit 18*

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1914: Bing Maps

Nos 347-387 (East)

- e9 3.10** In 1840 this stretch hosted two sets of 4 large Georgian houses, one of which was for Mr Clutton and one of the earliest to be built on the Walworth Road. Mr Clutton had sold land to the Church Commissioners to build St. Peter's. Survey of London, 1955 Vol 25 P95 By 1876 only the four northern houses remained with their front gardens occupied by single storey shops. The southern part of the row had been filled with much narrower buildings with single storey shops also built out into the front gardens. At the rear there was Tilling stables.
"Thomas Tilling started his four-horse omnibus service from Peckham Rye to Oxford Circus in 1851,

the year after the Great Exhibition at Hyde Park. His was the fastest en route." Southwark Remembered [P18] by John Beasley states that the entire block was cleared circa 1905 and the present Edwardian buildings built circa 1906/8. At the northern end, the whole terrace was built set back from the previous street line to widen the street although, at the southern end, it realigns with the original street width and line.

e9 Nos 347-351 (East)

- 3.11** The earlier of the two buildings on this block. An Edwardian building with stone banding and simple linear profiles around the window openings, this building retains its original window frame design throughout. Nos 349/51 were badly damaged during WW2 with the central part being rebuilt

and therefore it is missing details around the windows. It appears to have lost its decorative side gable facing onto Liverpool Grove and the central gable above no 349.

Nos 353-387 (East)

- e9 3.12** An exuberant set of twelve Edwardian retail and residential buildings in the style of architects who had recently been charged with rebuilding large parts of Marylebone like Sir Frank Turner. These are perhaps the most recognisable buildings in this sub area. There are details including the oriels bays and pediments that recall projects by Norman Shaw in Cadogan Square and Chelsea. The main features of the terrace are four protruding pedimented gables with double height decorative and striped brick and stone arches arches framing large sets of semi-circular and rectangular windows into the flats. The gables are topped with Edwardian baroque broken gables and dated limestone cartouches. In between these, full height sets of bay windows offer dramatic long views up and down the Walworth Road from inside because the building is situated on the only significant bend in the road. The use of polychromatic brickwork, with bespoke limestone detailing at the front, gives way to much humbler material and forms at the rear. A limited number of pilasters and corbels remain in place because this block has been colonised by some of the larger retailers and therefore their shopfronts span multiple units. In recent years, much of the stonework has been painted too, although the whole block currently maintains the majority of its original window frames.



3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1978: 353-387 Walworth Road *Illustration credit 28*



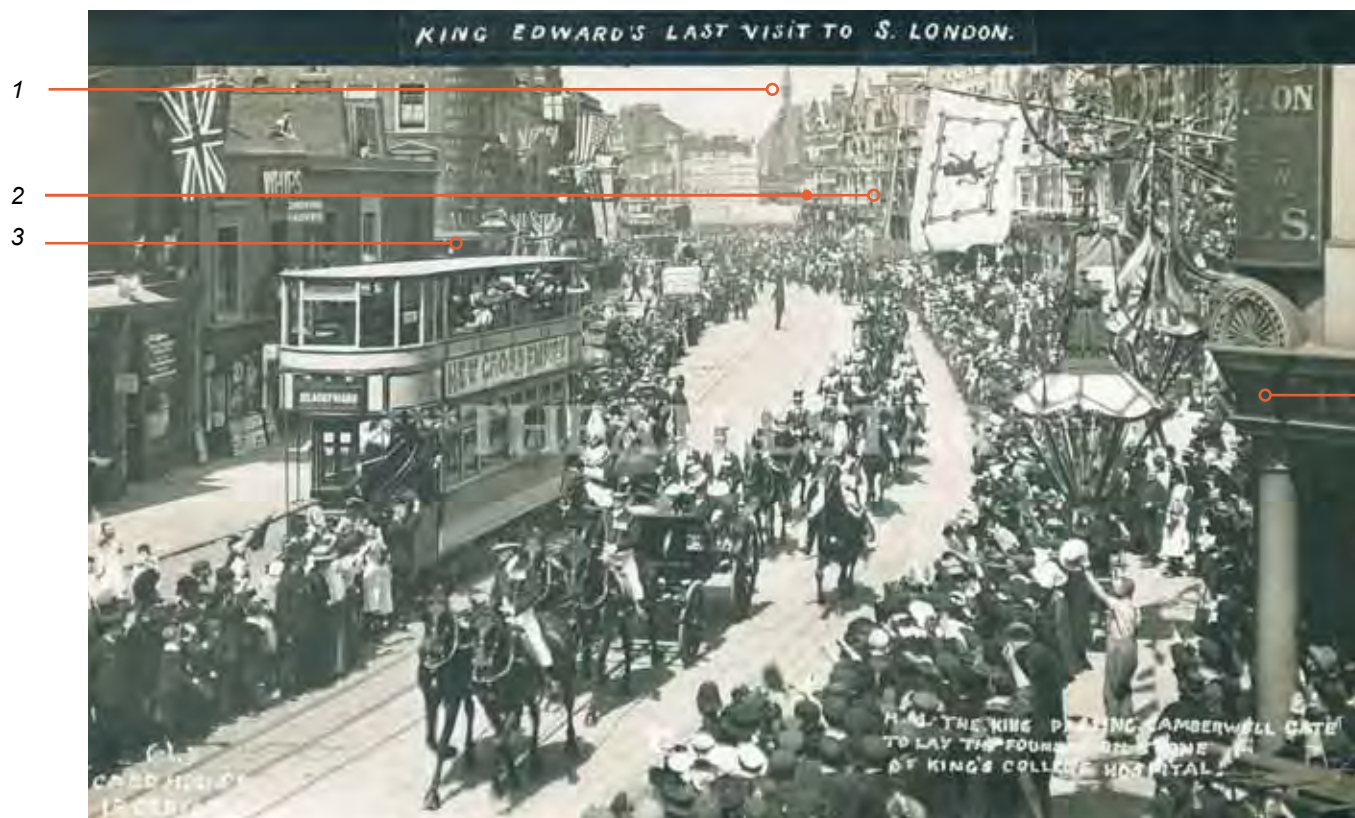
2015: Sub area 2 (east) is on the bend so oblique views are important



2015: 353-387 Walworth Road



2015: Sub area 2 (east) is on the bend so oblique views are important



1909: Last visit of King Edward to lay the Foundation Stone at King's College Hospital

Illustration credit 208

- 1 Former St Mark's Church, East Street
- 2 Nos 321/ 327 Walworth Road recently finished
- 3 The former Rock Pub, no 374
- 4 No 5 Walworth Road, a tall and imposing 3.5 storey building with a substantial shop/ pub at ground floor. This was probably where the photograph was taken from.

Nos 389- 403 (East)

- e10 3.13** Built prior to its northern neighbour circa 1900 this block features a set of seven Edwardian buildings. The whole block was re-developed around this time, with the building along the street frontage being completed first with subsequent re-building at the rear. The buildings form a pattern book or showcase of the features available to the Edwardian architect or from a builder, each property appears to reference the next in terms of fenestration size and number, dormer or pediment style or use of polychromatic brickwork, they are all different. No 389 is perhaps the most exuberant with its ogee dome placed on one of the most prominent locations on the street. It hosts a clock and chamfered corner for the presentation of the signage of the shop owner below. The tall arched stone door case it was built with is sadly missing, as is the decorative gable on no 403 at the southern

end. Comparing contemporary to older photographs (from 1906, 1908, and 1916) Nos. 393 and 403 appear to be substantially rebuilt post war with their façades re-modeled slightly. Most of the other buildings appear to have post-war dormer details at roof level.

e11 Nos 407 Old Red Lion (East)

3.14 According to HS Cuming when he wrote about the public house in the late C19th it was established circa 1700. The Old Red Lion occupies an important position at a bend in the road and on the boundary with the tollgate where Walworth Road and Camberwell Road meet.

- 4 It was rebuilt in 1824, according to its own literature, when it was known as George Gurney & Co. The drawing and price list shown are from the Tradesmen's Directory in 1851

"To those gentlemen who frequent the Wine, Cigar, and Coffee Room, the proprietors offer the same assurance of continuing to supply none but articles of the first quality, which will, they trust, secure their accustomed patronage. Guinness Dublin Stout, fine ales and always quick on draught, will guarantee a decided relish to the most fastidious palate. Ice being kept during the summer months, Wine Soda Water, and all refreshing beverages, during the season, may be had cool." "SHL. Press cuttings. Tradesmen's Directory 659.1 (GUR)

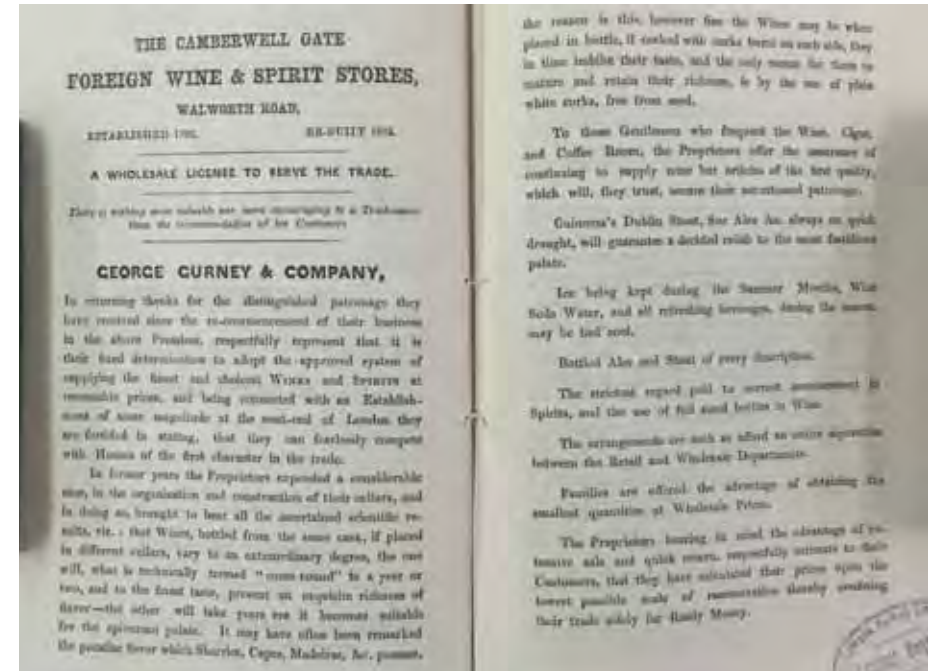
During this period, ice was transported into the area using the newly opened Grand Surrey Canal.

The Old Red Lion was rebuilt circa 1930 in an Art Deco style, probably by Truman's in-house architect A.E. Sewell. The newer building maintains its panelled Art Deco bar interior.

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1824 Old Red Lion stood into the early C20th Illustration credit 209



1851: Previously known as George Gurney & Co Illustration credit 209



Circa 1906: Old Red Lion and Westmoreland Street Illustration credit 115



Circa 1906: The Old Red Lion Illustration credit 125



1908: Old Red Lion stood into the early C20th. Bolingbroke Row & Bethel Place Illustration credit 123

- 1 Former Bolingbroke Row, now 5-43 Camberwell Gate, Camberwell Mansions
- 2 Bethel Place, still retained.
- 3 Former Old Red Lion building, landlord J Chinn.



1916: Old Red Lion Illustration credit 42



1947 Old Red Lion and Westmoreland Street market Illustration credit 210



2015: The Old Red Lion

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



1914: Bing Maps

Former Bolingbroke Row stretched from 5-67 Walworth Road. (East)

3.15 In 1840 Daines map Bollingbroke Row is a continuous terrace of three storey houses with single storey shops being built into the shallow front gardens. In 1840 Boyson Street was just being laid out, cutting this long block into two parts. In the 1876 map the new road is clearly seen fully formed and somewhat relentlessly lined with dwellings. Boyson Street was a long east/west road terminated at the Eastern End by the St Saviours Union Workhouse situated in its new location circa 1850. Bolingbroke Row can be seen in the 1908 photograph of the Old Red Lion PH in the previous section.

e12 Nos 5 – 43 Camberwell Mansions, north of Boyson Road (East)

3.16 The former Georgian housing was rebuilt circa 1916. It can clearly be seen under construction in the photograph that also shows the former no 5 Camberwell Road, a tall and imposing 3.5 storey building with a substantial shop/ pub at ground floor. (see next page). This commanded an important position on the corner and was probably where another photograph in 1909 of the last visit of King Edward to lay the Foundation Stone at King's College Hospital was taken from.

The 1916 block, Camberwell Mansions was built further back from the Walworth Road to widen the street, but parallel to the former Bolingbroke Row (seen in the photograph on the

previous page). It is a sober but elegant red and brown brick building, part Arts and Crafts style with a pan tiled roof, part Italianate too, "*referencing the work of Edwin Lutyens, Herbert Baker or Edwin Cooper.*" Ref: Architect Benedict O'Looney.

3.17 According to Edwardian Architecture by Stuart Gray this style tried to express, "*the ideals of simplicity, honest construction and traditional styles used in an original way, bringing a new brilliance to British domestic architecture which earned recognition at home and abroad. But they were seldom successful in the application of these ideas to large-scale buildings.*" Gray A.S. 1988 edition. P13

It is also reminiscent of Arnold Circus, completed in 1900, or the Millbank Estate in Pimlico. These were new forms of housing were built by the newly formed Local County Council (1889) after an 1885 Act of Parliament, this "*granted powers to demolish whole areas*" and to make municipal housing deemed to be more suitable for the erupting urban populations than "*tall outworn, one family terraces let out in rooms*". The 1927/8 blocks in Horsley Street and Liverpool Grove are other examples of one of these types of blocks being built in the area at the time. Gray A.S. 1988 edition. P22

3.18 Camberwell Mansions has two steeply pointed pediments with steep roofs, introduced into London blocks for the "*drying of laundry*" Gray A.S. 1988 edition. P23. These sit proud of the rest of the façade and bring a sense of decoration and relief. The windows at no 7 are the only original set and more successfully illustrate the Arts and Crafts origins of the block.



The Fountain Public House at no 43 was located in a former mid C19th century building, rebuilt at the same time and conforming to the overall proportions as the housing building which was probably built by the brewery. It is flatter and plainer in appearance although it is a generous size and has a nicely canted curved brick corner fronting onto Boyson Road.

Nos. 51 – 67 Camberwell Gate, south of Boyson Road (East)

e13

3.19 An 1860/70s Queen Anne style red brick terrace with horizontally banded brick dentil style cornices above each band of windows. The windows have decorative moulded lintels and brick sills. Nos. 63-67 have original sash windows with the top panes divided into a small vertical band. WW2 bomb damage to nos 57-67 destroyed many of the gables that have been crudely rebuilt, the originals were as nos 49 and 51-53. The terrace appears to have been constructed around No 55 by Jenkins & Son, lead glass and colour warehouse, which by 1914 had been converted to a picture theatre. The building was destroyed during WW2 and reconstructed to crudely match the rest of the terrace circa 1954. No 51 was used as the access to the 'South London Institute and Club' but was destroyed during the war. Three 1869/70s long linear warehouses at the rear still exist in outline, with one at no 3 Boundary Lane appearing to be in original form.

22 May 1916 Walworth Road looking south

- 1 No 5 Camberwell Road (now demolished)
- 2 1824 Old Red Lion (former building)
- 3 Nos 356 Walworth Road, corner of Fielding Street
- 4 Camberwell Mansions under construction



Circa 1900: No 43 The Fountain PH and Bolingbroke Row

Illustration credit 211



2015: Fountain PH and Camberwell Mansions



22 May 1916 Walworth Road looking south Illustration credit 42

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



2015: Bing Map

w11 **Nos 374 Walworth Road: The Rock PH (West)**
 3.21 Listed as occupied in the Census from 1862, this Italianate style building with alternating triangular and segmental pedimented windows on the first floor is replaced by curvilinear almost Gothic style mouldings around the windows on the second floor. The building is topped with a heavy Italianate cornice and decorative parapet, all of which are relatively intact.

The “Robins family were in the hotel trade in the Walworth Road, Old Kent Road area, 1900 to 1940s. My father was born at *The Dun Cow*, 1900, and by the 1901 census they were at *The Temple Bar*, which was in the family until about the end of World War 2. Also in their hands 1930s was the *Rock*”. Ref: <http://pubshistory.com/LondonPubs/Newington/Rock.shtml>



2015: The Rock PH (Banana Bar, now closed).



1908: Nos 360-374 including the Rock Illustration credit 228



3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD



2015: Bing Map

Nos 378-398 and nos 362-372 Walworth Road: The Gateway Estate (West)

3.22 The majority of the Gateway Estate is built upon the former site of the Newington Workhouse, which had been replaced by housing and shops post 1850. The whole terrace was damaged during WW2 and although the roadside architecture was kept, demolition of the whole site took place in the early 1950s being finally replaced by the current Gateway Estate circa 1965.

w12 The part that is contained within sub area 2 is nos 362-372 which were occupied at the rear by the distinctively planned Alpha Square for approximately 100 years and timber bay-fronted buildings lining Walworth Road. map evidence shows that these roadside buildings were built into the front gardens of three former Georgian buildings of Charlotte Row. The original 1770s buildings, one of which was 5 storeys high were still in place until the 1950s.



Nos 376-398 Walworth Road (now the Gateway). View shown by pink arrow. Illustration credit 227

Nos 26-32 Camberwell Gate (West)

3.23 No 26 was built in red brick circa 1900 in a Wren-revival style. Queen Anne period with a distinctive curved roof and dormer, it appears to have its original windows and shopfront pilasters and corbels when viewed from the front, but has been altered at the rear. The gable remains a distinctive shape. Nos. 28/30 have an iron or steel frame and large windows at the front with a flat roof. Built post 1920 as a red brick-faced warehouse or factory building, it has London stock brick sidewalls. Classical/ Edwardian in style.



Built after 1851 Act of Parliament to inclose the rest of Walworth Common. Sold for development to 'defray legal costs'. Built to C18th street line. High Victorian, polychromatic brickwork. Eclectic Gothic Revival. Retains stone corbels & pilasters as part of shopfront.

Wrennaissance
Wren Revival

Iron/ steel frame. Red brick front and stock brick sides. Retains shopfront corbels & pilasters.

