



BUILT
ENVIRONMENT
ADVISORY AND
MANAGEMENT
SERVICE

SHORTLANDS VILLAGE

LONDON BOROUGH OF BROMLEY

HISTORIC AREA ASSESSMENT FEBRUARY 2020



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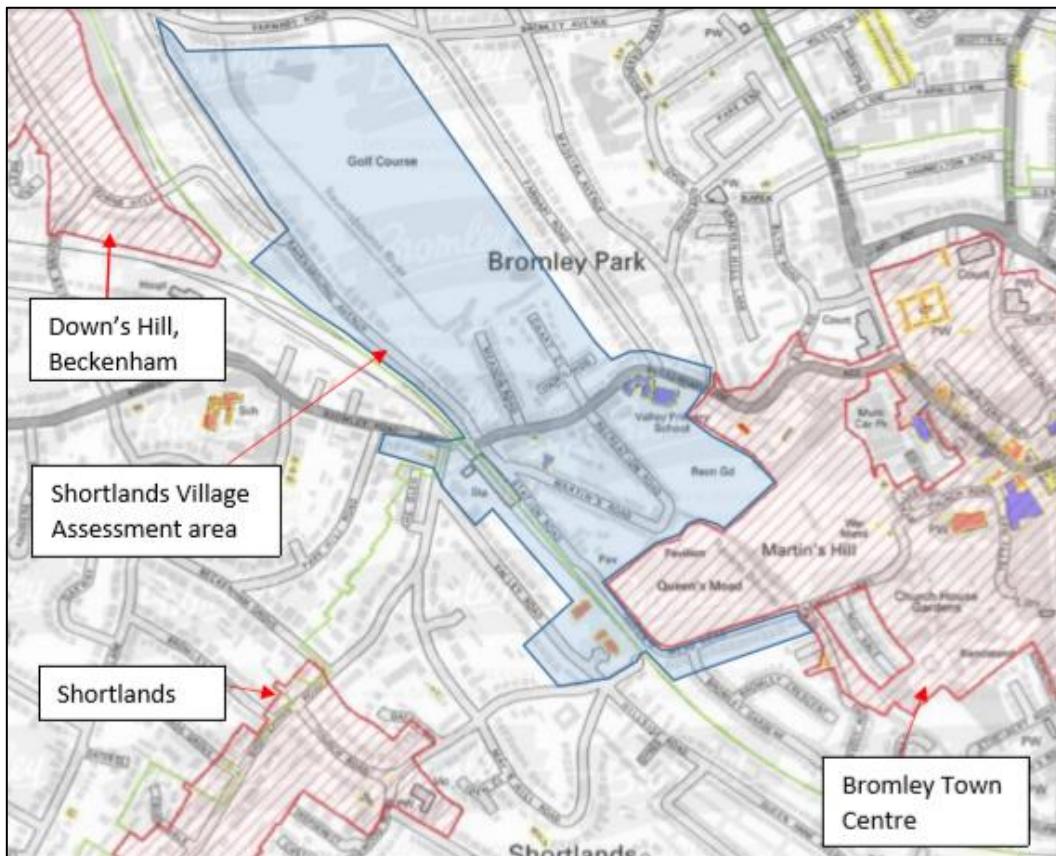


Fig. 1. Shortlands Village assessment area and surrounding conservation areas



Fig. 2. Station Road, looking south

INTRODUCTION

This report was commissioned by Bromley Borough Council in December 2019 to assess Shortlands Village for conservation area designation (Fig. 1). The proposed area is directly adjacent to the Bromley Town Conservation Area to the east, with Downs Hill Beckenham Conservation Area to the north-west and Shortlands Conservation Area to the south-west.

The purpose of the report is to establish whether Shortlands Village warrants conservation area designation based on an assessment of its special architectural and historic character (Fig. 2). The report will also look at the townscape qualities which contribute to the overall character of the area and which is a significant aspect of historic area assessment.

This report has been produced using guidance laid out by Historic England in *Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1* (2019) and *Understanding Place. Historic Area Assessment* (2017).

Planning Policy context

A conservation area is defined under section 69 (1: a) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as “an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.

The same section of the P (LB & CA) Act 1990, 69 (2) goes on to state that Local Planning authorities should “determine whether any parts or any further parts of their area should be designated as conservation areas; and if they so determine, they shall designate those parts accordingly.”

The NPPF 2019, Para. 186 states that “When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of

its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.”

Were Shortlands Village to be upgraded to conservation area status the resulting additional controls would be as follows:

- The requirement in legislation and planning policy to preserve or enhance the character and appearance of the area
- Control over demolition of unlisted buildings
- Control over works to trees
- Limitations on types of advertisements
- Restriction on types of development which can be carried out under permitted development rights
- Support for Article 4 directions to remove permitted development rights where avoidable damage is occurring
- Clarification of archaeological interest

SUMMARY OF CHARACTER

Shortlands Village is the area directly adjacent to Shortlands Station on the east side of the railway. It is centred on the high street of Beckenham Lane with streets to the north and south of mainly modest terraced housing with views to open space and trees at the end of the streets. The assessment area also includes small areas to the west of the railway. These include the area of the two listed pumping stations and housing on the opposite side of Valley Road, the station area and semi-detached houses at the top of Valley Road and the listed cottage at the bottom of Bromley Road and neighbouring houses on the same side up to Park Hill Road.