1875

1900/20

circa 1965

3.2 SUB AREA TWO
The Extended Village Centre
 347 WALWORTH ROAD TO 42 CAMBERWELL ROAD

Nos 34-42 Camberwell Gate: 1875 Williams Place (West)

3.24 An elaborate Venetian inspired Victorian building which is Gothic Revival using textured and polychromatic brickwork, it was completed in 1875. Highly ornate including use of a heavy cornice retained around the parapet level and above the first floor window on the corner. Beautifully articulated it forms an impressive and distinctive first view of Victorian architecture on the Walworth Road when heading north. Nos 40/42 have recently been restored on the exterior. The terrace retains its stone corbels & pilasters at shop front level.

The alleyway to the north was originally an entrance to the Boys' School associated with Beresford Chapel fronting onto Beresford Road, which Ruskin attended. Survey of London 1955. Vol 25 P103
 In the 1890s Jenkins & Sons infilled the space and used it as a "decorating warehouse", in addition to their glass factory on the other side of the road.



1 Williams Place site sold to defray legal costs associated with the Walworth Common Estate Inclosure Act 1851.



1851 Walworth Common Estate: part of the Walworth Common Inclosure Act 1851 Illustration credit 64

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3 **THE CHARACTER OF THE WALWORTH ROAD** **SUB AREA 3**

- *WESTMORELAND ROAD & QUEEN'S ROW*

PART 3
SUB AREA 3
REVISION A
REVISION B

27 JUNE 2015
23 AUG 2015

3.3 THE CHARACTER OF THE WALWORTH ROAD Industrial hinterland: C20th theatrical chandlers and Arts and Crafts housing WESTMORELAND ROAD & QUEEN'S ROW

Sub area 3

Westmoreland Road & Queen's Row

Industrial hinterland: C20th Theatrical Chandlers and Arts and Crafts housing

Introduction

3.3.1 King's And Queen's Row alongside Charlotte Row were laid out circa 1770 as one of the earliest streets based around a "parade ground" and common land and in close proximity to the Old Red Lion pub.

Ref : H S Cuming South London Chronicle and Gwilt Map of 1774.

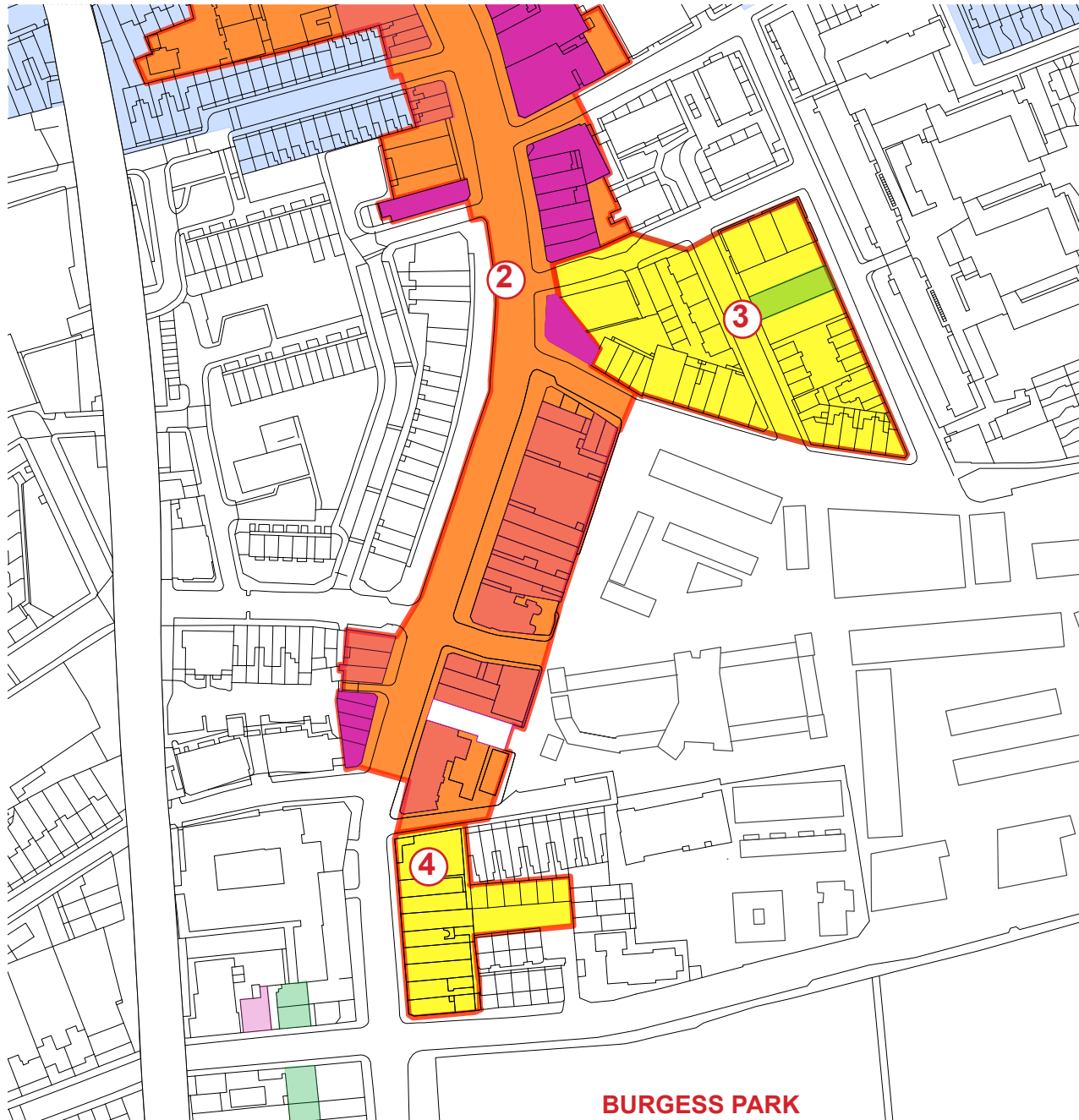
These streets remained intact until the late C19th having developed their own set of shops, Public House and busy street market which survived until the 1980s.

3.3.2 Circa 1890, Booth describes the area in his notebooks, "Queen's Row: 3.5 storey: old houses ...homework: whirr of sewing machines."

"Westmoreland Road: 2.5 & 3 storey: shops at west end is a very busy street market on Friday and Saturday nights, but not much on Sundays when East Street is the choice for buyers and sellers."

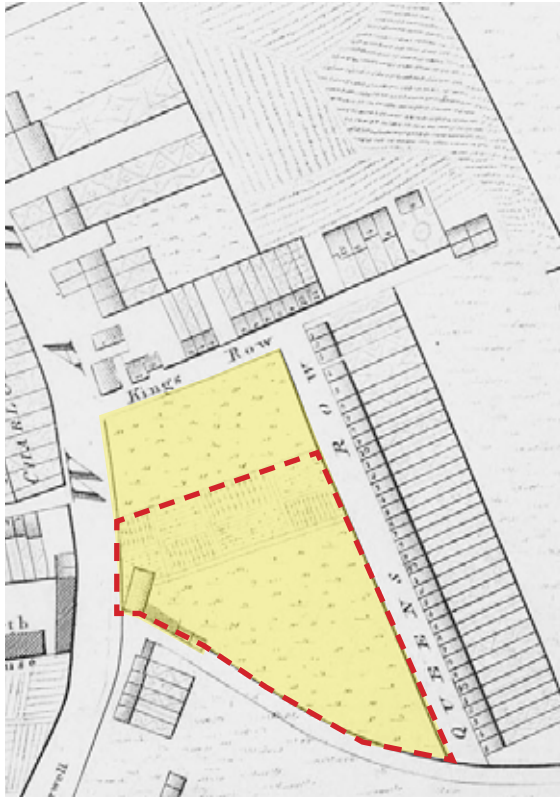
3.3.3 As with sub area two, blocks were cleared at the turn of the C20th, mainly by the Ecclesiastical Commissioners for England to make way for new municipal housing projects. This clearance and redevelopment together with significant WW2 bomb damage characterises the contemporary form.

3.3.4 Perhaps most surprising and striking are the three buildings on Queen's Row; a theatrical chandlers and scenic painting studio and theatre scenery stores. Of these, the central one, Harker's studio was Grade II Listed in 1989. Walworth is/was home to a number of C20th theatrical and prop houses that serve the theatre district in the West End, producing particular and distinctively scaled architecture. Other buildings are situated in Brandon Street, Occupation Row and Penrose Street.



- Buildings with EH listing (Green)
- Existing Conservation Areas (Blue)
- Buildings with townscape merit (Light Pink)
- Possibly locally listed building (Dark Pink)
- Proposed buildings worth classification (Yellow)
- Proposed Conservation Area (Red outline)

3.3 THE CHARACTER OF THE WALWORTH ROAD Industrial hinterland: C20th theatrical chandlers and Arts and Crafts housing WESTMORELAND ROAD & QUEEN'S ROW



1799 Horwood map Illustration credit 6

King's and Queen's Row, arranged around a "parade ground" and the Old Red Lion PH

3.3.5 Unlike most, Flint's in Harker's studio retains its original use.

TQ3277 QUEEN'S ROW, No 636-1/10/626 (West side). Harker's Studio

"Painting rooms for theatrical scenery. 1904, part rebuilt mid C20th. For Joseph Harker. English bond brick; gabled roof mostly glazed. Open plan. 2-storey gable end of 3 bays has red brick segmental arches over metal casements flanking double doors to ground and 1st floors; moulded red brick cornice beneath gable with louvred oculus. Rear elevation facing Horsley Street rebuilt in mid C20th.



1876 OS map Illustration credit 184

The area becomes filled in with housing and the street market becomes established. Red denotes sub area 3.

INTERIOR: large room, lit by glazed roof, is occupied by large wooden paint frames with pulleys and counterweights; these occupy the side walls and the centre of the room. Large double doors to ground and 1st floors of rear wall. An important and rare survival of a theatrical scene-painting workshop, named after Joseph Harker (1855-1927) who was one of the most important theatrical scene painters of his day, having made this reputation through his designs for Henry Irving's productions at the Lyceum."

Text available online: <http://www.historicengland.org.uk/listing/the-list/>



1920 OS map Illustration credit 89 The land is cleared to make way for new industry and housing, except for the Old Red Lion



1940s Bomb damage map Illustration credit 88

3.3 THE CHARACTER OF THE WALWORTH ROAD

Industrial hinterland: C20th theatrical chandlers and Arts and Crafts housing
WESTMORELAND ROAD & QUEEN'S ROW



Harker's Studio: Theatrical Scene-painting Workshop interior



Queen's Row: Theatre Scenery stores



Queen's Row: Theatre Scenery stores



Harker's Studio: Theatrical Scene-painting Workshop

3.3.6 Retailing has played a major part in the evolution of the sub area. Photographs from the early C19th show a vibrant busy market in a slightly curved street reminiscent of a smaller scale version of Electric Avenue in Brixton. Much of this architecture was demolished and truncated to make way for the Aylesbury Estate circa 1970. What is left are fragments of the Queen Anne Style shopping parade with polychromatic brickwork. Tall pointed gables interrupt the roof lined with a heavy dentil cornice providing three dimensional relief to the facade, and adding a sense of grandeur to the shopping parade.

3.3.7 Significant fragments of decorative shopfront corbels set a vertical rhythm between the shopfronts which is missing in some older sections of the Walworth Road. Green Glazed columns and corbels dress the facade of Silam Cafe, the only example of this type of shopfront decoration and making a set of 1920s/30 details that are contemporaneous with the Old Red Lion.

3.3 THE CHARACTER OF THE WALWORTH ROAD
Industrial hinterland: C20th theatrical chandlers and Arts and Crafts housing
WESTMORELAND ROAD & QUEEN'S ROW



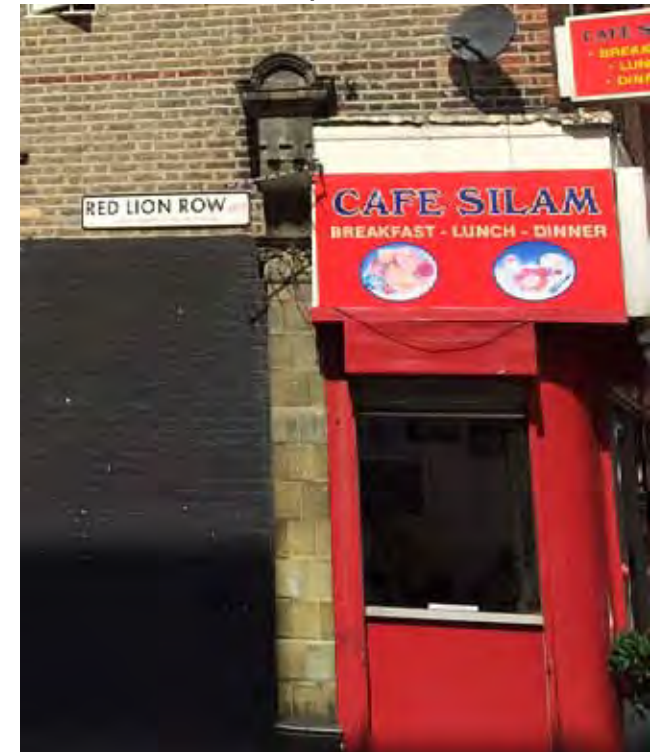
Westmoreland Road: shopping parade (above and below)



Westmoreland Road: shop front details



Bottom circa 1900: Westmoreland Road market, various views prior to Aylesbury Estate being built *Illustration credit 228 (all images)*



Westmoreland Road: shop front details

3.3 THE CHARACTER OF THE WALWORTH ROAD
Industrial hinterland: C20th theatrical chandlers and Arts and Crafts housing
WESTMORELAND ROAD & QUEEN'S ROW



Queen's Row: late C19th housing



Arnside Street: Church Army Housing, gardens



Queen's Row: Ecclesiastical Commissioners for England Housing



Arnside Street: 1928 housing



Arnside Street: Church Army Housing

3.3.8 Church Army Housing forms the lower scale elements within the sub area. Circa 1925 two storey terraces with overhanging eaves and with shared gardens and courtyards on Arnside Street. Horsley Street is occupied by similar Arts and Crafts inspired vernacular housing; in this case distinctive 3 storey buildings with enlarged triangular gables and overhanging eaves built by the Ecclesiastical Commissioners for England in 1928.

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3
THE CHARACTER OF THE WALWORTH ROAD
SUB AREA 4

- THE PROMENADE (ALSO CALLED BETHEL PLACE)

PART 3	
SUB AREA 4	
REVISION A	24 JUNE 2015
REVISION B	23 AUG 2015

3.4 THE CHARACTER OF THE WALWORTH ROAD Southern remnants of Georgian THE PROMENADE

Sub area 4

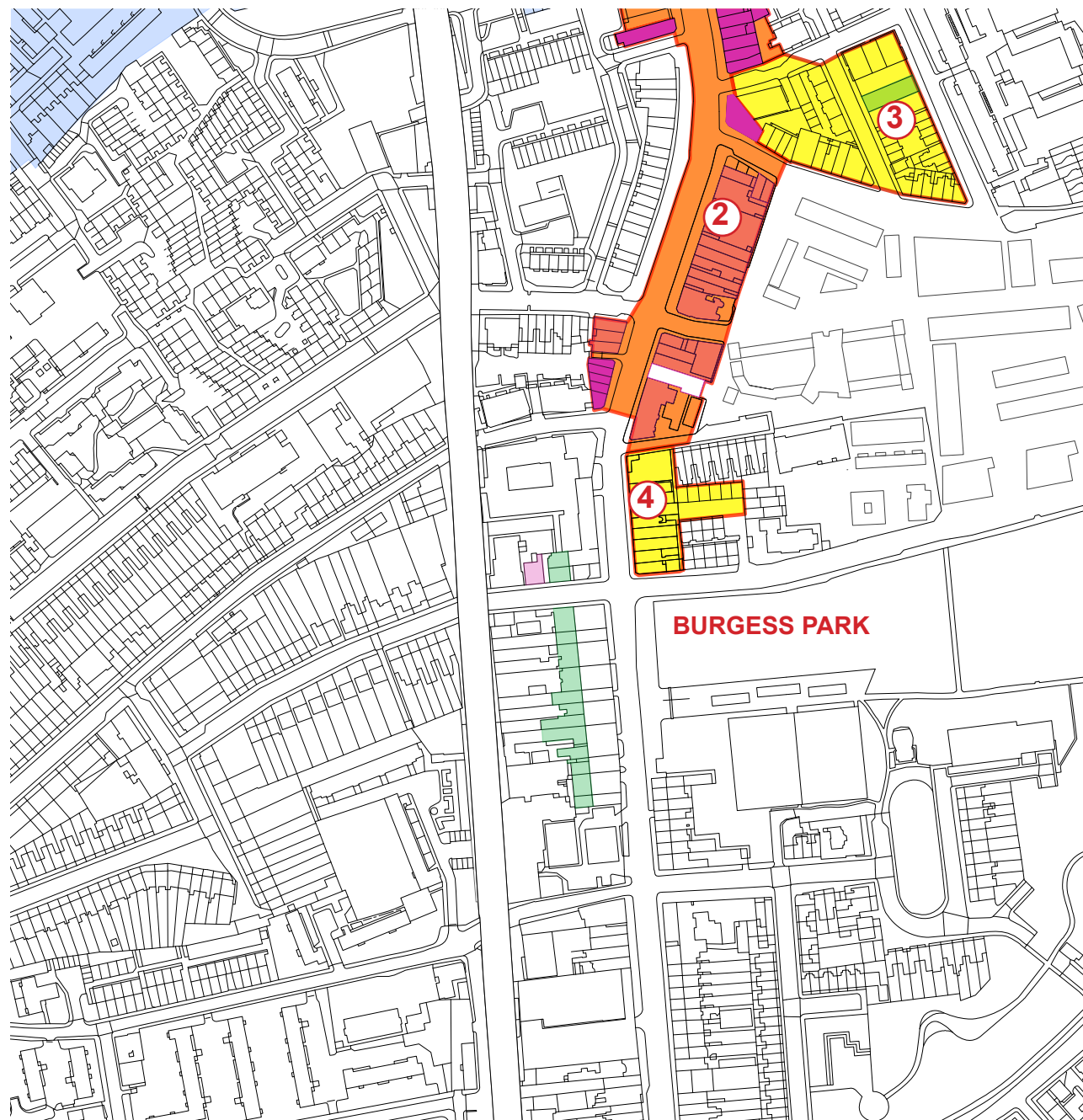
Southern remnants of Georgian

The Promenade, Nos 73-91 Camberwell Road, (1-10 Bethel Place)

Introduction

3.4.1 In 1814/5 no 86 Camberwell Road was built, closely followed by the construction of its neighbouring Georgian terraces. Many along the Camberwell Road are now English Heritage Grade II listed and largely retain their identity, if not always their use, as residential buildings set back from the street. Bethel Place terrace is similar and contemporaneous but was not listed in 1972 possibly because of the Victorian shops attached and WW2 damage at no 73.

Ref: Johnstone's Directory 1817



- Buildings with EH listing (Green)
- Existing Conservation Areas (Blue)
- Buildings with townscape merit (Light Pink)
- Possibly locally listed building (Dark Pink)
- Proposed buildings worth classification (Yellow)
- Proposed Conservation Area (Red outline)

3.4 THE CHARACTER OF THE WALWORTH ROAD

Southern remnants of Georgian

THE PROMENADE



2014 Bing map

- 1 Williams Place, 2 Site of former Bollingbroke Row
- 3 Walworth Road's only example of late C19th mews houses

History and Character

3.4.2 The 1681 map of Walworth Manor documents fields south of Walworth Common on the “way to Camberwell”, where this terrace is situated. Similarly in 1799 the Horwood map shows fields with only a few terraces beginning to line the road south of the Walworth Workhouse.

3.4.3 Like many of the Grade II listed first terraces nearby with their origins in the early C19th, this terrace started in the same way, recorded in the 1817 Johnstone’s Directory as “Bethel Place, Camberwell of 50 yards length with 10 houses, No 5 being occupied by T Newman a brush maker and turner”. Bethel Place shares its name with the Bethel Female Friendly Asylum “opened in 1838 for twelve aged women” was funded by donations from Wm Peacock esq. in the early 1820s.

3.4.4 Both maps and the Census records document the occupation of Bethel Place as a set of houses set back from the street with front gardens, basements, rear gardens and including some stable buildings accessed via Albany Mews. Many of the construction details appear to be similar to their listed neighbours including the mansard roof construction and the appearance of curved full height bay windows at the rear. The terrace appears to have been built as a pair of houses in the centre, flanked by two

further terraces, one of five houses to the north and one of three houses to the south. The central pair have similar curved bay windows at the rear and sit slightly proud of their neighbouring buildings at the front. Until the end of the C19th the terrace was occupied by a series of families with servants including surgeons, ministers, merchants and those of independent wealth. It is not clear where these professionals were employed, but their occupations suggest that it could have been locally or certainly south of the river. Two families of surgeons/ general practitioners were in occupation for 20-30 years each.

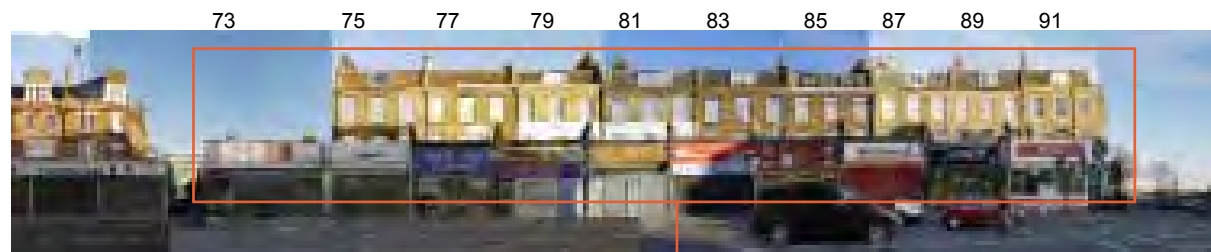
3.4.5 Located on the junction between the late C19th working class neighbourhood that Walworth had become and the more wealthy residential early C19th properties occupying the land south of Albany Road, circa 1880 the terrace was extended at the front to include a grand terrace of shops called The Promenade. In 1851 the Walworth Common Inclosure Act meant that housing development could be completed in a series of streets accessed from Boundary Lane running parallel to Albany Road. Williams Place land at nos 32-42 Camberwell Road was sold to “defray legal costs”^L and the current Victorian building was completed in 1875 incorporating five shops.

This preempted development of The Promenade shops to serve new residents in the immediate area. Each shop was identical with a large light well in the centre of the double height spaces; although covered, no 83 is still in place. Towering pilasters topped with decorative stone corbels



2014 Bing map

Bethel Place



WW2 bomb
damage &
2015 fire
damage

Bethel Place circa 1817 Georgian housing
with 1880s shopping parade extension - The
Promenade

small scale
purpose
built shop

e14

3.4 THE CHARACTER OF THE WALWORTH ROAD

Southern remnants of Georgian

THE PROMENADE

approach the street framing imposing decorative timber shopfronts with decorative egg and dart fascia panels, many of which still exist. The impressive and distinctive height of the row of shops accommodates changes in floor level at the rear, as they appear to connect with the basements and the raised ground floor levels of the original Georgian houses behind.

3.4.6 The 1893 Goad map and the Census correlate to demonstrate that many of the houses above were occupied by the families of those who ran businesses in the shops below.

1841 Census: Bethel Place occupants

No1: Wilks: cashier to the East India Company
 No2: X of independent means
 No3: Holford: government clerk (one son is a surgeon dentist, the other is a clerk like his father)
 No4: Steigenbergers a family of independent means
 No5: Dickinson: clergyman
 No6: Harrison: merchant
 No7: Browne: surgeon
 No8: Wharton: a family of independent means
 No9: Knight: tea merchant and accountant
 No10: Tomlin: merchant
 Of these, almost half of the families were born outside the UK. All households had multiple servants including cooks.

1851 Census: Bethel Place occupants

3.4.7 No1: Wilks: as above
 No2: Ascenford: a Lady of independent means
 No3: Holford: as above
 No4: Taylor: Charles was a general practitioner
 No5: Gibson: chemist
 No6: Bickers: bookseller
 No7: Elstob: merchant
 No9: Knight: as above
 No10: Browne surgeon - moved house from no. 7
 Of these, almost half of the families were born outside the UK. All households had multiple servants.

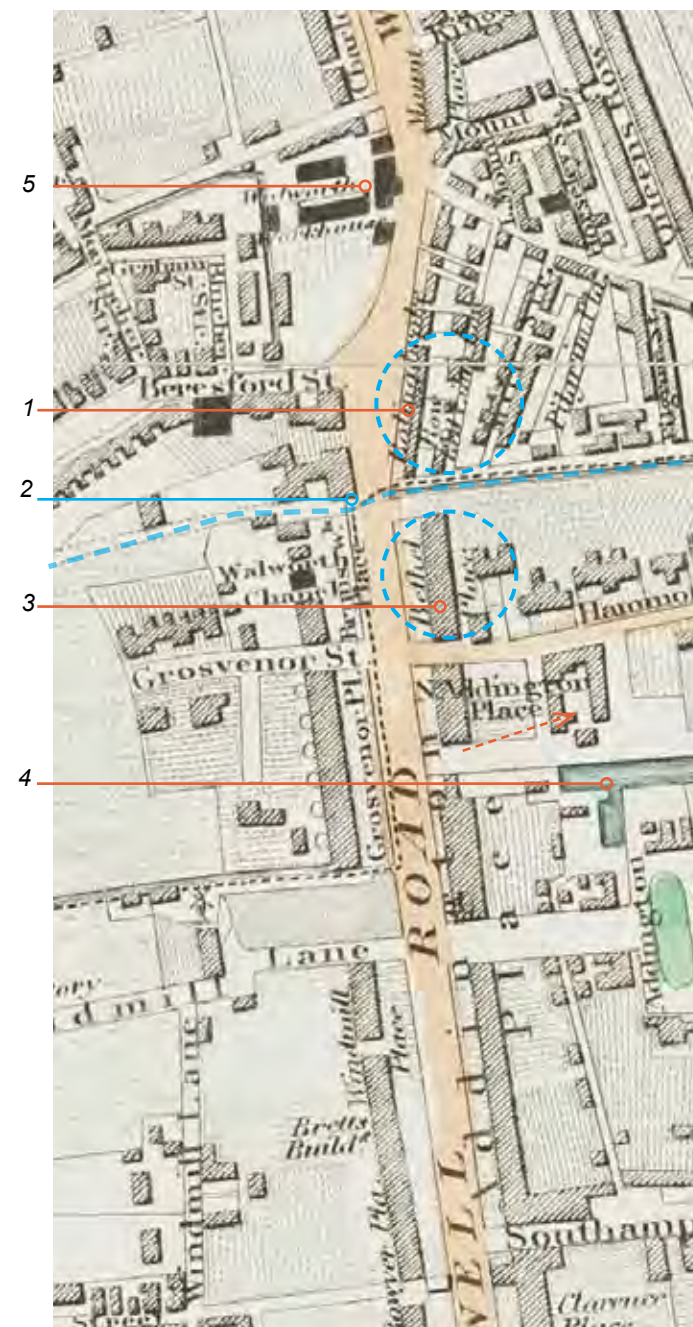


1746 map (above) Illustration credit 02

- 1 Approximate position of Bethel Terrace
- 2 Walworth Bridge
- 3 Camberwell Mill

1830 Greenwood Map (right) Illustration credit 01

- 1 North of Albany Road, the housing is informally arranged and small scale, clustered opposite the Walworth Workhouse in a terrace called Bolingbroke Row.
- 2 The character changes south of Albany Road (marked with a blue dotted line) where the main road is lined with early c19th Georgian terraced housing.
- 3 Bethel Place
- 4 The Grand Surrey Canal opened around 1810
- 5 Walworth Workhouse



3.4 THE CHARACTER OF THE WALWORTH ROAD Southern remnants of Georgian THE PROMENADE

1876 OS Map Illustration credit 184

1 There is a clear distinction between the scale of the buildings in working class Walworth and the Georgian mansions set in long gardens south of Albany Road.

2 **Green:** predominately indicates gardens belonging to Georgian housing.

3 **Red:** the part of Bethel Place that exists today.

4 **Pink:** Listed Grade II properties existing today.

5 The Grand Surrey Canal opened around 1810 and closed in 1970s. C19th development along its banks included new factories, timber yards and working class housing that filled the sites and gardens occupied by former Georgian housing.

1861 Census: **Bethel Place occupants**

3.4.8 No1: Flather: "proprietor of houses"

No2: Tourle: "fund-holder"

No3: Briggs: Wesleyan minister

No4: Taylor: as above

No5: Wright: coal merchant

No6: Bickers: bookseller employing 11 people

No7: James: retired

No9: Jeeps: commercial clerk

No10: Brown: as above

1901 Census: **Bethel Place occupants**

3.4.9 No73* (1): Miller: Clothiers

No75: (2): Brooks: Bookshop manager

No77: (3/4): Cohen: mantle shopkeeper (own account)

No81: (5): Edwards: butcher (at home)

No83*: (6): Cornell: cheese monger (at home)

No85/7*: (7/8): Fairbairns: hosier (at home)

No89: (9): unoccupied

No91: (10): Issacs: jeweller and pawnbroker (own account)

Mostly are listed as owner occupiers of the shops below, many being from outside Walworth and the country. * were in occupation in 1993 (listed in the Goad map). Many of these families are listed in the Census as being born outside Walworth and the UK.



3.4 THE CHARACTER OF THE WALWORTH ROAD

Southern remnants of Georgian

THE PROMENADE



1876 Map (detail) Illustration credit 184



1895 Map (detail) Illustration credit 193 Gardens at the rear sold for housing and stables, shops in the front gardens developed. Pink is still existing

3.4.10 Circa 1880 the rear gardens were sold to make space for Albany Mews, occupied by stable buildings and a brush factory, as well as housing fronting onto Albany Road and Boundary Lane. Mass housing was needed for those working around the canal and its hinterland rather than single family homes for the well-to-do. As the 1895 map shows, the Bethel Place houses became subsumed by the shops at the front and a long narrow alleyway at the back of their small yards making them very hemmed in. The rear of the houses are accessed by archways at either end of the late C19th lane or via gateway access into the Mews. The developer/ builder certainly intended to maximise the use of his land and as demonstrated in other parts of the Walworth Road this land locking of the properties meant that the whole terrace remained completely intact and unchanged (on the maps) until WW2.

During WW2 ss a result of a direct hit on the corner of Albany Road, both no 1 Bethel Place (no 73) and a half of Albany Mews were demolished post-war. This is why no 73 remains ruined today except for a large postwar single storey shop.

Summary

3.4.11 The mews houses at the rear are small scale simple and utilitarian. They may have been built specifically to service the large Georgian houses of Bethel Place and there is certainly direct access to them from the rear. They are surprising and of value as they are the only mews houses of this period left standing in Walworth.

Seen together the terrace and shops are exemplary in terms of their scale and design, with the shop units being some of the tallest and finest spaces for retail on the Walworth Road. White Hall Clothiers at no 77 have been supplying school uniforms since the turn of the last century and in this store for at least 40 years. Ref: http://www.whitehallclothiers.co.uk/acatalog/About_Us.html

Similarly Mary's cafe, previously The Istanbul Restaurant (1965) and The Orange (1960) has been in the same Cypriot family ownership since 1965. Baxter M and Locke D. 2010 Px

The parade has always served those living closest to it and as such has gone into decline with the uncertainty over the future of the Aylesbury Estate over the last few years; although with the renewal of interest and the popularity of Burgess Park and following the regeneration of the Aylesbury Estate new spaces for SMEs may well be required.

3.4.12 In the meantime this collection of buildings would benefit greatly from protection, retention, repair and renovation as behind the obvious signs of decay the body of buildings is coherent and contributes positively to the first view of Walworth as a high street when approaching from the south. It should be noted that recent repair of no 42 Camberwell Road (Williams Place) on the opposite side of the road has had this effect.

3.4 THE CHARACTER OF THE WALWORTH ROAD Southern remnants of Georgian THE PROMENADE



1893 Goad Map Illustration credit 185

- 1 Circa 1880s The Promenade shop extensions
- 2 Circa 1817 Georgian terraced housing.
- 3 Circa 1880s mews houses



1940s Bomb Damage Map Illustration credit 88

- 1 Area affected by bomb damage. Purple is severe damage. No 73 in particular and the mews house at the rear.



Altered shopfront no 1 (91)



No 1 (91) shopfront details & entrance arches



Rear Nos. 91, 97 & 87



Rear Nos. 85, 83, 81



Rear Nos. 83, 81, 79 & mews houses

3.4 THE CHARACTER OF THE WALWORTH ROAD
Southern remnants of Georgian
THE PROMENADE



1875 Williams Place recently restored in part



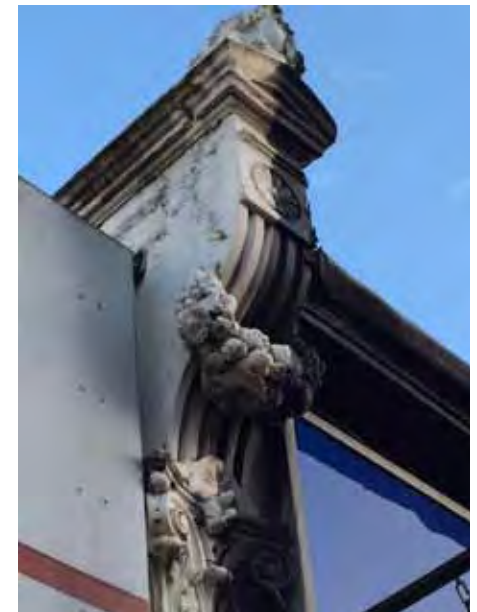
2014: Promenade shopfronts



2014: Promenade shopfronts



2014: Promenade shopfront details



WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 3
THE CHARACTER OF THE WALWORTH ROAD
SUB AREA 5

- 82-96 WALWORTH ROAD (INCLUDING HISTORICAL CONTEXT FOR 1-96)

PART 3	
SUB AREA 5	
REVISION A	24 JUNE 2015
REVISION B	23 AUG 2015

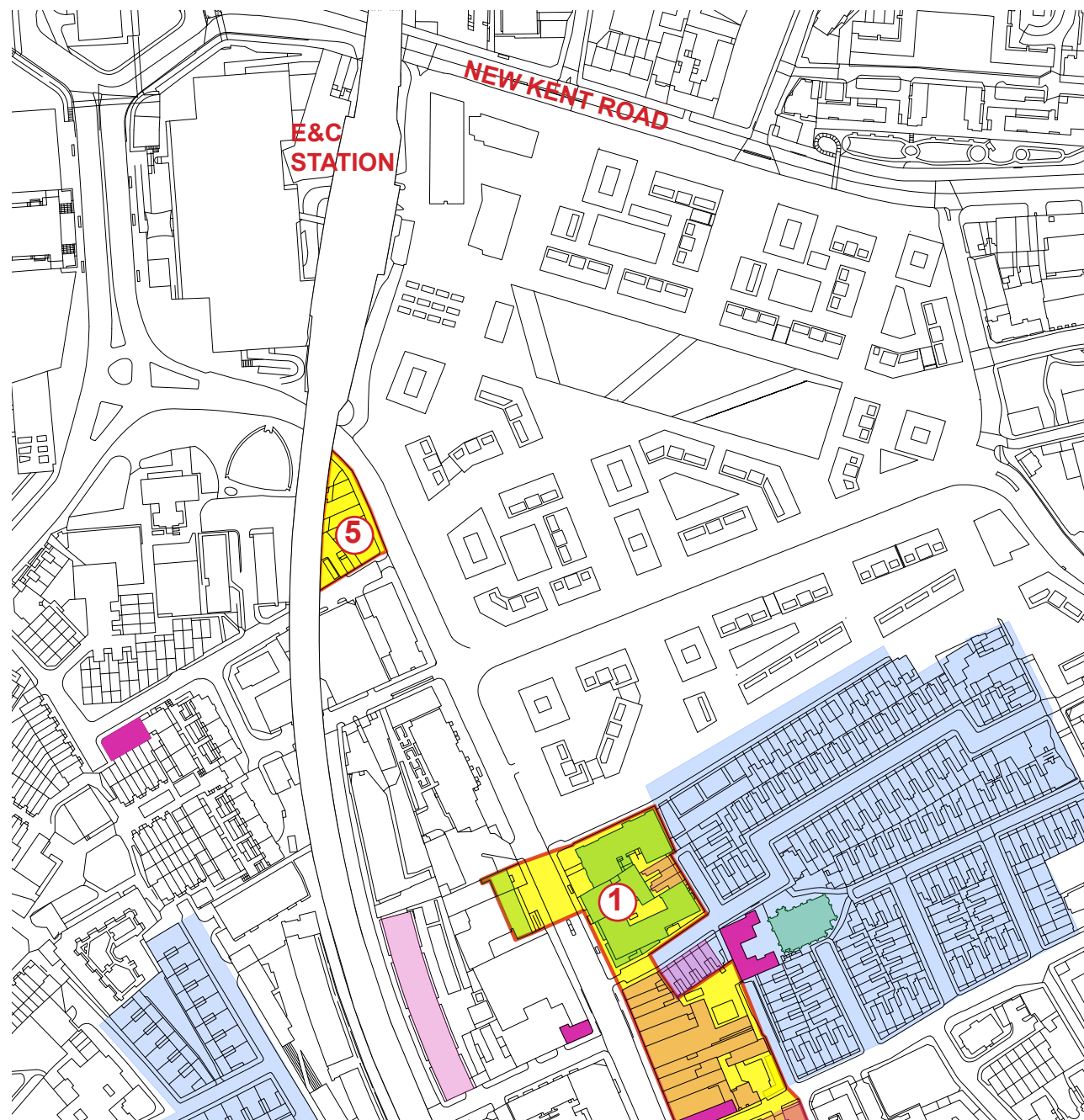
3.5 THE CHARACTER OF THE WALWORTH ROAD
Remnants of the Piccadilly Circus of the South
NOS 82-96 WALWORTH ROAD

Sub area 5

Remnants of the Piccadilly Circus of the South

Introduction

3.5.1 Nos 82-96 Walworth Road (orange) are a small strip of buildings south of the railway bridge that crosses the Walworth Road next to Elephant & Castle. All built circa 1888 they have always been somewhat stranded on their triangular shaped site surrounded by post-war and C21st development. This set (nos. 94-86) are indicated as being worth of "local listing" in the 2012 E&C SPD. In order to understand their historical context and relevance a short section on the history of nos 1-77 is included.