The village was built following the arrival of the railway in 1858 and the subsequent straightening of the River Ravensbourne and rebuilding of Beckenham Bridge in the 1870s. Up to this date the area was the unspoilt river valley floor of the Ravensbourne, bounded by hills on either side that were popular with wealthy Londoners desiring estates close to the capital. It was mostly built in a short period after 1876 although some building work did continue into the early twentieth century, particularly on Ravensbourne Road.

It is characterised by the modest stature of the housing in contrast to the far grander detached Victorian housing on the surrounding hillsides. Lacking the views from the hillsides and being built on a flood plain, it was reserved for the less well-off who would have likely been in service to the larger households or were conceivably early commuters to London. Given the important catalyst for development, the railway station is a key element in the assessment area and is important for its surviving period detail and character.

The open land wrapping around what is in effect a railway village defines the built-up area and provides an attractive backdrop to the simple artisan streets. The setting on the river valley floor with views to the hills above on either side is also an important component of the character of the area. These green areas and their trees, in particular numerous fine specimen pine trees all contribute to the distinctive character of the village.

The area contains three grade II listed buildings, the two pumping stations and the Old Cottage opposite the station. There are also three locally listed buildings, Valley Primary School, The Congregational Church (now a nursery) and the Valley Coffee House. The following are key points of character within the area:

- Modest artisan terraced and semi-detached housing off Beckenham Lane
- Predominantly small plot sizes with modest front gardens behind low boundary walls and small rear gardens.
- The grade II listed buildings, The Old Cottage and the two pumping stations.
- The locally listed Congregational Church and Valley Coffee House and their historic links to the Shortlands Mission founded by Samuel Cawston, a non-conformist influenced by the temperance movement.
- The locally listed Valley Primary School built in an Arts and Crafts style by Evelyn Helicar with recreation land to the rear incorporating Martin's Field.
- The verdant setting of the railway village seen through long views at the ends of the roads and above the tops of the houses.

- Shortlands Station, platforms and viaduct which preserve their historic architectural character. The viaduct acts both as a boundary to the village as well as contributes to its particular architectural character.
- The Railway Tavern and other early buildings of interest on Station Road and Valley Road.
- Ravensbourne Avenue and its grander leafier character with more detailed and decorative semi-detached housing, some of an impressive scale in large plots with wide gaps and views to the rear.
- Mature trees found particularly on Ravensbourne Avenue and around Queen's Mead. The elegant sculptural pine trees are a distinctive feature of the area.
- The limited palette of London stock brick with red brick reserved for decorative detail on door and window surrounds with clay tile or slate roofs.



Fig. 3. Aerial view of Shortlands (Google maps)

TOWNSCAPE INTEREST

Location and topography

Shortlands Village is located in the north-west quarter of the London Borough of Bromley in south-east London. About ten miles south-east of central London, it lies about one and a half miles east of Beckenham and half a mile west of Bromley. Shortlands has been a parish in its own right since 1870. Historically it lay within Beckenham parish and the Bromley and Beckenham Hundred in the county of Kent.

The village lies at the bottom of a long flat-bottomed valley, shaped by the River Ravensbourne (Fig. 3). The river is a tributary of the Thames and runs north-westward through the village which is built on the floodplain. Running along the west side of the river, are the Thameslink and Southeastern railway lines. Raised on a viaduct and embankment they bridge Beckenham Road, before the Southeastern line bends westward and the Thameslink carries on northward. Beckenham Road, winds down from Bromley, becoming the main road through the village and heads west towards Beckenham crossing the river via Beckenham Bridge, then going under the railway bridge. To either side, within the suburban development that lines the sides of the valley, are protected remnants of historic woodlands.

Urban layout

The road layout of the village was created working in conjunction with the existing roads, the newly constructed railway, the river and the topography of the valley. The names of the roads refer to the names of local places and the river, invoking a sense of history and place.

Beckenham Road, follows the route of an ancient road which wound down from Bromley to Beckenham, crossing the river and heading up past the Shortlands Estate. Queen's Mead

Road follows and extends the route of the old Glass Mill Lane, which also came down from Bromley to cross the river further south. Valley Road, which runs along the west side of the railway line, appears to follow the route of an old footpath along the base of the valley. The siting of the pumping stations by the railway line would have been logistical, originally for coal delivery.

Station Road and Ravensbourne Avenue were new roads constructed to run between the railway tracks and the river. Ravensbourne Avenue is thought to follow an earlier drive up to Beckenham Place. The river was straightened to reduce the risk of flooding and Martin's Road and Recreation Road were built as a result of this new alignment. Shortlands Gardens leading onto Chart Close, Meadow Road and Farnaby Road all follow old field boundaries and the valley contours.

There is a clear hierarchy to the streets, Recreation Road having the smallest terraced houses, Ravensbourne Avenue having the most spacious plots, and Queen's Mead having perhaps the grandest situation. The planned layout and plot size of the streets were aimed at providing desirable homes for working people. This can be seen in the size of the plots, the space between buildings, the size of the buildings and the level of architectural detail.

Garden space seems to have been considered essential. All the houses have rear gardens of reasonably good size and, except for one row of houses on Shortlands Gardens, all the original nineteenth century dwellings seem to have been provided with a low walled front garden.

Large areas of the flood plane were developed as public open space for the village, to the north is Shortlands Golf Club while to the south and east are Queen's Mead, the Valley School Recreation Ground and Martin's Hill Open Space



Fig. 4. Valley School Recreation Grounds, looking east up to Pixfield Court

Open space, gardens and trees

A key feature of Shortlands Village is the manner in which it is encircled by the remaining open land of the river valley. This has now been tamed into the Shortlands Golf Course to the north and the Valley School Recreation Grounds, Queen's Mead Bowling Club, Queen's Mead and Martin's Hill to the south and east. The latter two are part of Bromley Town Centre Conservation Area and not part of this assessment.