- Buildings with EH listing (Green)
- Existing Conservation Areas (Blue)
- Buildings with townscape merit (Light Pink)
- Possibly locally listed building (Dark Pink)
- Proposed buildings worth classification (Yellow)
- Proposed Conservation Area (Red outline)

3.5 THE CHARACTER OF THE WALWORTH ROAD Remnants of the Piccadilly Circus of the South NOS 1-96 WALWORTH ROAD



Right: 1876 OS map Illustration credit 184

- 1 No 1 Walworth Road
 - 2 Georgian version of E&C pub
 - 3 Approximate position of Levy's at no 55 Walworth Rd.
 - 4 Approximate position of some of Hurlock's stores
 - 5 Position of 82-96 Walworth Road
- NB 3-5 some built prior to 1876, some after.

Above: *The Trademens' Directory* (1840/50s), a series of entries for Black Prince Row, a court off the Walworth Road Illustration credit 212

History and Character

Nos 1-77 Walworth Road

3.5.2 The 1876 OS map shows the developing character and grain of the Walworth Road on the north side of the railway bridge adjacent to the Elephant & Castle Public House. Rocque's 1746 map shows dwellings lining the road continuously; mainly inns and artisan dwellings with gardens and fields to the rear. The area quickly developed during the C19th and as the 1876 map shows there is almost no space between buildings except that which provided access. Breaks in the Walworth Road street frontage allowed tight and narrow residential courts and alleys to be accessed via archways, setting up a rhythm and scale reminiscent of the development along the southern end of Borough High Street. As the century progressed *"the area became more attractive to immigrants and London's poor, while wealthier occupants departed for the suburbs."* Guillery, P. 2004. PX

3.5.3 Meanwhile C18th and early C19th century buildings lined the Walworth Road which was itself occupied by early chain retailers along with other London stores. This southern side of the Elephant & Castle Public House did not contain any of the huge department stores that characterised the *"Piccadilly Circus of South London"*. Humphrey, S. 2013 Introduction
It appears to be dwarfed in scale by the 1898 incarnation of the E&C Public House and this stretch accommodated Hurlock's *"twenty four shops on both sides of the Walworth Road,"* Humphrey, S. 2013 P76 a Picture House and the Coronet Theatre in the space in between the shops and the railway. *"The pre-war Elephant has a wealth of enterprise and life. It was mostly on a small scale - a huge mosaic of independent enterprise..."* Humphrey, S. 2013 P5

No 1-5/7

Established, 1800.

FROM
PHILLIPS & Co.,
8, KING WILLIAM STREET,
THE
TEA, COFFEE,
AND
COLONIAL WAREHOUSE,
No. 2,
Walworth Road,
OPPOSITE THE
ELEPHANT & CASTLE.

THE above old Establishment having now been **re-opened more than Four Months**, we have had ample opportunity of testing the soundness of the System upon which it has been conducted, viz.—that of Buying for Ready Money, all parcels that, in the depressed condition of the Markets, are being constantly brought forward at tempting Prices, and **selling them at a small advance upon cost.** This we **shall continue to do: taking especial care to offer none but those of sterling quality,** and such as will secure us the confidence and increasing patronage of the Public. We submit

3.5 THE CHARACTER OF THE WALWORTH ROAD Remnants of the Piccadilly Circus of the South NOS 1-96 WALWORTH ROAD



From a James Pollard painting of 1826. Aquatint, by Samuel John Egbert Jones, E&C 1826. no1 Walworth behind the pub Illustration credit 94

History and Character

No 1 Walworth Road 1826-1883

3.5.3 No 1 Walworth Road was situated at the heart of the Elephant & Castle and the junction with New Kent Road as a number of the historic drawings and photographs show. The tradesmens' receipts from retail stores active in the 1840s indicate the amplifying intensity and vibrancy of the trading street occupying nos 1-77 Walworth Road on the south side of Elephant & Castle. The receipts illustrate that the acquisition of a wide range of goods, food, personal and for the home reflected the changing nature of the household in what has been called '*the industrious revolution*' of the late C18th. "*People worked harder at their trades, households releasing labour reserves to the market, thereby becoming more dependent on consumption.*" Guillery, P. 2004. P9



Post 1900: No1 Walworth and 1897 Elephant & Castle Public House Illustration credit 165

Above right: Post 1900

Elephant & Castle Pub and 1 Walworth Road at its junction with the New Kent Road, showing Victorian buildings on the corners and Georgian buildings in the terrace.

- 1** Current position of the NW corner of the Elephant & Castle Shopping Centre
- 2** The Coronet is visible on the New Kent Road.



1935: Levy's 55 Walworth Rd, founded 1876 Illustration credit 156

3.5 THE CHARACTER OF THE WALWORTH ROAD
Remnants of the Piccadilly Circus of the South
 NOS 1-96 WALWORTH ROAD



1908: Levy's 55 Walworth Road *Illustration credit 41*
 View south, note no 82 beyond the railway bridge



Above: 1941 WW2 devastation south of the orange line
Illustration credit 56



Above: the same stretch of the Walworth Road in the 1930s
Illustration credit 222

3.5 THE CHARACTER OF THE WALWORTH ROAD Remnants of the Piccadilly Circus of the South NOS 82-96 WALWORTH ROAD

Marlborough Baths,
WALWORTH ROAD,
Corner of Hampton Street.

WARM AND COLD BATHS
ALWAYS READY,
One Shilling Each,
Or 25 Transferable Tickets for £1., Hot Towels, &c.
included.

NO EXTRAS.

H. BAYLEY begs to inform his Friends and the Public,
that the Baths at his Establishment are Porcelain,
consequently nothing can adhere to them. They
may depend upon the water being clean, and a fresh
supply to every person patronizing his Establishment.

Open Daily from 7 a.m. to 10 p.m.,
Saturdays to 11 p.m. On Sundays from
7 a.m. to 10 a.m.

1859.

IMPORTANT AND WONDERFUL DISCOVERY.

BALDNESS PREVENTED
By the use of
BAYLEY'S
JELLY OF ROSES,
OR
Vegetative Hair Balm,
PATRONIZED BY  HER MAJESTY

*And the principal Nobility and Gentry of all the
Courts in Europe.*

H. B. has by several experiments, discovered a most valuable Preparation
of aromatic ingredients, procured from Turkey, which, combined with
that delicate and beautiful flower, "the ROSE," forms itself into a Jelly.
The unfailing properties of this important article are well known. It is
allowed to be the best Preparation for preserving and promoting the growth
of Hair; prevents its falling off or turning grey; it affords great nourish-



IMPROVED
SUMMER BEVERAGES
PREPARED ONLY BY
W. WARING,
DISPENSING CHEMIST,
16, Crown Street, Walworth Road,
(Corner of Hampton Street.)

GENUINE SEIDLITZ POWDERS,
Prepared from a New and Correct analysis of the most renowned Seidlitz
Spring in Germany.

These Powders are highly recommended by the Faculty for their purifying
virtues, in giving relief where Indigestion, Heartburn, or bilious Affection
prevail; and when used according to the directions, form an refreshing
aperient draught, more agreeable, yet possessing all the medicinal pro-
perties of the original spring in Germany.

Quantity for seven glasses, 6d., 1s. per box, or three boxes, 2s. 6d.

GINGER BEER & LEMONADE POWDERS,
Unequalled for the momentary production of these delightful draughts in
any house.

T. A. COTTERELL,
WINDOW BLIND MANUFACTURER,
CORNER OF HAMPTON STREET,
WALWORTH ROAD.

F. A. C. begs to announce that he has removed as above, his Premises
having been acquired by the London, Chatham, and Dover Railway.

Whilst returning his sincere thanks to his kind Patrons, and earnestly
soliciting a continuance of their favours and recommendation, he assures
them that every attention shall be paid to Workmanship, Well-seasoned
Materials, and Expedition.

In proof of his Moderate Charges, F. A. C. submits the following
Scale, for Blinds measured for and fixed complete, within five miles.

History and Character Nos 82-96 before 1883

3.5.5 In the mid C18th this terrace shared many of the
architectural and functional characteristics of its more
northerly neighbours.

Tradesmens' advertisements highlight the range of services
available along the terrace including Marlborough Baths
with "a supply of hot towels for patrons, summer beverages,
a surgical and mechanical dentist, a manufacturer offering
cures for baldness patronized by the Queen and the principal
nobility and gentry of all the Courts of Europe", and finally a
window blind manufacturer whose lease was terminated to
make way for the road improvement scheme.

Like the northern part it also hosted a number of inner courts
and alleyways including Crown Place behind the shops that
lined the street. These courts were all swept away in 1862
with the building of the railway line when the Walworth Road
was effectively split into two separate parts.

Nos 82-96 after 1883

3.5.6 A series of seven buildings were built after a road
widening scheme that started in 1883 was completed circa
1888. The previous set of buildings were compulsorily
purchased and demolished.

Top left: Marlborough Baths. (Tradesmen's Directory)
Illustration credit 214

Bottom left: Bayley's Baldness prevented. (Tradesmen's
Directory) Illustration credit 215

Top right: Marlborough Terrace - west side Walworth
Illustration credit 151

Middle right: W Waring Summer Beverages. (Tradesmen's
Directory) Illustration credit 216

Bottom right: F A Cotterell, window blind manufacturer.
(Tradesmen's Directory) Illustration credit 217

The Trademen's Directory (1840/50s), a series of entries for the sites on the corner of Walworth Road, Hampton Street and Crown Place

Remnants of the Piccadilly Circus of the South

Nos 82-96: 1883 Road Widening Scheme

Parliamentary powers to authorise the improvement were obtained by the Metropolitan Street Improvement Act of 1883. Road side buildings were demolished, with work being completed and opened to the public in June 1888. The surplus land was later sold for £12,158 to offset the overall cost of £76,989, with the block of current buildings being completed circa 1890.

3.5.8 These new buildings included a Post Office below a tenement building called Hampton House at no 94/96, a Club and Institute at no 86 (later converted to a picture house in 1914) and a large printing company at no 88 which also occupied two railway arches behind.

3.5.9 Photographic and map evidence suggests that a selection of the northern buildings on the opposite side of the road, nos 77- 87, were also rebuilt at this time, making a symmetrical, imposing and tall Victorian gateway butting up to the south side of the railway bridge on the Walworth Road.



- 1 Julian Markham House
- 2 Hampton House, no 96
- 3 Club & Institute, no 86



116/8

114

96

9.

1

9

8

3

1

34

82

1

1

1

1

← Marlborough Place
12 x Georgian housing dwellings of
various sizes

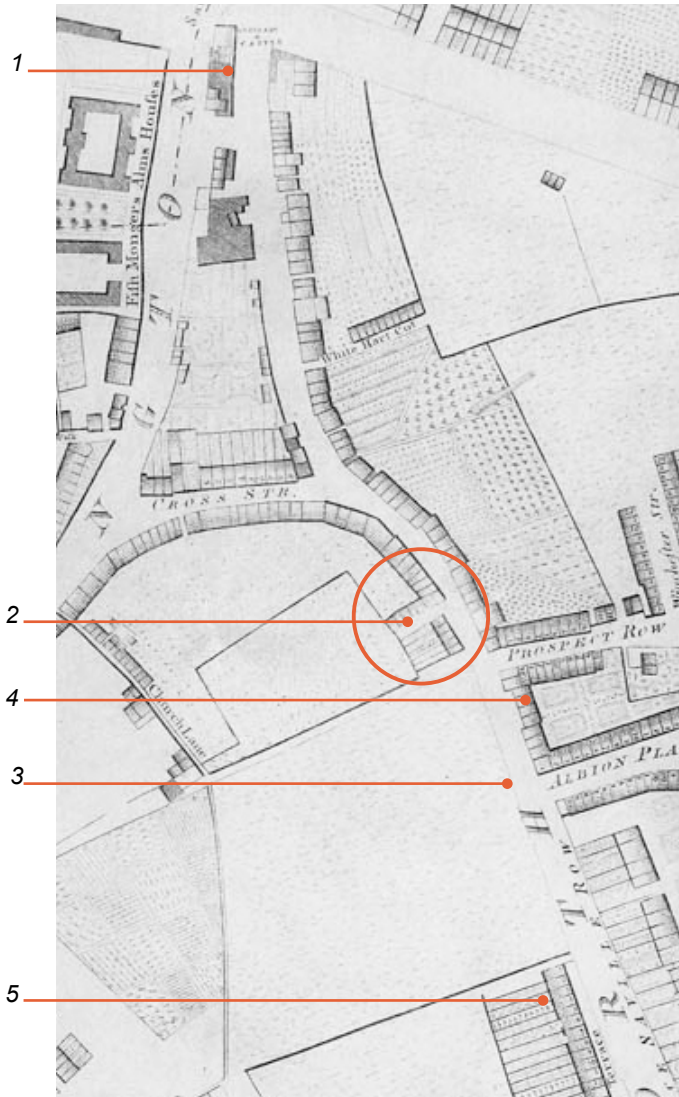
→ ← date →

← Julian Markham House previously
100-114 Marlborough Place
8 x Georgian housing dwellings

→

← circa 1888 →

3.5 THE CHARACTER OF THE WALWORTH ROAD Remnants of the Piccadilly Circus of the South NOS 82-96 WALWORTH ROAD



1799 Horwood map Illustration credit 05

- 1 Georgian incarnation of the Elephant & Castle pub and 1-77 Walworth Road.
- 2 Area of 82-96 Walworth Road.
- 3 Marlborough Place terraces yet to be built to the south (1800/1830).
- 4 Bakers Row.
- 5 Walworth Terrace in place (140-152 still stands).



1868 Weller map Illustration credit 71

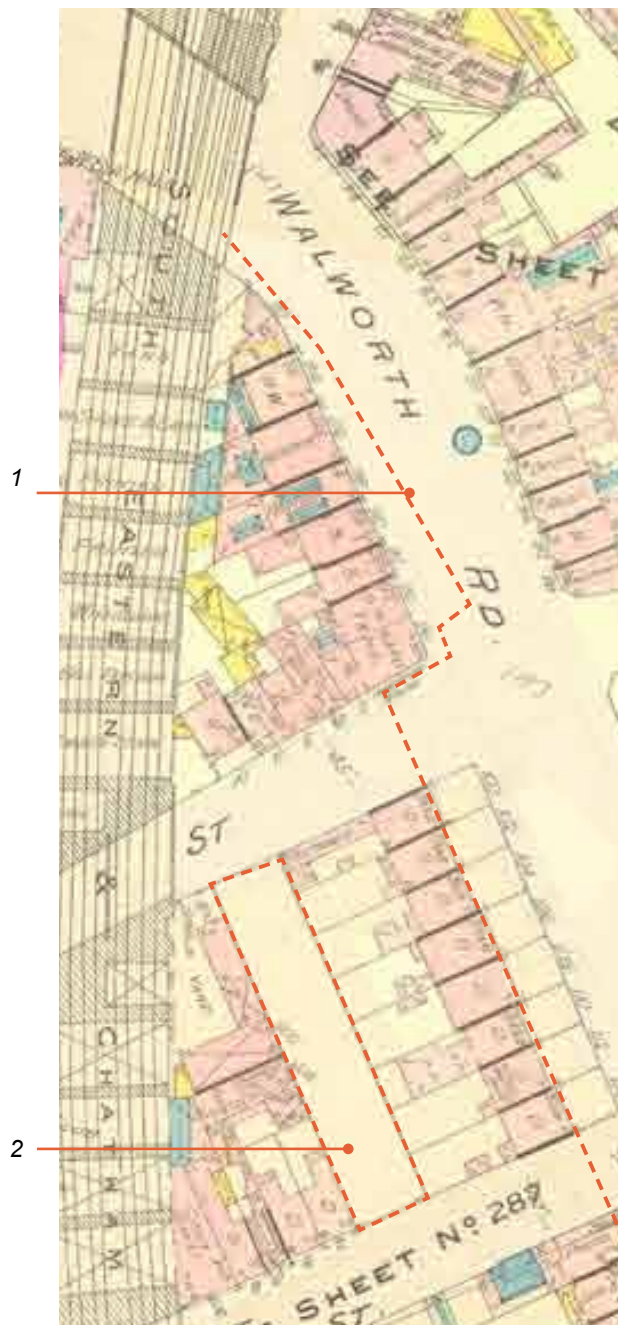
- 1 Site of proposed Elephant & Castle train station.
- 2 Crown Place.
- 3 Marlborough Place terraces in place.
- 4 Baptist Chapel opened 1864.



1876 OS map Illustration credit 184

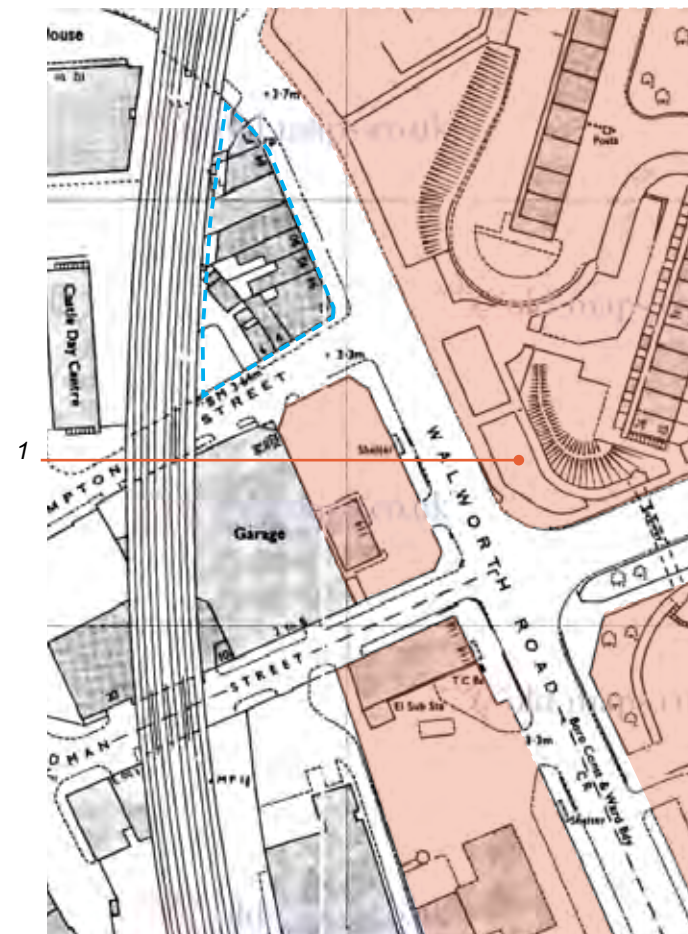
- 1 On the east side, four houses were rebuilt in a gothic style (above the blue line) except the one outlined in blue, along with the neighbouring pub before 1890. The six 3 storey Georgian houses to the south remained in place.
- 2 On the west the orange line shows the building line. 82-96 with Crown Place accommodating a range of businesses
- 3 & 4 The Georgian houses of Marlborough Place with long rear gardens.

3.5 THE CHARACTER OF THE WALWORTH ROAD Remnants of the Piccadilly Circus of the South NOS 82-96 WALWORTH ROAD



1893 Goad map (left) Illustration credit 185

1 Prior to a road and bridge widening scheme in the 1880s, all the buildings are purchased from nos 82-96. The orange line outlines the earlier 1876 building line.
2 The gardens at the rear of Marlborough Place are split and combined and sell to build a "garage", part of the industrialisation of the hinterland.



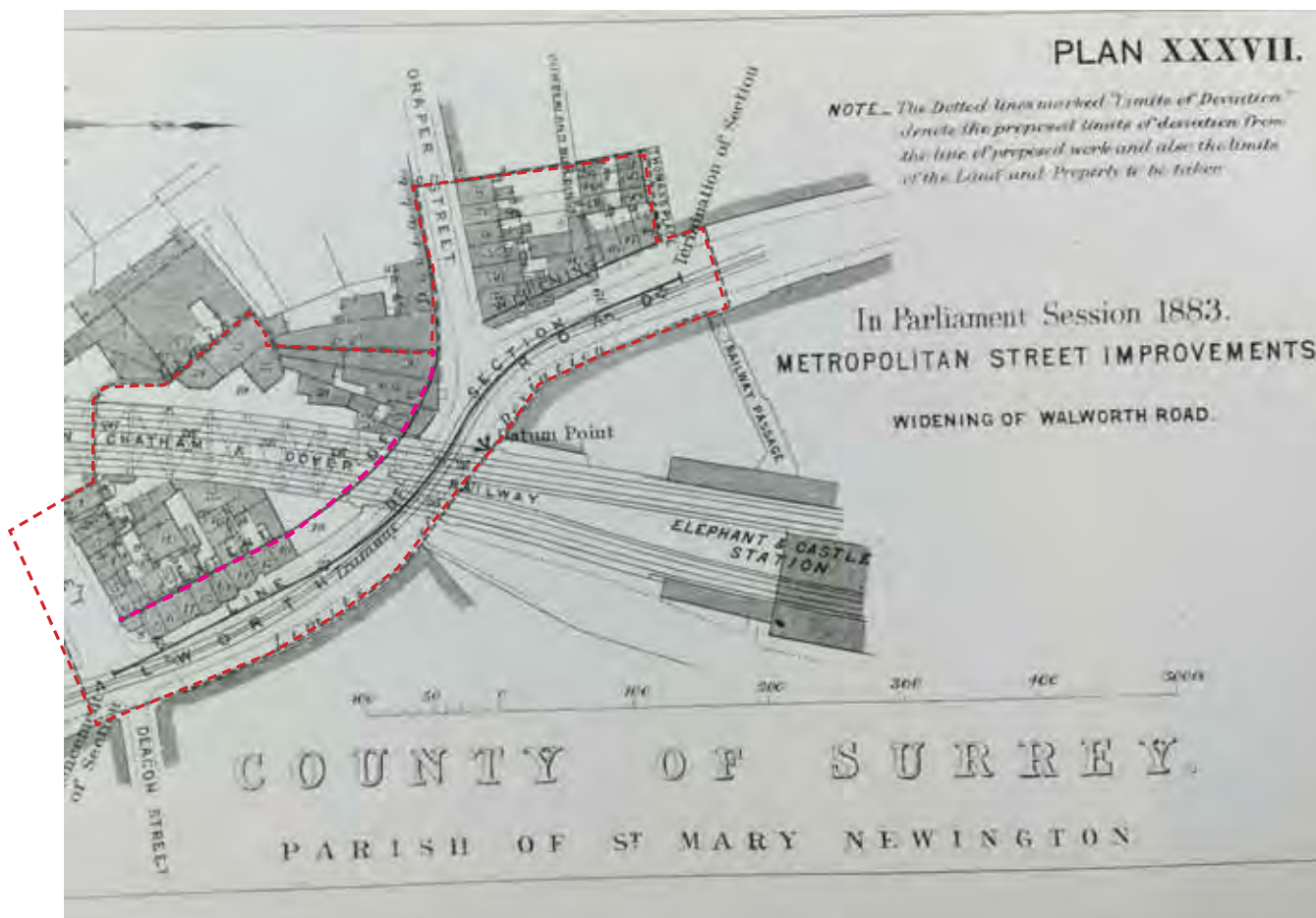
1940s bomb damage map (middle) Illustration credit 88

1 82-96 Walworth Rd is relatively undamaged compared to the devastation of the area to the north of the railway line. Consequently all buildings were demolished and rebuilt. The green area to the south is a prewar 'clearance' area.

1967/80 OS map (above) Illustration credit 219

Orange: To the south of the railway bridge, all terraces were purchased and demolished to make way for 1970/80s redevelopment including the Heygate Estate (1) on the east, petrol stations on both sides of the road and an office block at 116/8.

3.5 THE CHARACTER OF THE WALWORTH ROAD Remnants of the Piccadilly Circus of the South NOS 82-96 WALWORTH ROAD



1883: Map of proposed road widening scheme Illustration credit 220

History and Character

WW2 damage and the impact of post WW2 redevelopment

3.5.10 Significant bomb damage is recorded in the immediate area in 1941. This explains the devastation of the buildings to the north of the railway bridge prior to the wholesale redevelopment of the Elephant & Castle Shopping Centre, Draper House and the Castle House development in the 1960/70s. Castle House has since been replaced by Strata Tower in 2010.

To the south only nos 82-96 remain in place. The facing terraces at nos 77-87 survived until they were demolished to make way for the Heygate Estate development in the early 1970s. At nos 100-138 two blocks of Georgian buildings were removed with the demolition of Marlborough Place. At nos 140-152 the late C18th building line reappears in the EH listed C18th buildings of Walworth Terrace.



Above: 1960/78: 1880s buildings on west Illustration credit 08

Individual Buildings

82-96 Walworth Road

3.5.11 These buildings retain considerable elements of their Queen Anne style and Edwardian frontages including almost complete timber shop fronts in nos 96, 94, 90, 88 and most of the vertical pilasters and corbels in between the shop fronts.

Nos 94 & 96

3.5.12 Hampton House on the corner of Hampton Street and its two smaller neighbours on 6/8 Hampton Street and on 90/92 Walworth Road have 'dutch style' triangular gables.

3.5 THE CHARACTER OF THE WALWORTH ROAD Remnants of the Piccadilly Circus of the South NOS 82-96 WALWORTH ROAD



1941: WW2 bomb damage including most of 1-76 Walworth Road *Illustration credit 57* Above right: Hurlock's *Illustration credit 221*

- 1 Spurgeon's Tabernacle auditorium is destroyed, while the front part remains standing as it does today.
- 2 Former Hurlocks stores devastated and shown (top right) in the Tradesmens' Directory ^{SHL}



Hampton House was purpose built as brick tenements with two shops units on the ground floor whilst the other two were built as warehousing and shops. Hampton House is one of the finest commercial buildings on the Walworth Road. Although clearly a commercial building being flat and simple in overall form, it is clearly influenced by the designs of Norman Shaw on the Chelsea Embankment and at Cadogan Square. On the front facade there is a tall triangular pedimented gable which interrupts the roof line with a centrally placed elongated chimney stack decorated with inset terracotta panels. Horizontal (probably) stucco banding with generous cornice like profiles marks each floor. A pair of pedimented windows surmount the hipped roof which is surrounded by a brick profiled balustrade. The majority of the window frames and the fenestration are in keeping with the Queen Anne style with smaller top glass panes set into generously framed sash frames. Whilst the front facade is symmetrical, the side is more asymmetrical incorporating a separate entrance to the flats. The side chimney stack in particular is exuberant and distinctive with a series of windows increasing in size set into the chimney stack allowing light into the attic space. The shopfront appears to be intact except for the small glazed panels at the top of the shop windows that have been replaced with timber and painted. The whole building is perhaps emblematic of the scale and relative grandeur of the "Piccadilly Circus of the South".



1978: nos 82 - 96 Walworth Road *Illustration credit 08*



2014: nos 82 - 96 Walworth Road, intact except for no 84 top two floors and gable

Nos 90 & 92

3.5.13 This is a pair of Venetian inspired red brick buildings with polychromatic brick work. It has a series of Gothic windows with both semi-circular and segmental arched windows. Each set of three windows incorporates two decorative central columns. The whole facade is topped by a decorative stucco band, brick profile cornice and stucco corbels. The gables windows set into the roof appear to have lost their gothic decoration.

Nos 86 & 88

3.5.14 These are clearly much more classically styled. They could be iron/ steel framed buildings due to their large window sizes although it is perhaps too early for using steel. They have the features of many Edwardian commercial buildings of the time being built across the river and in Oxford Street. They are predominantly made of brick/ stucco when their grander cousins would have been stone dressed. Both buildings appear to have lost

their top floors and pediments during and/or after WW2 being crudely repaired using brick. By contrast the ground floors retain significant elements of the shopfront detailing with no 86 being 1.5 storeys high at the ground floor due to its use as a Club and an Institute.

Nos 82 & 84

3.5.15 These are similarly classical and Italianate in style, also Edwardian but somewhat spoiled by painting and crude repairs around the roofs.

Summary

3.5.16 The impact of WW2 war bomb damage to the north and post 1970s development to the south means this block is now stranded and therefore divorced from its historical context, although it serves as the only and that vitally important reminder of the northern end and start of Walworth Road where it met the town centre and intersected with the Old Kent Road at nos 1-81. It is the only retail remnant of what was called *'the Piccadilly Circus of the South'*.

Furthermore it stands as a reminder of how it connected with the "elegant C18th Georgian mansions" that were still evident on the Walworth Road until the 1970s. (refer to chapter 2)

3.5.17 Nos 86-96 as the 2012 E&C SPD states are worthy of local listing and therefore should be included within a local Conservation Area.

3.5.18 Today contemporary developments to the south mean that the entrance to Hampton Street is considerably overshadowed by Julian Markham House. As a result the public realm around the Hampton Street is of exceptionally poor quality. This could easily be rectified along with the restoration of this set of buildings to improve the townscape at this locality. Similar precedents for this type of improvement are seen in Whitechapel High Street and other locally important South London high streets.

WALWORTH ROAD HISTORIC AREA ASSESSMENT

PART 4 **DISTINCTIVENESS AND SIGNIFICANCE**

PART 4
REVISION A
REVISION B

27 JUNE 2015
23 AUG 2015

- *4.1 THE STORY OF WALWORTH IS THE STORY OF SHOPPING IN THE INNER CITY*
- *4.2 SURVIVAL OF GEORGIAN BUILDINGS AND THEIR URBAN CHARACTERISTICS*
- *4.3 IMPACT OF AND CHARACTERISTICS OF REGENERATION ON THE WALWORTH ROAD*
- *4.4 HERITAGE AND CONSERVATION*

Distinctiveness and significance

Introduction

4.01 During its long evolution from a discrete village centre with marshy common land, to leisure and nursery gardens surrounded by Georgian terraces, then city fringe and finally inner city high street, Walworth Road has been subject to complex and interacting forces. As was the case with neighbouring areas such as Peckham “*many of the factors that have shaped its growth are shared in common with other parts of Greater London. But the specific combination of elements varies from area to area, as do the local factors that have exerted an influence. As a result each locale is a mixture of the general and the particular and has its own distinctive character.*” Smith J. & Roethe J. 2009. Historic Area Assessment, Central Peckham P61

4.02 In attempting to define what makes Walworth distinctive, four aspects stand out: Walworth’s development from a village to a high street, the survival of the Georgian period, the impact on character brought about by C20th regeneration and proposed C21st regeneration.

In this section we investigate the 4 areas

4.1 THE STORY OF WALWORTH

IS THE STORY OF SHOPPING IN THE INNER CITY

4.2 SURVIVAL OF GEORGIAN BUILDINGS AND THEIR URBAN CHARACTERISTICS

4.3 IMPACT OF AND CHARACTERISTICS OF REGENERATION ON THE WALWORTH ROAD

4.4 HERITAGE AND CONSERVATION

4.1 The Story of Walworth is the Story of shopping in the Inner City

4.1.1 A bus journey along the Walworth Road tells the story of the London high street and shopping from the C18th to the present day, with a distinctive village centre surviving at its core.

C18th and C19th retail development

4.1.2 The sub areas denote that the architectural and spatial character is broadly split into two types, defined by the period when they were first laid out. First of all, the C18th and later C19th development evident around the village centre included narrow plot widths, houses constructed by early developers within terraces composed of four to twelve units, mid C19th retail buildings comprising of single storey shops built out into these front gardens and a narrower and more intimate street scale which is low rise and consequently has a sunny aspect.

This era is distinctive because it recalls how David Hugson describes the Walworth Road in 1808 as “... lined with elegant mansions” *Survey of London, 1995 VolXXV P83* Considering its Inner City location, this sub area (1) is exceptionally modest, low rise and human-scale, existing as a marked contrast to the early C21st high-rise development that is taking place at either end of the Walworth Road with the redevelopment of the former Heygate estate and the regeneration of the Aylesbury Estate. Not only is this sub area distinctive in architectural character and material, but in the types of uses that it could and can accommodate.

The Census reveals that C19th artisans lived above their shops supplying first of all the “well-to-do” and later the local working class populations with food, clothing and household goods often made on the premises. Today the same spaces tend to suit smaller retail stores and other smaller businesses. Of these Schwar & Co is distinctive; a late C19th iron framed shopfront for a jeweller that has traded on the Walworth Road since 1838.

C19th and C20th retail development

4.1.3 Directly to the north and south of the village centre, the late C19th and early C20th development is defined by higher and more densely occupied architecture; with mansion blocks incorporating flats with integrated retail development, each built hard up to the street edge. As was common throughout London in the period, mansion block development occurred after the end of the original 99-year leases with their re-development incorporating elements of street widening. Some of these buildings are more architecturally ambitious including good examples of late-Victorian and Edwardian commercial design, particularly nos 240-252, 321-327, 353-387, 389-405 Walworth Road and 34-42 Camberwell Road. The mansion blocks are punctuated by a small number of larger retail stores. The national chains arrived and took over established local and London-based businesses after 1912. Of these M&S, a national example, took over Rutters the drapers. Circa 1923, Kennedy's opened a shop at no. 305 Walworth Road; one of an expanding chain of south London-based sausage shops. The only larger scale late C19th department store, Grose Bros, was demolished and replaced by a Coop store in the 1950s. Other early C20th additions included the banks, utility companies, post and insurance offices. These contribute three prominent buildings of an Edwardian 'civic' character; the Jacobean Barclays Bank at no 256/60, the Edwardian NatWest (recently closed) at no 290 and the Art Deco post office/ sorting office at no 175/9.

The role of the Public House

4.1.4 Both phases of development hosted many Public Houses as important gathering places for the local population for recreational and political gatherings and at transport interchanges. The pubology website lists 125 public houses traced in the SE17 area with 13 along the Walworth Road.
<http://www.pubology.co.uk/indexes/se17.html>

Nine (out of 13) of these buildings remain standing with only two still trading on the Walworth Road. The Tankard at no 178 and The Old Red Lion at no 407.

Often located on prominent corners, each Public House building had its own distinct use, clientele and atmosphere inside. Although all buildings were rebuilt in the late C19th and early C20th, key examples have their origins and names from when Walworth functioned as a village in the late C17th,

developing primarily as coaching inns e.g. Old Red Lion, Horse & Groom, the Kings Head and the former Ship & Sun (the Beaten Path). These former public house buildings have landmark status within the townscape. Situated on corners and along key sightlines they utilise ornate architectural styling distinctive of their period and the Breweries that they represented. They often still maintain their height differential next to the lower rise streetscape.