The bowling green on the north side of Queen's Mead has a group of elegant pines around its manicured green and there are clusters of trees at the end of Martin's Road and Recreation Road which all contribute to the verdant envelope of Queen's Mead. Valley School Recreation Grounds lies between St Martin's Hill and the school on Beckenham Lane. This includes the field below Pixfield Court, and which forms part of its setting. It is bounded by hedges and trees preserving a rustic character and contributes positively to the setting of both Pixfield Court as well as Shortlands Village itself (Fig. 4). The Shortlands Golf Club is a long strip of land to the east of the river and Ravensbourne Road that has been a golf club since the late nineteenth century. The greens are surrounded by groups of trees, in particular birches.

Recreation Road, Martin's Road, Shortlands Gardens and Meadow Road have tiny front gardens with very little room for planting so that the views of trees and green open land at the ends of the roads provide an attractive contrast and softening effect to the built environment. The replacement apartment blocks on Martin's Road have expanses of lawn in front that harmonise with the views of Queens Mead beyond. There is also a group of trees between Martin's Road and 10 Station Road which are protected by a TPO and can be partially seen from Queen's Mead and the bowling green.

Station Road and Beckenham Lane lack greenery with the exception of a few surviving front gardens that haven't been converted to hard standing and the area of lawn where the two roads meet.

Ravensbourne Avenue is in complete contrast to the above roads and is green and verdant. This is particularly evident on the railway embankment which dominates the south end of the road with its numerous tall mature trees, in particular a run of elegant sculptural pine trees. The road itself is tree lined, at the south end these are mature whereas further north the trees are younger and the road filled with more light as a result. The road also has a verge on both sides which has an additional softening effect. The trees and verges combine with well planted front gardens and large gaps between the pairs of house with views to gardens and trees beyond, creating a green suburban idyll. The Shortlands Golf Club opens on to Ravensbourne Avenue on the east side and has a hedge running along its boundary and provides additional views of trees and greens beyond the car park.

The west side of the railway was always higher status with larger plots and as a consequence is greener in character. Bromley Road has a number of large mature trees within the front gardens rather than directly on the street. The Old Cottage on the corner has a mixed laurel and holly hedge to screen the plot from the busy junction.

The station area is rather bleak in contrast to the surrounding roads but does retain two large trees on its boundary and a group of trees in front of the new apartment block to the south which have a TPO. Numbers 5 and 7 Valley Road have low boundary walls with tall hedging to screen the ground floors. However, it is the listed power stations that really contribute most to the character of the road in terms of greenery. They are both set in large landscaped plots with views to trees on the railway embankment beyond. The Old Pumping Station has been converted and the surrounding gardens are domestic in character with low hedges, lawns and specimen trees.



Fig. 5. View from pedestrian bridge at Queens Mead, looking north

Gaps and views

The area is characterised by the numerous views, both short and long to the wider area of open land and surrounding wooded hillsides. The railway carves through the river plain creating an important gap in development, this provides distinctive views both along the line and broader wider views from the height of the viaduct to the hillsides on either side of the river valley. These views are particularly memorable from the station platforms and from the pedestrian bridge between Queen's Mead and Valley Road (Fig. 5). The views along the railway looking northwest with the tower and chimney of the pumping stations punctuating the skyline above the tree screen along the railway are particularly appealing.

There are a number of landmarks both within and outside the assessment area that create arresting views. These include the two pumping stations discussed above as well as Pixfield Court and St Peter and St Paul's parish church on the top of Martin's Hill. The church is visible in a key views, looking up from the Queen's Mead area and the pedestrian railway bridge. Pixfield Court is viewed across the Valley School Recreation Grounds from the footpath that runs next to the river, this is an important surviving historic view.

Green views of the surrounding open space at the ends of the roads are a key characteristic of the area. Key examples are found at the end of Recreation Road and Martin's Road, which has wide gaps either side of 1-11 Martin's Road with views along the footpath parallel to the river on the left and across Queen's Mead framed by elegant pines on the right. Shortlands Gardens and Meadow Road have views to the north with trees within the golf course visible above the low buildings at the ends of these roads.

There are views along the roads in both directions. Those that stand out are Station Road and Beckenham Lane. Station Road has memorable views along its length, when looking south it is possible to see the chimney of the power station rising above the viaduct and the trees of Queens Mead closing the view of the end of the road. (Fig. 2). Beckenham Lane

curves creating interesting views when looking eastwards with the wooded hillside rising behind. Conversely from Valley Primary School, looking west, the hillsides rise above the railway viaduct. There are also key views into the golf course at Ravensborne Avenue.

The lower status roads have few gaps being mostly terraced housing. Ravensbourne Avenue has wide gaps between the pairs of semi-detached houses allowing for views through to rear gardens and the golf course beyond. The gap created between Martin's Road and Recreation Road for the culvert and footpath is also important, there are both views along it and to the rear of the houses on either side.



Fig. 6. Beckenham Lane, looking east, old postcard

HISTORIC INTEREST

Early History

The assessment area of this report bridges the historic parishes of Beckenham and Bromley which together formed the hundred of Beckenham and Bromley. The River Ravensbourne formed the natural boundary between the two.

There is evidence of pre-Roman settlement within the wider area at Toots Wood to the south of Shortlands with an iron age hill fort most probably created by the Belgae, a Celtic tribe from north-west France. Roman pottery has also been unearthed on the same site suggesting later settlement during the Roman period. There is no direct evidence of Anglo Saxon settlement but the name of Beckenham suggests their presence, "ham" being an Anglo-Saxon suffix for village or estate while Bromley is thought to derive from the Anglo-Saxon "Brom-leag" meaning a field or heath where broom grows.