Post war retail development

4.1.5 WW2 bombing and post war clearance brought further change. Whilst some buildings were entirely demolished and rebuilt, a number of commercial and retail buildings lost their top floors and decorative gables including M&S nos. 311/15, Barclays Bank nos. 256/60 and nos. 347/51 and 86/88. By and large, post war replacement buildings occupied earlier established plots and therefore conform to the C18th plot widths or represent combinations of older plots, but significant gaps are evident in the streetscape in terms of height. Most of all, the post-war buildings are of poor quality, give horizontal rather than vertical articulation, lack architectural detail on the front facades and employ a materiality which sits at odd with the local character.



Circa 1930s. Thankyou Mr Chamberlain: all of beers reduced on the Walworth Road illustration credit 233

The Story of Walworth is the Story of Shopping in the Inner City Survival of Georgian buildings and their urban characteristics

Conclusion

4.1.6 All of these retail typologies significantly contribute to the varied character of Walworth Road's built environment and are testament to its former incarnation as a historic village centre as well as its changing and social economic realities. Clearly seen by viewing the Tradesmen's Directory at the Southwark History Library and Archive, Walworth Road offered an abundance of shops and drapery stores in the 1840/90s, it was definitely local in character and not such a destination as the grander emporiums clustered around Newington and Elephant & Castle, called the "*Piccadilly Circus of the South*". Because almost nothing of the character of these two areas remains, particularly in relation to their significant retail culture, except for the late C19th survivors at nos. 82 to 96 Walworth Road, the survival of the architecture and shopfront fragments of their more parochial neighbours on the Walworth Road is all the more remarkable.

4.1.7 A number of high streets like the Walworth Road have developed in inner London, although their role and significance do not appear to have been particularly well studied. Importantly they are barometers of the economic success and measuring change, including the integration of new communities. Even though the nature of shopping, how high streets are used and by whom has changed frequently since the C18th, Walworth Road continues its historic patterns of use with the majority of shoppers arriving by on foot from the adjacent residential hinterland, using it frequently for day to day shopping.

Ref: Southwark Council report X on the health of its high streets 2015

Where there are long standing stores such as Oli stores no. 344, the Istanbul café (now Mary's) no. 83 Camberwell Road, MCQ Entertainments no. 218, Baldwins no. 171/3, Lynne Electrical Stores no. 246/8, Kennedy's no. 305 and M&S nos. 311/5 it is evident that these are actively valued as landmarks and keenly supported by residents

Ref: CGS Report by the Walworth Society after Walworth Heritage Day, June 2014.

4.1.8 Architecturally the street displays many forms of retail that have developed since 1840 to the present day, including specific fragments of shopfront fascias, corbels and pilasters with the most complete being at Kennedy's no. 305 English Heritage Grade II listed, shop and Schwar's shopfront at no. 250 (considered to be locally listable). The character of the village centre where the focus and intensity is still retained.

4.1.9 The 1681 map of the land belonging to Christ Church Canterbury, shows Walworth Manor as a discrete district within the Parish of Newington. The village centres around East and West Lanes, which provided access to the common land of Walworth Field on the east, Lorrimore Common to the west and access to the Manor House.

4.1.10 In the C17th and C18th timber buildings in the form of "*tenements*" Ref: 1681 map at SHL Cabinet 2 Map 17 and public houses clustered around this crossroads, more or less defining the street edge that we experience at this point today. As seen in the Henry Cuming painting of 1779, whilst terraces of Georgian housing were being built in close proximity to each of the corners of the village centre, set back from the road edge to incorporate new front gardens, the timber-based buildings were being rebuilt using brick in a more piecemeal fashion. The consequent change in building line is still experienced at all four corners of the village centre, as are the late C18th plot widths, if not the actual buildings.

4.1.11 Despite these changes, the village centre is still discernible architecturally; in terms of scale, atmosphere and intensity of use. That the village centre still operates as the commercial centre is perhaps unusual and distinctive, considering the changes in focus and shape many of our high streets have undergone following the arrival of the national chains in the 1920s and the effects of new style malls built on the periphery in the 1970s and 80s.

4.1.12 Commercial activity at the centre is supplemented by its proximity to East Street Market, established around 1850/60 to sell food grown on the Common Land to the incoming populations. Originally hosted on the Walworth Road, after much protest, the market was moved into East Street following the arrival of the trams in 1871. Consequently the junction with the Walworth Road was widened, to make the entrance to the market more visible.

East Street Market (the Lanes) remained the focus of village life throughout the C19th and C20th, acting as another barometer of changing tastes, the status of the local economy and for the new cultures and inhabitants moving in.

East Street, not unlike Columbia Road, Hackney in architectural character and scale, was greatly altered in the late C19th by the removal of streets designated as slums by those such as Charles Booth. Following activities by the local Vestry to improve sanitation "*by 1900 Newington was one of the healthiest parishes in London*" Boast M. 1993 P47.

4.1.3 During WW2 there was significant bomb damage leading to wholesale demolition of buildings lining the market edge including St Mark's. Consequently the small collection of surviving buildings at the junction with the Walworth Road is the only remnant and reminder of the scale and quality of the C19th market street. These are therefore worthy of preservation and restoration as part of the village centre and East Street market junction.



2015: Plaza Latina Festival in East Street market

4.0 DISTINCTIVENESS AND SIGNIFICANCE

Survival of Georgian buildings and their urban characteristics

Impact of and characteristics of regeneration on the Walworth Road

4.2 Survival of Georgian buildings and their urban characteristics

4.2.1 Though much altered and mixed with later Victorian development, a nonetheless significant collection of late C18th and early C19th buildings stand on Walworth Road. These feature a wide variety of plan forms and designs, symptomatic of Walworth Road's development with different blocks being built by different developers after the 1774 Act of Parliament. Together they form important fragments of what David Hugson described in 1808 as a road "*lined with elegant mansions*" ref Survey of London. Broadly speaking the Georgian terraces, built using bricks from local clay, are split into two types: early Georgian town houses with basements and raised ground floors for the "well-to-do", and later vernacular dwellings for local artisans and traders.

Georgian terraced townhouses built after 1774 -1830

4.2.2 Townhouses were built as distinct terraces on land leased directly after the Act of Parliament. Two notable and more complete examples are retained at Walworth Terrace, nos 140-152 (built 1792-99), and Bethel Place, nos 73-91 Camberwell Road (circa 1817) which were developed into a row with shops circa 1880 called The Promenade. Bethel Place, although in a state of disrepair, has similarities with its many Grade II listed neighbours situated along the Camberwell Road. Generally, these types of terraced town houses have wider frontages at around 21 – 24ft wide. All have basements and raised ground floors and are 4 floors high with additional basements and 2 or 3 inhabitable rooms per floor. Ref: 1920 Messers Glasier & Sons auction catalogue (SHL)

Vernacular dwellings and shops 1774-1840

4.2.3 These consist of small scale 6-8 room, three and four storey dwellings, with and without basements, with 17/18ft wide frontages onto the Walworth Road. Ref: 1920 Messers Glasier & Sons auction catalogue (SHL)

(SHL) These more vernacular/ artisanal type dwellings appear comparable to those described in Peter Guillery's book '*The Small House in Eighteenth-Century London*'. The level of investigative research

required to definitively establish the exact origins of these properties is beyond the scope of this report. However, using building lease evidence and through consideration of the overall scale, plan form, roof, fenestration and chimney typology, we conclude that those built circa 1812 are based on the earlier designs as described in Guillery's book.

Georgian fragments buried in the centre of re-built terraces

4.2.4 Elsewhere fragments of the Georgian period are buried in the centre of terraces. This is a very distinct feature of the Walworth Road, given that the complete terraces of housing were first built up for the "well-to-do". Examples have been retained only because individual buildings have been locked in by the subsequent building of shops out into their gardens at the front starting from the 1840s, and industrial uses built

at the rear, after the resale of the rear gardens for building in the late C19th. Of these, Beckford Row at nos. 277 to 239, Keen's Row at nos. 292 to 304 and Charlotte Row nos. 306 to 326 are most significant.

Many of the Georgian terraces were demolished on the east side in the 1860s, to make way for the new civic buildings including the Vestry, the Library and the Baptist Church and on the west side, until the 1930s and 70s.

Georgian streetscape

4.2.5 Perhaps most tangible of all is the retention of the form of the streetscape and urban grain; with the building plot widths directly preserving the late C18th development, especially along Crosby Row and around the village centre as mentioned above.



1779: Watercolour by Richard Cuming Illustration credit 65



1-77 Walworth Road in the 1930s Illustration credit 222



Marlborough Terrace - west side Walworth Rd, prior to demolition 1961 Illustration credit 218

4.3 Impact of and characteristics of regeneration on the Walworth Road

4.3.1 Efforts to renew and regenerate sections of the Walworth Road north of the railway line, from nos 1-77 where it met the Heygate Estate and Elephant & Castle, have a considerable history as outlined in Stephen Humphrey's book 'Elephant & Castle, a History'. This was prompted in part by congestion and following WW2 bomb damage when *"the Elephant & Castle looked rather skeletal, in contrast to Walworth generally."* S. Humphrey's Elephant and Castle, A History p117

Since the 1930s, architectural proposals for the Elephant & Castle illustrate that there was *"no desire to see old streets retained, or familiar landmarks repaired and reinstated."* According to Humphreys, *"the new (1950/60s) plan destroyed the intimacy of the pre-war Elephant in which a busy junction, controlled from a Police box, worked within the undivided Headway. This had kept a close-knit urban air, which is missing today."* Humphrey captures the excitement of Elephant's "heyday" from 1850 – 1940 (of which nos. 1-77 Walworth Road were a part) describing, *"The Piccadilly Circus of South London"*. Pre-war Elephant had a *"wealth of enterprise and life. It was mostly on a small scale – a huge independent mosaic of independent enterprise – with large institutions providing the chief landmarks."*

4.3.2 Fortuitously, a similar close-knit urban grain to that which was lost at the Elephant has been largely preserved along the Walworth Road. Much of the Walworth area took a long time to repair and renew after its war-time damage. *"Two Bobs Worth of Trouble"*, a film made in 1962 by local school children, tells a narrative set in between piles of post-war rubble, C19th housing and the disused Surrey Canal. When renewal eventually did take place it was piecemeal in character and often inferior in quality and scale to the buildings it replaced. *Two Bobs Worth of Trouble: a short fictional film made by and featuring Class 3C (Young Efforts Film Company) from Walworth School and teacher Simon Clements during the academic year of 1961/2. 22 mins. Copy held at SHL.*

4.3.3 Walworth Road was simply not subject to the same commercial or political forces for wholesale redevelopment as the Elephant & Castle and Newington, where *"the traders had moved away, not waiting for the arrangements for alternative temporary sites which the LCC had been endeavouring to arrange"*. South London Press, 5/5/1953

Shops continued to trade on the Walworth Road and the street survived relatively intact south of York Place and Manor Place because it continued to serve communities in its hinterland. There was perhaps less change too in shopping habits as often large and extended working class families were rehoused, moving out of terraces and C19th tenements into new socially rented post-war housing developments located directly behind the Walworth Road on the Aylesbury, the Rockingham, the Brandon and the Heygate Estates as well as many other smaller examples.

4.3.4 In 1965, after the opening of the Elephant & Castle Shopping Centre, the Walworth Road principally continued to function as a linear route south for traffic and as a long local shopping street, although its commercial emphasis shifted north towards the Elephant. The Vestry/ Town Hall function was removed, although it still functioned as the base for the Trades' Union Council and other meetings until the 1980s, whilst the newly formed Metropolitan Borough of Southwark moved its main administrative and civic functions to a larger Town Hall in Peckham Road. This period also saw closure of the Surrey Canal (1971) and Manor House Baths (1978) with a replacement swimming pool opening at the Elephant & Castle.

4.3.5 As a Southwark History Library 1978 photographic survey shows, although demolition of Georgian fabric continued in the north to make way for the Heygate Estate, large parts of the Walworth Road changed relatively little during this period compared to the roads meeting it; particularly Heygate, Hampton and Steedman Street in the north and Carter Street, John Ruskin and Westmoreland Street in the south where all traditional street patterns were truncated by the new estate layouts. These factors led to economic decline at the southern end, particularly Westmoreland Street market where traders *"blamed a loss of trade and customers while the Aylesbury Estate was being built, rent and rate increases on the street by the Council and discouragement of totters stalls without finding anything to put in their place."* Walworth Inprint no 4: 01/02/1979

4.3.6 In 1981 a 10 year plan for Walworth was published (by Southwark Council) which identified the Walworth Road as *"the second largest shopping street in Southwark"* with a population of around 15,000. Problems they said were

due, “to the Walworth Road having conflicting roles as both main traffic route and an important shopping street.” The objectives of the plan were to “improve shopping facilities, provide car parks, reduce traffic congestion on side streets, protect existing industries and jobs, improve the housing environment, provide more open space and to preserve the character and attractiveness of the area”. As a result nos 264-276 Walworth Road were demolished and a new supermarket built (now Morrisons).

The plan recognised that the scale, material, shopfronts, architecture and rooflines all contributed to a sense of place and character that was particular to Walworth. “In Walworth Road these factors are given added interest by the curvature of the street, the attractive composition of building groups and the bustling East Street market.” The Plan sought to “give guidance for developers to make sure that the new buildings match the scale and architecture of the existing buildings.” Walworth Newsheet produced by LBS Borough Development Department June 1981 (Held at SHL)

4.3.7 Unlike Peckham and Deptford in the 1980/90s, no large significant civic building projects were proposed, instead market forces appear to have determined progress in so much as there has been continued piecemeal development and repair to the buildings along the Walworth Road including the demolition of chimney stacks, extensions at roof level and the replacement of the original timber sash windows with unsympathetic upvc sets. Because of the internal arrangements of the buildings where residential uses were built to be accessed directly from the shops, older properties have remained under-used on the upper floors.

4.3.8 The 1980s ‘Right to Buy’ council homes scheme meant that families resident in the area for generations sold their homes and moved further out of town. At the same time new demographics and ethnicities were becoming more established in the area together with the shops and businesses that they required. While new C21st housing initiatives

gathered momentum, these new communities have colonised underused spaces in and around the Walworth Road. These include the use of ex-industrial spaces in the arches along the railway lines, underused shops at both ends of the Walworth Road and Westmoreland Road. At first hidden from view, these businesses are now established, often multi-tenanted businesses with street frontages, producing tangible cultural and economic impact. Evidence of this comes from a report by EQUAL produced a report “ *Carnival del Pueblo - Community events as catalysts for social and economic development circa 2004/7 and Middlessex University access to employment and enterprise opportunities for newly arrived Latin Americans in London in 2007.*”

4.3.9 The Carnival del Pueblo is one example. It produced the largest Latin Street Festival staged outside Latin America with up to 120,000 visitors from 2004-2010. It paraded down the entire length of the Walworth Road and drew internationally known acts to the festivities hosted in Burgess Park including Oscar d’Leon from Venezuela in 2001, Willie Colon in 2002, Puerto Rican ‘reggaeton’ star Andy Boy and the Colombian all-woman orchestra Canela in 2006. Events like these mean that the Elephant and Walworth are now internationally recognised focal points for the cultural and economic life of the Latin communities in London. More recently The Carnival del Pueblo has set up projects on East Street funded as part of the High Street Challenge initiative to help to revitalise East Street market. This is only one example of a number of local cultural organisations currently seeking to use the Walworth Road as their base.

4.3.10 In recent years it is widely recognized that the urban and pedestrian environment along the Walworth Road has improved for local shoppers. The Walworth Road Project, which began in 2005, “aimed to reduce the number of road casualties and encourage more people to walk, cycle and shop along the Walworth Rd. At its heart was a rebalancing of the space in favour of those on foot with wider pavements, a 20mph speed limit, better crossings, more seating and cycle parking and new street lighting that used white rather than orange light. Casualties declined as did vehicle speeds and an extension of the scheme is currently planned in the south between Fielding Street and John Ruskin Street and in the north between Manor Place and Heygate Street”. Ref Jeremy Leach: Member of Southwark Living Streets & Walworth Road Project Steering Group

4.3.11 In the hinterland, the decline in manufacturing and light-industry, together with the increasing value of land, means that all former industrial sites are in much demand for use as high-density inner City housing. Student housing blocks dominate at the northern end and influence local shopping patterns. The emphasis on delivering new housing dictates the attractiveness to developers of former amenity spaces such as Carter Place Gardens, utility and service buildings such as the former Police station, the old Sorting Office, former public houses, the former Electricity Station and Manor Place Baths; all recently re-developed or allocated for re-development.

4.3.12 One significant feature of the 1970s/80s regeneration has been the loss of a number of non-denominational churches (historically having a strong presence in the area), demolished to make way for housing - or converted into housing.

The current housing projects principally offer residential accommodation. Existing and new residents do, and will, continue to rely on the Walworth Road as a regular destination. It provides shopping, leisure and transport as well as supporting cultural, economic and employment needs and opportunities, all within 5/10 minutes walk from their homes. This underlines the ability of historic character and fabric of the Walworth Road to provide a setting for a vital, pleasant, human-scale, finely grained and architecturally coherent urban context for a thriving local shopping street which can sustain a vibrant integrated community.

4.3.13 In terms of the Historic Area Assessment, the impact of the regeneration of the Aylesbury Estate to the south and the Heygate Estate to the north on the Walworth Road is yet to be measured, but iterations of historic street patterns can provide more coherence and convenience for pedestrians accessing the east side of the Walworth Road from their homes behind. If these are co-ordinated with the protection of the Walworth Road, an elongated and pleasant spine with a historic aspect and amenity for economically active populations at both north and south ends of the road, as well as the village centre, could thrive. This historic atmosphere would contrast favourably with the newer larger-scale commercial backdrops provided by the new developments at each end.

4.4 Heritage and Conservation

4.4.1 In 1972 English Heritage started to list buildings on Camberwell Road and in 1974 on Walworth Road (nos 140-152). As part of the 1980s 10 year plan Southwark Council proposed two Conservation Areas around St Peter's and Sutherland Square. At the same time, demolition of the Pullens Estate was started to make way for a public park, but was only partially carried out following the intervention of residents and budget cuts. In the 1981 Plan, the contribution that the Carter Place Open Space made was said to be significant. Following the 10 year plan, two Conservation Areas were designated: CA19 Sutherland Square SE17 and CA20 Liverpool Grove SE17 (both designated 12 January 1982). Since then, CA15 Pullens Estate SE17 (designated 19 April 2005) and CA45 Larcom Street (designated 26 March 2013).