The manor of Bromley was given to the Bishop and Church of Rochester by Ethelbert, King of Kent in the eighth century and remained part of the see of Rochester until 1845 when it was sold to Coles Child. At the time of the Domesday survey in 1086, the manor of Beckenham was owned by Odo of Bayeux and leased to Ansgot of Rochester. In the thirteenth century the De La Rochell family owned the manor of Beckenham. It descended in the family and then by marriage to the De Bruyn family eventually descending to the St John family. In 1773 Frederick St John, Viscount Bolingbroke sold it to John Cator who went on to build Beckenham Place to the north of Shortlands.

Eighteenth century maps show the road between Beckenham and Bromley running the existing course of the Bromley Road, crossing the River Ravensbourne at a water splash and following the position of Beckenham Lane across the river valley floor. Shortlands House (now Bishop Challoners School) is thought to date from the early eighteenth century, Shortlands farm sat at the bottom of the slope close to the river, the listed cottage by the station is the remainder of this group of buildings and predates Shortlands House. The name Shortlands is thought to derive from the medieval field system of Shortelands and Longelands describing the length of the fields.

A 1723 estate map of Woolley Farm, owned by Peter Burrell, and illustrated in Borrowman's volume on Beckenham, shows the field layout to the west of what is now the railway. Shortlands Lane and Shortlands Green are named as is Bromley Mead Farm which became Shortlands Farm. The road leading west is the Bromley Road with buildings at the top which are likely to represent Shortlands House (Fig. 7).

By the mid eighteenth century most of the land that is now Shortlands to the west of the railway line was part of the Langley Estate which was focused on Langley Park to the south and consisted of 423 acres owned by Jones Raymond, a merchant and director of the East India Company and South Sea Company. The rest of the land in Shortlands including the Kelsey and Foxgrove estates was owned by the Burrell family. Jones Raymond's sister Amy, was married to Peter Burrell who sold the Foxgrove estate to John Raymond in 1765 having owned it since the late seventeenth century. On John Raymond's death in 1768, his two sisters, Amy and Bridget, inherited both the Langley and Foxgrove estates. When Bridget died in 1789, Amy Burrell was able to acquire her share and the three great estates in the area, Foxgrove, Langley and Kelsey, merged creating one of the largest estates in the country under the ownership of the Burrell family. It then descended to Peter Burrell, later Lord Gwydir.

Nineteenth Century

An 1809 survey of Lord Gwydir's estates illustrates that he owned most of Shortlands, the other major landowner was John Cator based at Beckenham Place. On Lord Gwydir's death in 1820 the estate was sold, 272 acres were within Shortlands and were bought by three men, Edward Cranfield, Emmanuel Goodhart and Robert Gibson, all of whom were subsequently named in the tithe awards of 1832 as landholders.

In 1848 Mrs Palmer, the owner of Shortlands House and estate sold it to William Arthur Wilkinson, MP for Lambeth and Chairman of the Metropolitan Railway. He built agricultural workers cottages next to Shortlands Farm at the bottom of the hill. On May 3rd 1858 the West End and Crystal Palace railway opened with an end of the line station at Shortlands known initially as Bromley Road Station. In 1861 The London, Chatham and Dover Company secured a monopoly over the line and extended it to Dover. There was initially a temporary station structure for passengers however in the 1860s the present station and platforms were built.

Prompted by the arrival of the railway, Wilkinson sold 136 acres of the Shortlands estate in two building plots at £500 per acre in 1863. In July 1864 The Bromley Record wrote "The Shortlands Estate is now being turned into a fashionable neighbourhood. Till the railway reached it, it was only known as a gentleman's seat, with picturesque surroundings, a farmstead and a few neat cottages". Wilkinson died soon after in 1865, bequeathing money to build a church, St Mary's Shortland, which became the parish church of the newly created parish of Shortlands in 1870. In 1876 the family sold the rest of the estate to W. E. McAndrew who went on to sell it for development.

The 1870 Ordnance Survey map was surveyed in 1863 exactly the date that Wilkinson sold most of his estate for development (Fig. 8). It illustrates how rural it was at this date with a patchwork of fields between Beckenham and Bromley with the small hamlet of Clay Hill being the only sizeable settlement between the two. Wilkinson's labourer's cottages are shown, the hatching over this area spreads down the east side of Valley Road suggesting this was ready for development. There are two small station buildings on either side of the line, one may conceivably be the Shortlands Tavern. Shortlands House dominates the hill to the west and Pixfield Court owned by the Latter family to the east. A print from the 1860s is evidence that the three semi-detached houses with two storey bays on Station Road pre-date the development of the area. In 1864 The North West Kent Water Company sank a

shaft in a meadow near the railway line on Valley Road and began to pump water. The Old Pumping Station was built soon after and was worked by two engines.

The censuses of the period show the biggest growth in the number of households was between 1871 and 1881 when the number of households tripled in Shortlands, this would mostly reflect the developments west of the railway where grand suburban villas were going up but also smaller areas to the east of the station focused on Recreation Road, Martin's Road and to a lesser extent Meadow Road.

Prior to development, the river valley was a patchwork of low lying meadows and fields through which the river meandered. A sketch of the area by William Baxter, a local trader and historian, predating development shows a large field to the south of Beckenham Lane known as Upper Common Mead (now Queen's Mead) with a diagonal footpath across it. On the other side of the road was the smaller Lower Common Mead where Ravensborne Avenue and Meadow Road are now situated. The previously meandering River Ravensborne was straightened as it crossed the Upper Common Mead to follow the line of the footpath which now runs parallel to Martin's Road. In 1876, the new bridge was built to replace the water splash allowing the area to the east of Beckenham Lane to be developed.

In 1876 Abraham Nettlefield the owner of an area known as Frogs' Island on Beckenham Lane named "from the vociferous croaking of the bull frogs" decided to build. He built the row of unusual half hipped semi-detached cottages and so began the development of the area. The rest of the area was mostly built over the next four years. Although building on the river's flood plain was not without challenges as in 1878 the river flooded, Beckenham Lane was submerged and the new bridge damaged, it was demolished in 1886 and the present bridge built.

Samuel Cawston bought Bromley Hill House above Shortlands from Lord Farnborough in 1880 and went on to develop the Bromley Hill Estate on its land. He had a strong interest in temperance and mission work and founded the Shortlands Mission and the Valley Coffee House which is thought to be designed by Ernest Newton. The mission hall was on Martin's Road although this was rebuilt in the early twentieth century to a more flamboyant design.

In 1889 the school was built on Beckenham Lane to an Arts and Crafts design by Evelyn Helicar and appears as the largest building in the area on early maps. In 1894, the Beckenham Ladies Golf Club was founded on meadow land to the north of Meadow Road with access to the west onto Ravensbourne Avenue.

The Ordnance Survey map of 1898, surveyed in 1894, shows that Beckenham Lane and Martin's Road were complete by this date (Figs. 9 and 10). Recreation Road is almost complete with the exception of a section in the middle on the west side. This includes the set of five semi-detached houses dated 1887 with alternate half hipped and pitched roofs. The station is also shown with the full length of its platforms and the present station building at street level set behind a house in the present car park, Wilkinson's labourer's cottages have been demolished. The north side of Beckenham Lane is less advanced with Shortlands Gardens not even laid out and only a few houses on Meadow Road and none on Ravensbourne Road. Queen's Mead has become a more formal park with trees planted around its edge and several of the villas on the south side built. On Valley Road the semi-detached houses on the east side of the road next to the station are built as is the terrace on the west side close to the pumping stations.

Twentieth Century

In 1908 the mission hall on Martin's Road was rebuilt to a flamboyant design by George Baines on a 'T' plan. By the time of the 1913 Ordnance Survey map, which was revised between 1907 and 1910, Meadow Road and Shortlands Road have been laid out and completed (Fig. 11). Cator Lodge, the attractive semi-detached houses on Ravensbourne Road, the handsome houses overlooking Queen's Mead and the bowling green have also been laid out. On Valley Road, the terrace shown in 1894 has been extended, this doesn't correspond to the existing buildings on this site which are semi-detached. A new building has appeared at the junction of Station Road and Martin's Road which is labelled the laundry in later maps and which has since been replaced with a modern build.

The Ordnance Survey map published ca. 1934 and revised in 1930-31 shows the development of the semi-detached houses along Station Road as well as the Main Pumping Station thought to date from the 1920s. The nursery to the north of Meadow Road has disappeared and a new building likely to be the Golf Club House has appeared between 30 and 48 Ravensbourne Avenue. The bowling green club house has also been built by this date.

By the late 1950s the central section of Martin's Road on both sides had been replaced by large blocks of flats. The plots on either side of the west end of Martin's Road now have modern apartment blocks.