4.4.2 The proposed Walworth Road Conservation Area would link three of these existing CAs together and underscore the significance of the late C19th character of Walworth as a whole, including places of worship, public house buildings, housing, shops and the few remaining industrial buildings. There are many precedents for high street and high street/residential designation across inner London including Brick Lane and Fournier Street (1969-2008), Whitechapel Market (1997-2009), Roman Road Market (189-2008), Whitechapel High Street (1989) and Roseberry Avenue. Perhaps the most relevant comparison in terms of the modesty and scale of the high street, integration with a surviving street market, adjacency with other Conservation Areas and in relation to ongoing contemporary re-generation, making new open spaces and improving the pedestrian environment and accessibility is Deptford High Street (designated 1976) which dovetails with the adjacent St Paul's Conservation Area (designated 1975). There also significant parallels with Hackney Road designated in 2008 in that it also acts as a significant arterial road, has a similar significant range of vernacular architecture and acts as a local high street.

4.4.3 Efforts to promote and preserve the historic environment of the Walworth Road were given aided by the formation of the Walworth Society in 2011 with aims to *"conserve, promote, preserve and enhance the historic environment and its green spaces and to promote high standards of planning and architecture locally"*.

Ref: <http://walworthsociety.co.uk/index.php/our-constitution>

2012 Elephant and Castle SPD

4.4.4 The current 2012 Elephant and Castle SPD emphasizes a number of points that relate to potential status of the Walworth Road as a Conservation Area.

"4.5.10 Walworth Road has some listed buildings and many buildings which have the potential to be locally listed or are of townscape merit. We do not currently have the evidence to justify designation of a conservation area on Walworth Road, However, this does not preclude a possible conservation area coming forward in the future and when a stronger case can be made for its designation".

This HAA seeks to provide the necessary evidence. As such, the maps originated as part of this HAA include the classifications for buildings issued in *"Figure 27: Heritage assets in the Walworth Road character area"*. In this map the majority of the buildings on the east side of the Walworth Road are already statutory listed or are classified as having townscape merit or have potential to be locally listed buildings.

4.4.5 This HAA presents the case for no. 273 Walworth Road, and the group of buildings around the East Street market entrance, as being of considerable significance. Similarly Bethel Place at nos. 73/91 Camberwell Grove, both of which currently have no recognition in Figure 27. It is proposed that the Conservation Area should incorporate buildings from the industrial hinterland at Queen's Row. It also sets out a full assessment of the buildings on the west side to show how the Walworth Road Conservation Area would dovetail into the existing Sutherland Square CA, could incorporate buildings from the industrial hinterland at Occupation Row and include a terrace of buildings designated as locally listable at nos. 82/96 Walworth Road in the north.

4.4.6 The shopfronts of the Walworth Road share a vibrant character and eclectic uses by a variety of cultures and communities. In accommodation of these there are concerns over poorly designed shopfronts and security shutters and about the removal of shopfronts entirely as seen at no. 267 where the former Beaten Path (Ship & Sun/ Prince Alfred) Public House frontage was removed and a food store opened to the heavily trafficked Walworth Road. This type of shopfront design would be better suited to the nearby East Street market where there is no traffic during the day, the variety of goods needs to be display clearly and where the shopfronts are of less architectural value along the main body of the street.

Overall, the modernising of many premises, poor maintenance and the changing nature of retailing has taken a severe toll on Walworth's shops. But they remain, nonetheless, an impressive collection.



August 2015: building in Hampton Street being demolished

4.4.7 The 2012 SPD gives the following guidance about shopfronts:

“5.4.8 Walworth Road

Reinforce the character by improving shop fronts and redeveloping buildings which are of a low architectural quality.”

“4.5.14 The design of shopfronts and other non-residential frontages, along with associated signage, is important to the character and appearance of commercial shopping streetscapes and requires careful consideration.”

4.4.8 The danger remains of a further diminution of the historic character and shopfronts through inappropriate development. There continues to be a loss of earlier fabric through piecemeal change. Recent examples include

- Potential loss of Kennedy's at no. 305. Despite statutory listing, it remains on the “at risk register” .
- The complete demolition of a Victorian building on Hampton Street, next to Hampton House.
- The addition of a large roof top addition to Crosby Row including the loss of chimney stacks and original windows at 225/7 Walworth Road.
- The loss of an original Victorian shopfront on the corner of Fielding Street and Walworth Road.

- The crude re-working of a façade and the loss of a large piano factory window at 280 Walworth Road.
- The loss of original windows at 189 & 281 Walworth Rd.

4.4.9 Recently intensification has been occurring including rear extensions over the full length of the plot and upper storey additions, often to the detriment of the building's appearance. Recently evidence of this has occurred at nos. 281 and 295.

4.4.10 Other issues not covered specifically by the SPD include whether new development on, and immediately adjacent to, the Walworth Road should be refined to respect the prevailing height, scale and grain of existing buildings, or which local views should be protected. To this end the HAA includes a number of maps and diagrams for this. See Appendix 2.

Conclusion

4.4.11 *“If you look more closely, you can, in fact, find many reminders of Walworth's past. It is rather like a palimpsest, a document which, with the right treatment, reveals what was written there before. “*

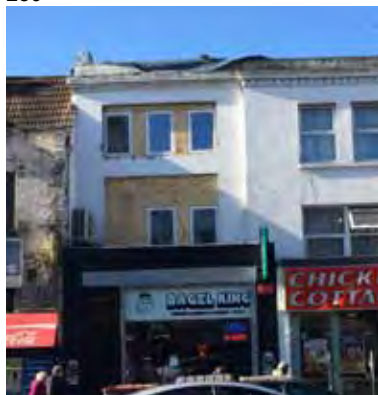
Boast M 1993 P75

The future development of Walworth is the subject of some current debate considering its location, straddling two major London regeneration sites, and located in the centre of an area under tremendous interest from external forces wanting to implement change, often without suitable regard

for the subtle on-going culture or architectural value of the area. Some form of enhanced recognition of its historic environment is felt to be needed, whether it is in the form of a conservation area and/or official implementation of a local list as recommended in the E&C 2012 SPD. Para 4.5.12

4.4.12 Knowledge is crucial to the management of change and to retaining or enhancing what is valued about a particular place. In the voluntary sector there is much valuable work through research, campaigning and events being carried out by the Walworth Society and other established and culturally significant groups. These are working to actively promote more positive and informed views about heritage, local culture and heritage, the benefits of conservation and the enhancement of the Walworth Road, the facilities and environment generally. All of these will not only retain and create character but offer a strong basis for the ongoing economic vibrancy of the area.

280



281



227



227



295



6.0 BIBLIOGRAPHY/ REFERENCES

Web/Online Sources

- Barclays Group Archives at www.barclays.com/archives
- Booth C notebooks at <http://booth.lse.ac.uk/>
- British Census records at <http://findmypast.co.uk>
- Ordinance Survey maps 1876-present day maps at <http://oldmaps.co.uk/>
- British Library Crace Collection at <http://www.bl.uk/onlinegallery/onlineex/crace/>
- English Heritage -1893/1903 Building listings. Available from <http://www.historicengland.org.uk/listing/the-list/>
- Elephant & Castle SPD at http://www.southwark.gov.uk/info/200151/supplementary_planning_documents_and_guidance/2040/elephant_and_castle_spd_oapf
- Lockie's Topography of London. 1810. Available at Google Books.
- London Metropolitan Archives at <http://search.lma.gov.uk/>
- Metropolitan Police Archives. Available at <http://www.metpolicehistory.co.uk>
- Montpelier Tea Gardens available at <http://www.allthemontpeliers.org/area/united-kingdom>
- M&S Archives at <https://marksintime.marksandspencer.com/home>
- Petter & Galpin. 1878. Old and New London. London: Cassell. Available at <http://www.british-history.ac.uk/old-new-london/vol6>
- Photos of Now and Then Walworth at [https://www.facebook.com/media/](https://www.facebook.com/media/set/?set=o.69569490746&type=1)
- Post Office Directory: 1841 at nationalarchives.co.uk
- Pub history at <http://pubology.co.uk/> and <http://pubshistory.com/>
- Royal Surrey Zoological Gardens. Available at: <http://www.arthurlloyd.co.uk/Surreyhall.htm>
- Southwark History Library (maps 1681-present inc. 1940s bomb damage map and images) at http://www.southwark.gov.uk/info/200161/local_history_library
- Southwark notes <https://southwarknotes.wordpress.com/walworth/austin-osman-spare/>
- St Peter's Church. Available at: <http://walworthsaintpeter.blogspot.co.uk/2010/12/canon-horsley.html>
- Surrey History Centre at <http://new.surreycc.gov.uk/heritage-culture-and-recreation/archives-and-history/surrey-history-centre>
- The Florists Directory or A treatise on the Culture of Flowers by James Maddock, Florist at Walworth, near London. Printed by B White & Sons, Fleet St. 1792. Online source: The DH Hill Library, North Carolina State College SB406 M33
- The Walworth Society at <http://walworthsociety.co.uk/>
- The Walworth Peach: research found on behalf of the Walworth Society at <http://thewalworthpeach.com/>

Published Sources

- Aubrey J. 1719 (reproduction from British Library) *The natural History and antiquities of the County of Surrey* VolIV. London: E Curl 1718-19
- Barker F & Jackson P. 1974 *London 2000 Years of a City and its People*. London: Cassell
- Baxter M and Locke D. 2010. *Walworth Through Time: A Second Selection*. Amberley Publishing
- Beasley, John 1995, *Peckham and Nunhead*. Stroud: Chalford Publishing Company
- Beasley, John 1999, *The story of Peckham and Nunhead*. London. London Borough of Southwark, Southwark Local studies Library.
- Beasley, John 2001, *Southwark Remembered*. Stroud: Tempus Publishing.
- Beasley, John 2004, *Southwark revisited*. Stroud: Tempus Publishing.
- Bennett H J. 1980. *I was a Walworth Boy*. London: Peckham Publishing Project.
- Boast, Mary 1993, *The Story of Walworth*. London Borough of Southwark.
- Bowers R W & Woodger R. 1902. *Sketches of Southwark Old and New*. Bowers Brothers.
- Carter L J. 1985. *Walworth 1929-39*.
- Charlesworth T. 2000. *The Story of Burgess park*. London: Groundwork Southwark
- Davies P. 2101 *Lost London, 1870-1945*. Transatlantic Press
- Dyos, HJ 1966 *Victorian Suburb. A growth of Camberwell*. Leicester. Leicester University Press

6.0 BIBLIOGRAPHY/ REFERENCES

Published Sources

- Dyos, H.J. 1982. *Exploring the Urban Past, Essays in Urban History* by H. J. Dyos. Cambridge University Press.
- Flanders J. 2012 ed. *The Victorian City, Everyday Life in Dickens' London*. Atlantic Books.
- Giroud M. 1977. *Sweetness & Light, The Queen Anne Movement 1860-1900*. Oxford: Oxford University Press.
- Gray A.S. *Edwardian Architecture, A bibliographical Dictionary* 1988 edition. London: Wordsworth Editions.
- Guillery, P. 2004. *The Small House in Eighteenth-Century London: A Social and Architectural History*. The Paul Mellon Centre for Studies in British Art
- Hall S. 2013. *City, Street and Citizen. The measure of the ordinary*. Oxon & NY: Routledge
- Harley R.J. 1994. *Southwark and Deptford Tramways*. Midhurst: Middleton Press
- Hollis F. 2015 *Beyond Live/ Work, The Architecture of Home Based Work*. Oxon & NY: Routledge
- Humphrey, S. 1996 *Britain in Old Photographs: Camberwell, Dulwich & Peckham*. Stroud: Sutton Publishing
- Humphrey, S. 1997. *Southwark in Old Photographs: A Second Selection (Britain in Old Photographs)*.
- Humphrey, S. 2013. *Elephant & Castle: A History*. Amberley Publishing.
- Marcan P. 1997 *Visions of Southwark, London, P* Marcan Publishing
- Morrison, K. 2003. *English Shops and Shopping:*

- An Architectural History. The Paul Mellon Centre for Studies in British Art*
- Montgomery H.H. 1889. *The History of Kennington and its neighbourhood*. LONDON: Stacey Gold
- Parker 1985. *The People of Providence: Housing Estate and Some of Its Inhabitants*. London: Penguin
- Peckham Publishing Project. *Looking Back, Photographs of Camberwell and Peckham 1860-1918*.
- Peckham Publishing Project. *The Time of our Lives, growing up in the Southwark Area 1900-1945*.
- Pevsner N. Cherry B. 1984. *London 2: South (The Buildings of England)* (v. 2). Penguin Books
- Reilly L. 1998. *Southwark: An Illustrated History, The London Borough of Southwark*
- Survey of London 1955. *Survey of London: Volume 25, St George's Fields (The Parishes of St. George the Martyr. Originally published by London County Council. Also accessible at <http://www.british-history.ac.uk/survey-london/vol25>*
- Tames, R. 1997 *Dulwich and Camberwell Past with Peckham*. London: Historical Publications
- Tames, R. 2001. *Southwark Past*. London: Historical Publications Ltd
- White, J. 2001. *London in the Twentieth Century: A City and Its People*. Vintage.
- White J. 2007. *London in the Nineteenth Century: A Human Awful Wonder of God*. Cape.

Reports, Journals, Maps

- Donald Insall Associates. April 2014. *Application for Listed Building Consent for Repairs. Heritage Statement*. Available from Southwark Council.
- Garden History. *The Journal of the Garden History, Society*, Vol 19, no 2 Published 1991 (available SHL)
- Imprint. *Community Newsletter Walworth*. 100 editions 19xx to 19xx. All archive copies held at SHL.
- Johnstone's London Directories. Available SHL
- LCC Bomb Damage Maps 1939-1945. 200. London Topographical Society
- MOLA Museum of London Archaeology. NGR 532195 178300 Historic environment assessment 2015. Manor Place Depot Occupation Rd, Walworth Southwark London SE17
- Smith J. & Roethe J. 2009. *Historic Area Assessment, Central Peckham, London Borough of Southwark*. English Heritage no 54-2009
- South London Chronicle. 1880s editions. Available at SHL and <https://www.britishnewspaperarchive.co.uk>
- Understanding Place: Character and context in local planning (2011). English Heritage. Can also be accessed at <https://content.historicengland.org.uk/images-books/publications/understanding-place-character-context-local-planning/understanding-place-cclp.pdf/>
- Workhouse Newington. Available at <http://www.work-houses.org.uk/Newington/>
- R Taylor. 2012. *Kennedy's 130 years of sausage shaped success feature: Bromleag feature*. Available at SHL

WALWORTH ROAD HISTORIC AREA ASSESSMENT BIBLIOGRAPHY

6.1 PICTURE CREDITS

Illustration Number credit in document	Source	Image description	Location on Walworth Road	Reference number of lender	Date of photograph	Photographer/ copyright etc	Notes
1 SHL		Greenwood 1830 map		Cabinet 1 Map 585			
2 SHL		Rocque Map 1746		Cabinet 2 Map 1129	1746		
3 SHL		Plan of the Manor of Walworth Manor 1681 reproduced by the London Topographical Society 1932		Cabinet 2 Map 17	1681		
4 SHL		Booth Poverty Map 1898/9		Cabinet 2 map 186	1889		
5 SHL		Horwood 1792-1799 (Elephant to Amelia Street)		Cabinet 2 Map 53			
6 SHL		Horwood 1792-1799 (Amelia to Old Red Lion))		Cabinet 2 Map 54			
7 SHL		Daines Map - Survey of St Mary's Parish		Map 1225	1840	Could southwark undertake a scan of this map?	
8 SHL		Hampton street/ Walworth Road junction	82-96	P10302	1978	Young 25	
11 SHL		Penton Row looking north	206-218	P10307	1978	Young 25	
12 SHL		Penton Row - gothic terrace	240-252	P10308	1978	Young 25	
13 SHL		Horse and Groom - Penrose street/Walworth rd junction	264-272	P10312	1978	SC Neg Young.26	
15 SHL		Kings Row looking north - Temple bar	274-290	P10316	1978	Young 26	
17 SHL		Fielding Street/ Walworth Road Junction	356-360	P10320	1978	Young 26	
18 SHL		Walworth Road between Fielding Street and Sutherland Walk	350-354	P10321	1978	Young 26	
19 SHL		Liverpool Grove / Walworth Road Junction	311-345	P10332	1978	Young 26	
20 SHL		Beckford Road Terrace south of M&S	219-329	P10333	1978	Young 26	
21 SHL		Beckford Road Terrace north of M&S, looking north	281-305	P10334	1978	Young 26	
22 SHL		Crosby row/ East Street junction	273	P10335	1978	Young 26	
23 SHL		Crosby Row	Crosby Row	P10336	1978	Young 26	
24 SHL		Browning Street/ Walworth Road junction		P10337	1978	Young 26	
27 SHL		Crosby Row view south from Larcom Street/ Walworth Road junction	169-195	P10339	1978	Young 26	
28 SHL		1906/8 terrace Merrick street/ Walworth road junction	347-387	P10351	1978	Young 26	
29 SHL		St Thomas Hospital (at Manor House)		P1110	circa 1856	Neg: late Wm Strudwick	
30 SHL		Walworth Manor House negative (Surrey Pleasure Gardens)	Cuming bequest	P11239	X	X	
32 SHL		John Smith House & Dewhurst Factory	142-152	P11337	1978	Young 28	
34 SHL		Walworth Road Installation of Electric conduit for the Tramway 1903		P1239 & P1245	1903	Photo: A E Wade 177 Walworth Road	
39 SHL		The Walworth Shoot (colour)	Walworth station	P1841	circa 1876	X	rephotograph
41 SHL		Walworth Road - E&C end		P2042 & P2043	1908	note on reverse G W Waine	
42 SHL		Walworth Road South - postcard inc old red lion		P2049 (17129 card house)	22-May-16		
43 SHL		William of Walworth at King George's Coronation	297/299	P20765	1911	X	
45 SHL		Walworth Road - Elephant Road junction	77- 87	P21511	1966		
46 SHL		Walworth Road Railway Depot - general view of Walworth Road Baptist Church and terraces on the east and north		P21844	1959		* refer to this