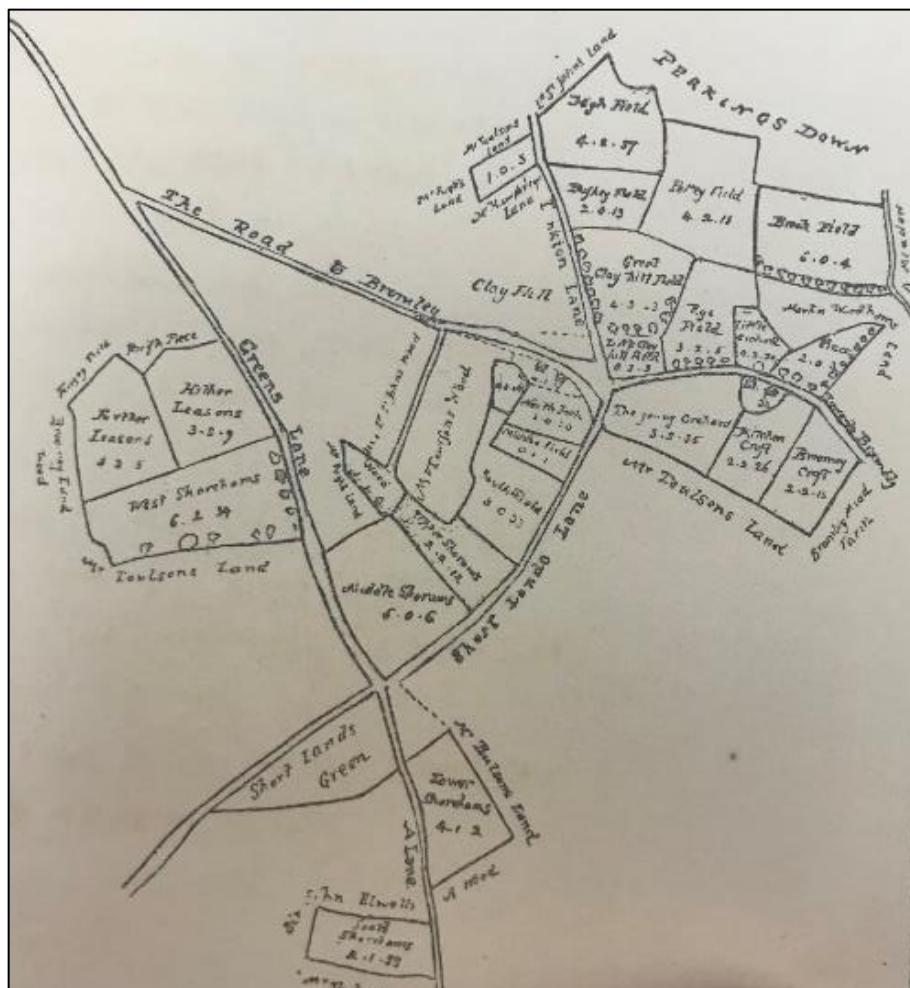


Fig. 7. Wolsey Farm map, property of Peter Burrell, 1723

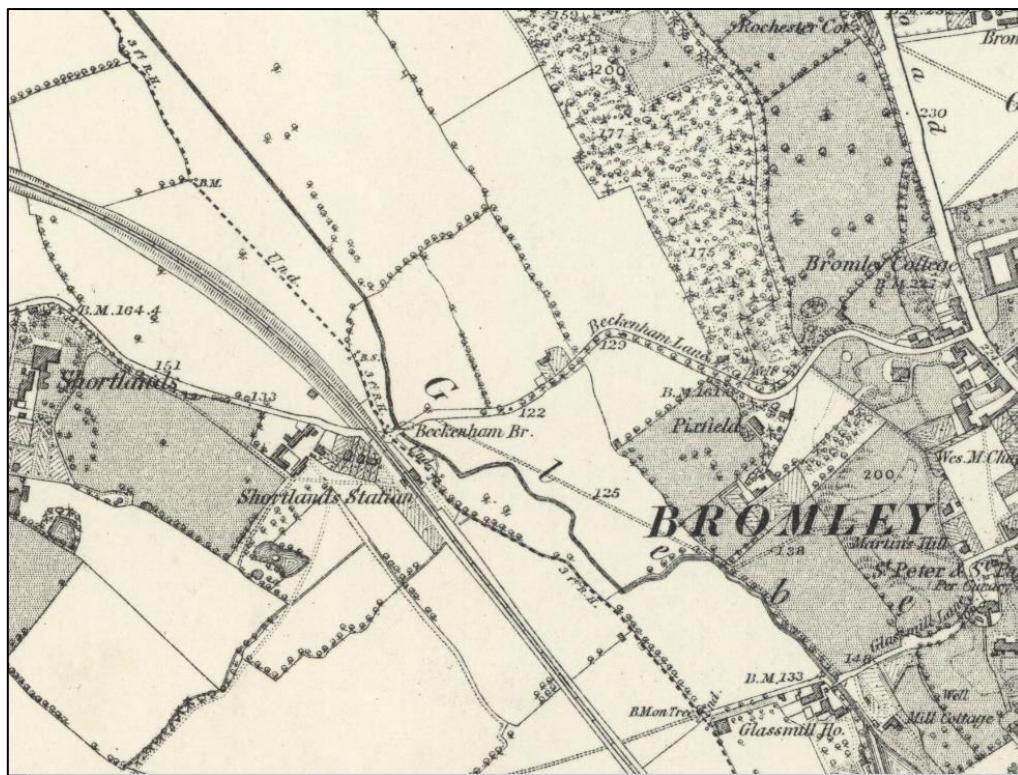


Fig. 8. Ordnance Survey map, 1870

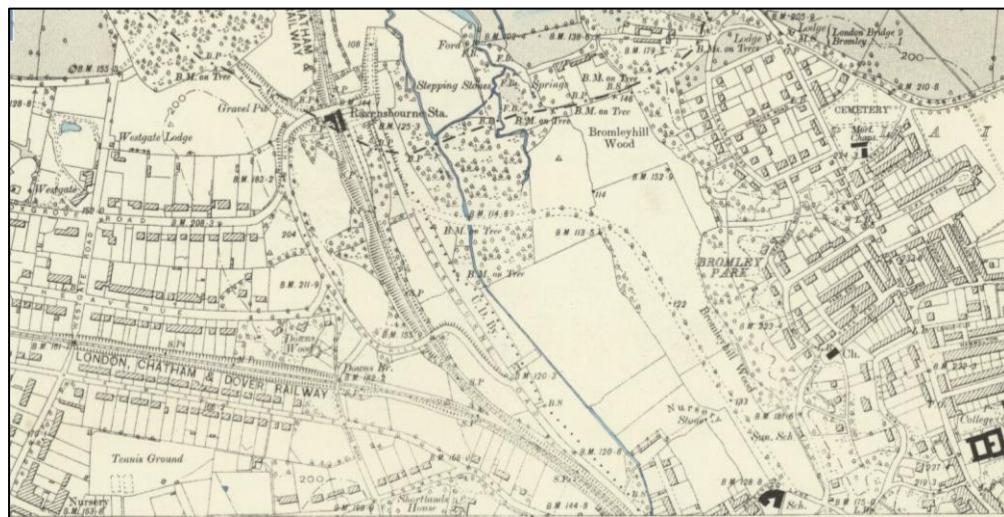


Fig. 9. Ordnance Survey map, 1898



Fig. 10. Ordnance Survey map, 1898



Fig. 11. Ordnance Survey, 1913



Fig. 12. Ordnance Survey, ca.1934

ARCHITECTURAL INTEREST

West of Railway:

Bromley Road

This is the historic road from Bromley to Beckenham rising steeply up to Clay Hill with Shortlands House prominently sited at the top. There are large mature trees on both sides of the road planted in front gardens with the building line generally set well back from the road in generous plots. The proposed area for the conservation area covers the end by the Station on the west side up to Park Hill Road.