WALWORTH ROAD HISTORIC AREA ASSESSMENT BIBLIOGRAPHY

6.1 PICTURE CREDITS

Illustration Number credit in document	Source	Image description	Location on Walworth Road	Reference number of lender	Date of photograph	Photographer/ copyright etc	Notes
49 SHL		Walworth Road - Grose Bros		P22061	circa 1907		
53 SHL		Wallach B, Hat Shop on Walworth Road	252	P4249	circa 1937	x	
54 SHL		Walworth Road Baptist Chapel (from a circular issued by the Chapel April 19 1864 - date of opening)	133/5	P470	April 19 1864	x	
55 SHL		Walworth Baptist Chapel	133/5	P6513	x	x	
56 SHL		Walworth Road - E&C end - bomb damage		P6815	1941	photo by Sport & General Press Agency	
57 SHL		Walworth Road - E&C end - looking north under the railway bridge		P6820	1941	photo by Sport & General Press Agency	
58 SHL		Carey map 1789		PB994	1789	unsure of reference no	
59 SHL		Walworth Road south - with Grosse Bros & stink pipe		PC 2078 (17133 card house)	1916		
61 SHL		Milne Land use map 1800 - west		Cabinet 2 Map 488	1800		
62 Southwark website		Symonsons Map of Kent 1596		http://maps.southwark.gov.uk/connect/Includes/Historical%20map%20scans/200dpi/Symonsons%20Map%20of%20Kent%201596.pdf	1596	southwark council website. Printed OS Survey, Southampton 1968	
63 SHL		Gwilt sluice map 1745/6		Gwilt Sluice Map 42	1745/6		
64 SHL		Walworth Common Estate 1851 The Walworth Common Inclosure Act)		Cabinet 2 Map 395	1851		
65 South London Art Collection		Watercolour by Richard Cumming 1779		Back Cover: An Introduction to the Cumming Family and the Cumming Museum by Stephen Humphrey & Southwark an Illustrated History by Leonard Reilly P26	1779	Could southwark undertake a scan of this image? Contact Judy.Aitkin@ Southwark.gov.uk for copyright permission	
67 SHL		London Bridge to Greenwich line (Illustration) - A panorama of the River Thames by Smith 1845 (the Greenwich Library) seen in Southwark: an illustrated history by Leonard Reilly p 53				Who owns this image: The Trustees of the Chatsworth Settlement?	
69 SHL		Carter Street Police Station		P1703	1931, Aug		
71 http://london1868.com by mapco.net		Map Of London 1868, By Edward Weller, F.R.G.S. Revised And Corrected To The Present Time By John Dower, F.R.G.S.			1868	© Copyright MAPCO 2009	On line source: http://london1868.com/weller67.htm and http://london1868.com/weller55.htm
73 SHL		Cockayne & Co. One hundred years history 1844-1944 produced by Cockayne & Co	185 Walworth Road	PAM655COC	1944 published		
88 ?????		Bomb Damage Map 1939-1945		London Topographical Society and London Metropolitan Archives 2005			
89 old-maps.co.uk		OS Map 1920 1: 1056			1914-21	On line source: https://www.old-maps.co.uk/index.html#Map/532434/178195/13/1018	

WALWORTH ROAD HISTORIC AREA ASSESSMENT BIBLIOGRAPHY

6.1 PICTURE CREDITS

Illustration Number credit in document	Source	Image description	Location on Walworth Road	Reference number of lender	Date of photograph	Photographer/ copyright etc	Notes
94 SHL		From a James Pollard painting of 1826. Aquatint, by Samuel John Egbert Jones. Photographic copy of a print by G. White	Elephant & Castle	P8958	painting circa 1826		
97		East Street Market - taken from Southwark's official guide - 8th edition	East Street	P3288	1957		
98 SHL		East Street Market		P21773	1948		
99 SHL		East Street Market		P21774	1948		
100 SHL		East Street Market - looking west		P20452	1930		
101 SHL		East Street Market - bird market		P3777	1910	Photographed from a postcard loaned by Mrs Hoppe, 57 Nursery Row	
102 SHL		East Street Market - recreation ground		P3776	1910	Photographed from a postcard loaned by Mrs Hoppe, 57 Nursery Row	
110 SHL		Carter Street Police Station - Police station building	292 (rear of)	P2048 & P1830	1916 circa	Published by the Local View Publishing Co. Purchased May 22 1916	
111 SHL		Carter Street Police Station - Georgian walworth house	292 (rear of)	P2048 & P1830	1908		
112 SHL		Carter Place looking at Police station	292 (rear of)	P11396	1978	Young 30	
113 SHL		Carter Street Police Station	292 (rear of)	P1703	August 1931		
115 SHL		Red Lion Public House	407	P20440	1909	DC - incorrect date - photo is earlier pre 1906	
122 SHL		Grose Bros - first extension	332-334	P1832	1900 circa	x	
123 SHL		Camberwell Gate - looking south including Old Red Lion	407	P21503	1908	Postcard including Old Bolingbroke Row	
124 SHL		Camberwell Gate - looking south including Old Red Lion	407	P6222	1908	Postcard including Old Bolingbroke Row	
125 SHL		Camberwell Gate - looking north including Old Red Lion	407	P22063	1906 pre	Postcard including horse driven carts	
126 SHL		Vestry Hall - drawing and plan	Vestry Hall	P2173	1866	The Builder, May 26 1866 p387	
130 SHL		Southwark Town Hall and Library	Vestry Hall & Library	P2165	1914 circa	Published by Cockayne & Co Colworth Series	
141 SHL		Walworth Road Baptist Chapel - interior	Walworth Road Baptist Chapel	P12217	1969	John F White Studios - donated by the LBS Housing Department	
143 SHL		E & C, Brighton Road					
145 SHL		Walworth Road Baptist Chapel - exterior	Walworth Road Baptist Chapel	P21226	1913	strudick negative	
146 SHL		Walworth Terrace	140-152	P19854	1985	showing basement windows	
151 SHL		Marlborough Terrace - west side walworth	Hampton & Steedman street	P3212	1959 Sept	Photo WJ Lowles deputy librarian	
156 SHL		Levy A & Co decorated for Silver Jubilee	51-55	P7942	1935	Photo by G White, neg SPL	
157 SHL		Walworth Road, E&C	around 1- 77	P1600	1930, July 25		
158 SHL		Walworth Road south - with Grosse Bros		P2079 (17129 card house)	1916, 22 May	Purchased	
163 SHL		Milne Land use map 1800 - east with key		Cabinet 2 Map 489	1800		

WALWORTH ROAD HISTORIC AREA ASSESSMENT BIBLIOGRAPHY

6.1 PICTURE CREDITS

Illustration Number credit in document	Source	Image description	Location on Walworth Road	Reference number of lender	Date of photograph	Photographer/ copyright etc	Notes
1 SHL		Greenwood 1830 map		Cabinet 1 Map 585			
2 SHL		Rocque Map 1746		Cabinet 2 Map 1129	1746		
3 SHL		Plan of the Manor of Walworth Manor 1681 reproduced by the London Topographical Society 1932		Cabinet 2 Map 17	1681		
4 SHL		Booth Poverty Map 1898/9		Cabinet 2 map 186	1889		
5 SHL		Horwood 1792-1799 (Elephant to Amelia Street)		Cabinet 2 Map 53			
6 SHL		Horwood 1792-1799 (Amelia to Old Red Lion))		Cabinet 2 Map 54			
7 SHL		Daines Map - Survey of St Mary's Parish		Map 1225	1840	Could southwark undertake a scan of this map?	
8 SHL		Hampton street/ Walworth Road junction	82-96	P10302	1978	Young 25	
11 SHL		Penton Row looking north	206-218	P10307	1978	Young 25	
12 SHL		Penton Row - gothic terrace	240-252	P10308	1978	Young 25	
13 SHL		Horse and Groom - Penrose street/Walworth rd junction	264-272	P10312	1978	SC Neg Young.26	
15 SHL		Kings Row looking north - Temple bar	274-290	P10316	1978	Young 26	
17 SHL		Fielding Street/ Walworth Road Junction	356-360	P10320	1978	Young 26	
18 SHL		Walworth Road between Fielding Street and Sutherland Walk	350-354	P10321	1978	Young 26	
19 SHL		Liverpool Grove / Walworth Road Junction	311-345	P10332	1978	Young 26	
20 SHL		Beckford Road Terrace south of M&S	219-329	P10333	1978	Young 26	
21 SHL		Beckford Road Terrace north of M&S, looking north	281-305	P10334	1978	Young 26	
22 SHL		Crosby row/ East Street junction	273	P10335	1978	Young 26	
23 SHL		Crosby Row	Crosby Row	P10336	1978	Young 26	
24 SHL		Browning Street/ Walworth Road junction		P10337	1978	Young 26	
27 SHL		Crosby Row view south from Larcom Street/ Walworth Road junction	169-195	P10339	1978	Young 26	
28 SHL		1906/8 terrace Merrick street/ Walworth road junction	347-387	P10351	1978	Young 26	
29 SHL		St Thomas Hospital (at Manor House)		P1110	circa 1856	Neg: late Wm Strudwick	
30 SHL		Walworth Manor House negative (Surrey Pleasure Gardens)	Cuming bequest	P11239	X	X	
32 SHL		John Smith House & Dewhurst Factory	142-152	P11337	1978	Young 28	
34 SHL		Walworth Road Installation of Electric conduit for the Tramway 1903		P1239 & P1245	1903	Photo: A E Wade 177 Walworth Road	
39 SHL		The Walworth Shoot (colour)	Walworth station	P1841	circa 1876	X	rephotograph
41 SHL		Walworth Road - E&C end		P2042 & P2043	1908	note on reverse G W Waine	
42 SHL		Walworth Road South - postcard inc old red lion		P2049 (17129 card house)	22-May-16		
43 SHL		William of Walworth at King George's Coronation	297/299	P20765	1911	X	
45 SHL		Walworth Road - Elephant Road junction	77- 87	P21511	1966		
46 SHL		Walworth Road Railway Depot - general view of Walworth Road Baptist Church and terraces on the east and north		P21844	1959		* refer to this

WALWORTH ROAD HISTORIC AREA ASSESSMENT BIBLIOGRAPHY

6.1 PICTURE CREDITS

Illustration Number credit in document	Source	Image description	Location on Walworth Road	Reference number of lender	Date of photograph	Photographer/ copyright etc	Notes
179 SHL		Ship & Sun, Wine & Spirit Establishment	33 Crosby Row	Press cuttings. Tradesmen's Directory 659.1 (DRE)	1840/57??		
180 SHL		GR Hughes, Family Grocer & Tea Dealer	24 Crosby Row	Press cuttings. Tradesmen's Directory 659.1 (HUG)	1857		
181 SHL		Robinson, Turnery, Cooperage, Baskets, Doormats, Matting etc	25 Crosby Row	Press cuttings. Tradesmen's Directory 659.1 (ROB)	1834		
182 SHL		Robinson, General furnishing Bazaar	25,26,27 Crosby Row	Press cuttings. Tradesmen's Directory 659.1 (ROB)	1858		
183 SHL		Phillimore, Tea & Coffee & Colonial Warehouse	36 Beckford Row	Press cuttings. Tradesmen's Directory 659.1 (PHI)	1850s		
184 old-maps.co.uk		1876 OS MAP 1:1056	x	x	1876	Online reference: https://www.old-maps.co.uk/index.html#/Map/532434/178195/13/1009	
185 ??		1893 Goad fire insurance map		????	????		
186 SHL		259& 261 Capital & Labour, Clothing Association	259/261	Press cuttings. Tradesmen's Directory 659.1 (CLO)	post 1860		
187 SHL		R S Traill & Co, Corn Merchants & Flour Factors	227	Press cuttings. Tradesmen's Directory 659.1 (TRA)	1875		
188 pubhistory.com		William of Walworth PH - exterior	Beckford Row			Image provided by Mark Brady. On line source: http://pubshistory.com/LondonPubs/Newington/SirWmWalworth.shtml	
189 pubhistory.com		William of Walworth PH - interior	297/99 Beckford Road		circa 1910	Image provided by Janet Mann. On line source: http://pubshistory.com/LondonPubs/Newington/SirWm	
190 M&S.com		Marks & Spencer	307/319 Walworth Road		1930	On line source: https://archive-catalogue.marksandspencer.ssl.co.uk/p2.87.266	
191 M&S.com		Marks & Spencer	307/319 Walworth Road		1973	On line source: https://archive-catalogue.marksandspencer.ssl.co.uk/p2.87.266	
192 ??		1913 Marks & Spencers & Kennedy's			???		
193 old-maps.co.uk		1895 OS MAP 1:1056			1895	On line source: https://www.old-maps.co.uk/index.html#/Map/532434/178195/13/100683	
194 old-maps.co.uk		1914-21 OS MAP 1:1056			1914-1921	On line source: https://www.old-maps.co.uk/index.html#/Map/532434/178195/13/101860	
195 Cof L Archive ?		Demolition of northern bays of Walworth Terrace	north of 140/52		X	On line source: ???	
196 SHL		Wriggley & Compoy	199	Press cuttings. Tradesmen's Directory 659.1 (WRI)	1875		
197 www.alamy.com or heritage-images.com		Sutherland Chapel drawing by George Hawkins			1842	On line source: http://www.alamy.com/stock-photo-view-of-sutherland-chapel-walworth-southwark-london-c1842-artist-george-60163097.html	
198 Benedict O'Looney		Kennedy's Sausages - Angel Awards photos	305			Use courtesy of Benedict O'Looney Architects	
199 SHL		The Prosser Roberts Compoy	323	Press cuttings. Tradesmen's Directory 659.1 (PRO)	1898		
200 old-maps.co.uk		1951 OS Map 1:1250			1951	On line source: https://www.old-maps.co.uk/index.html#/Map/532434/178195/13/101329	
201 www.archive.barclays.com		Barclays Bank ref 0030-3060	254/260		1964	On line source: https://www.archive.barclays.com/items/show/4476?sort_dir=a	

WALWORTH ROAD HISTORIC AREA ASSESSMENT BIBLIOGRAPHY

6.1 PICTURE CREDITS

Illustration Number credit in document	Source	Image description	Location on Walworth Road	Reference number of lender	Date of photograph	Photographer/ copyright etc	Notes
202 LMA		Barclays Bank	254/260	SC_PHL_02_0912_59_3855	1959	London Metropolitan Archive, LCC Photograph Library	
203 pubhistory.com		Temple Bar Interior	284/6		circa 1919	On line source: http://pubshistory.com/LondonPubs/Newington/TempleBar.shtml Image Provided by Tony Robins	
204 SHL		Blue House Laundry, Sutherland Place	Sutherland Place	Press cuttings. Tradesmen's Directory 659.1 (BLU)	1870		
205 ???		Carter Gardens photo 1909		???	1909		
206 ???		1956 OS map		???	1956		
207 SHL		Grose bros - various receipts		Press cuttings. Tradesmen's Directory 659.1 (GRO)	1867-1895		
208 Image from ebay		Last visit of King Edward to lay foundation stone at King's College Hospital	Walworth Road around Old Red Lion	Ebay	1909	On line source:	
209 SHL		Old Red Lion formerly George Gurney & Co; pricelist	407	Press cuttings. Tradesmen's Directory 659.1 (GUR)	1851	Price catalogue and drawing	
210 pubhistory.com		1947 Old Red Lion	407		1947	On line source: http://pubshistory.com/LondonPubs/Newington/RedLion.shtml . Image Provided by Paul Prior	
211 Now & Then Walworth: facebook.com		The original Fountainhead PH as part of Bolingbroke Row	43		circa 1900	On line source: https://www.facebook.com/search/str/now%20and%20then%20walworth/keywords_top	
212 SHL		Myers, musical repository	1 Black Prince Row	Press cuttings. Tradesmen's Directory 659.1 (MYE)	1840/50		
213 SHL		Philips & Co, Tea, Coffee & Colonial Warehouse	2	Press cuttings. Tradesmen's Directory 659.1 (PHI)	1840/50		
214 SHL		Marlborough Baths	Hampton Street/ Walworth Road	Press cuttings. Tradesmen's Directory 659.1 (MAR)	1859		
215 SHL		Bayley's Baldness prevented	Hampton Street/ Walworth Road	Press cuttings. Tradesmen's Directory 659.1 (BAY)	1847		
216 SHL		W Waring Summer Beverages	16 Crown Street	Press cuttings. Tradesmen's Directory 659.1 (WAR)	x		
217 SHL		F A Cotterell, window blind manufacturer	Hampton Street/ Walworth Road	Press cuttings. Tradesmen's Directory 659.1 (COT)	circa 1883		
218 SHL		Marlborough Terrace, demolished 1961.	between Hampton Street and Steedman Street	P 3718	1961	Photo by John Ruskin Camera Club. Copyright SPL	
219 old-maps.co.uk		1967/80 OS map	Hampton Street and Steedman Street	x	1967/80	On line source: https://www.old-maps.co.uk/index.html#/Map/531988/178591/13/100951	
220 SHL		Metropolitan Street Improvements Plan, 1883	82-96 Walworth Road	needs reference number	1883		
221 SHL		William Hurlock, Clothier & House Furnisher	60-70 Walworth Road	Press cuttings. Tradesmen's Directory 659.1 (HUR)	x		
222 SHL		Hurlock and Levy's	nos 1 - 77	P1599	25-Jul-30		

WALWORTH ROAD HISTORIC AREA ASSESSMENT BIBLIOGRAPHY

6.1 PICTURE CREDITS

Illustration Number credit in document	Source	Image description	Location on Walworth Road	Reference number of lender	Date of photograph	Photographer/ copyright etc	Notes
223	Walworth Through Time	East Street after WW2 bomb damage	East street	Page 9	1940s	Walworth Through Time: A second selection by Mark Baxter & Darren Locke	
224	Now & Then Walworth: facebook.com	East Street market	East Street		circa 1900	On line source: https://www.facebook.com/search/str/now%20and%20then%20walworth/keywords_top	
226	LMA	Demolition of Walworth Terrace: City of London Archives	120-22 Walworth Terrace	SC_PHL_01_378_84_488	1947	London Metropolitan Archive, LCC Photograph Library	
227	LMA	Empress Street junction/ Walworth Road	Around 372	SC_PHL_01_378_F9418	1955	London Metropolitan Archive, LCC Photograph Library	
228	SHL	Camberwell Gate - looking north including THE ROCK	374	P2045 and P2046 ???	1908	Postcard House no 2836 note on reverse by G W Waine	
228	Now & Then Walworth: facebook.com	Westmoreland Street looking east	Westmoreland Street		various dates	On line source: https://www.facebook.com/search/str/now%20and%20then%20walworth/keywords_top	