The key building here is The Old Cottage, the oldest surviving building in the area and a grade II listed structure (Fig. 13). It is a survival from Shortlands Farm, formerly Bromley Mead Farm, that was a group of agricultural buildings situated at the bottom of the hill close to the river. It dates from the seventeenth century and is timber framed structure of two storeys, stuccoed with an old tile roof. The central chimney stack and front door indicates a baffle entry plan, which is typical of the seventeenth century. The windows to either side are wide leaded casements set in projecting bays which suggest a nineteenth or early twentieth century alteration. The central doorway is also a later alteration although the flat hood may be early.

By the 1890s The Old Cottage was an isolated survival, its farm buildings having been demolished and three large plots carved up to Park Hill Road facing onto Bromley Road. The first houses to be built were a semi-detached pair close to the junction of Park Hill Road. One would surmise that the left hand unit is the surviving number 250 and the right hand unit was demolished in the 1960s to make way for Drayton Court, the apartment block on the corner site. However, the side elevation of number 250 with windows and red brick detailing contradicts the evidence of the maps and is confusing. It is however a handsome red brick Victorian villa of two storeys with an attic (Fig. 14). To the left is a double height bay with a gable above with an attic window. The central door reached up four steps has a gothic pointed porch with columns to either side and gothic capitals. The original half-light door survives. It has lost its front garden which is now hard standing.

By the first world war, a pair of semi-detached houses, number 254 and 256, had been built directly adjacent to The Old Cottage and survive. These are two large two storey Edwardian semi-detached houses which retain their front gardens and are well screened behind trees at the front of the plot (Fig. 15). Their ground floors are red brick with half-timbered and pebble dashed first floors. They have prominent gable ends with brackets over square bay windows below. Number 256 preserves decorative timberwork supporting the porch. The doors are both original. The red brick stacks are prominent and visible from Shortlands Road.

The infill housing, number 252 and 252a and Drayton Court hold little architectural interest.

Valley Road

This was laid out after the railway was built. The first building to be built was the listed Old Pumping Station in the 1860s followed by plots on the other side of the road in front of the Main Pumping Station. The Main Pumping Station dates from the 1920s. Numbers 5 and 7 close to the station on the east side date from the 1880s while Nightingale Court appears to date from the late twentieth century. The rest of the road was laid out predominantly in the 1930s and is not part of the assessment area.

Numbers 5 and 7 are two and half storey semi-detached houses in red brick with tiled roofs (Fig. 16). Their gables are half timbered with pebble dashed infill. The original front doors

were set back within their porches although number 7 has now been closed in. Number 5 has a large side extension in matching materials and has modern windows. While attractive there has been a high degree of alteration. Nightingale Court, the modern block at the corner holds little architectural interest.

Both of the pumping stations are listed grade II and collectively, despite later conversion and infill development, contribute positively to Valley Road not only through their architectural interest but also through verdant leafy settings. The older station is next to the pedestrian railway bridge and dates from 1866 (Fig. 17). It is a tall two storey building on a plinth built of Kentish ragstone under a hipped slate roof. It is built in a romantic French gothic style with circular turrets, lancet windows and buttresses, the effect is charming particularly when viewed from the railway bridge.

The later Main Pumping Station is between one and three storeys built of Kentish ragstone under a pantile roof and was clearly designed to compliment its neighbour in terms of materials (Fig. 18). However, it takes its architectural style from more classical references with second floor lunette windows inspired by Roman baths and neo-Georgian style windows with a mixture of round and flat architraves. Its character is more substantial and block like than the earlier pumping station but collectively they form a distinctive group.

Opposite the Main Pumping Station is a group of three tall semi-detached houses, numbers 46 to 56 (Fig. 19). The land slopes upwards from the road on this side and the houses are set back behind long front gardens. The right hand pair, numbers 46 and 48, have four storeys to the front with the entrance at first floor level and a hipped slate roof with distinctive bracketed eaves. This pair has a more elegant early Victorian character than the other two, numbers 50 to 56, which have pitched roofs and dormers. An engraving of the 1860s shows three pairs of houses in the style of numbers 46 to 48. This might be artistic license but it may also indicate that the other two houses were later replacement buildings. Supporting the idea of a rebuild is the fact that the maps show a continuous terrace at this point which does not correspond to these semi-detached pairs of houses.

Shortlands Station

When the railway first opened in 1858 there was a temporary station. Subsequently a new station was built on the west side of the viaduct in the 1860s. It was set back behind another building which was only demolished in the twentieth century to increase the parking area in front.

The station is a single storey red brick building with slate roof set adjacent and perpendicular to the west side of the railway viaduct (Fig. 20). It has projecting gables at either end and a modern canopy over its central entrance. It retains its original sash windows with small panes in the upper half with a nine over two arrangement. Internally it is vaulted and leads under the viaduct to two sets of staircases up to the platforms.

The platforms are the most architecturally interesting aspect of the station preserving original and decorative ironwork fencing around the stairwells topped with mitres referencing the Bishops of Rochester (Fig. 21). Iron columns and beams support the roof that now has a modern corrugated roof covering. Each platform has two built structures constructed of London stock brick with red brick detailing preserving original windows and doors (Fig. 22). The quality of the surviving iron work is extremely good and the views out from the platform towards St Martin's Hill are impressive (Fig. 23). The buildings are undesignated but should at the least be considered for local listing particularly the platforms.

East of Railway:

Beckenham Lane

This is the continuation of the historic Bromley Road as it crossed the river valley floor hence its meandering character which lends itself to interesting views along the road. Development began in the 1870s following the straightening of the River Ravensbourne to the south. Most of the building work went up within a four year window between 1876 and 1880 although some of the more prominent buildings were built in the 1880s and there have been later additions. The road is mostly two storeys built of London stock brick which creates unity along the road despite the varied types of buildings most of which are set back from the pavement and on small narrow plots.

As the road begins its ascent up Martin's Hill there are two Arts and Crafts houses that it is proposed to include within the conservation area, these are number 2 Farnaby Road and 14 Beckenham Lane (Fig. 24). These are brick and rendered asymmetric compositions with steep roofs, jutting gables and small pained windows. They are prominently sited on the curve of the road on steeply rising ground. They are in contrast both in terms of scale and style to the rest of the assessed area.

South side

Commencing at the east end, this stretch begins with Valley Primary School designed by Evelyn Helicar in 1889 (Fig. 25). This is a large low complex of buildings sited at the bottom of Martin's Hill with the land rising steeply behind. It is predominantly red brick with tile hung gables and sits directly on the pavement with brick buttressing. The window openings are large and prominent but have sadly been replaced by modern windows. The juxtaposition of tiled pitched roofs is arresting as the road curves around the school. To the rear is an attached building with a domestic appearance with an entrance arch through which the school is entered.

Adjacent to the west numbers 39 to 47 form two pairs of simple artisan cottages their simplicity relieved only by bay windows at ground floor level (Fig. 26). Number 39 is attached to the left hand pair and is gable ended and grander with slightly projecting windows to the front. All are London stock brick with slate roofs set back from the road some with low brick walls or picket fences. The windows are modern and numbers 45 and 47 now have rendered pebble dash fronts.

Numbers 49 to 53 is a handsome three storey tall parade of shops (Fig. 26). These are constructed of brick which is now painted. The third floor is half timbered with pebble dash infill with dormers above the windows breaking through the eaves. Number 49 no longer has its shop front, while number 51 and 53 have quite well preserved shop fronts. The windows are all modern. Number 55 on the corner of Recreation Road is a stand alone building of London stock brick with a slate hipped roof to the road. It is flat fronted with a modern shop front and windows.

Number 57-63 is a terrace of four houses constructed of London stock brick with a slate hipped roof at either end set back behind small front gardens (Fig. 27). They have a bay window and recessed porch on the ground floor and a wider than average window on the first floor. Number 57 has a modern shop front and may not originally have been planned as such, it has lost its front garden which is now hardstanding. Number 65 is a detached house that is an infill development likely to date from the 1930s and is of little architectural interest.

Number 67-73 is a grander terrace of houses constructed of London stock brick with red brick decorative detailing (Fig. 27). The roof is pitched with sprocketed eaves now covered in pantiles. The ground floors have bay windows, flush front doors and two windows on the first

floor. They have red brick flat segmental arches above the windows and doors which are partially carved with wave patterns. There are also terracotta decorative panels above the entrance doors and several decorative red brick courses. Sadly the front boundaries have disappeared and this is now hard standing for parking.

Number 75 to 85 is a parade of shops built in an ad hoc way but unified in its use of materials (Fig. 28). The initial buildings on this site were smaller and shallower. Number 77 is clearly a later infill and must replace an earlier building given the map evidence. Number 75, 83 and 85 are tall buildings which are prominent in views along the road.

The Valley Coffee House (no 87 and 87b) was built in 1881 as part of the Shortlands Mission (Fig. 29). It was built as an alternative to a public house in response to the temperance movement. It is vernacular in style with steep roofs, half hipped at either end with decorative ridge tiles and tile hung gables to the front, in the centre is a dormer window. It is constructed in London stock brick with a clay tile roof. The first floor windows are modern and may reflect an earlier arrangement. On the ground floor the shop fronts are timber framed, the fascias and tops of the windows with small panes are original where they survive. The central three doors, one to access the first floor and those to either side to access the shops are modern. It was extended in the mid-20th century to the right with a flat roof brick extension. The architectural effect is charming and rustic.

Originally there was a larger gap between the Valley Coffee House and its neighbour to the west. However, it was partially infilled in the Edwardian period but set back. By the 1940s there were two houses squeezed in. Number 89 is clearly older than number 89a. They have slate pitched roofs and London stock brick elevations with red decorative brick work. The shop fronts are modern.

Numbers 91 to 99 now form a terrace of shops but were originally two pairs of semi-detached houses seen in early photographs with walled front gardens (Figs. 6 & 30). No 93a has infilled the gap and the whole group is now rendered and shop fronts inserted. It is not clear when number 99 which is at the west end was added on. As a whole the alterations are so great to the front that they no longer hold much architectural interest as a group.

North side

This side begins a modern development, Shelbey Court of little architectural interest on the corner with Farnaby Road. This is followed by a small parade of shop, numbers 34-42, built in the early twentieth century and unusually for the area in yellow brick with distinctive gables each with an oriel window with the exception of the wider unit at the west end which has an additional flush window (Fig. 31). The shop fronts are now modern.

To the west begins a run of distinctive half hipped semi-detached houses built by Adrian Nettleford commencing in 1876 on the area known as Frog's Island. There are four east of Shortlands Gardens and five to the west varying in design. Those to the east are closer to the road with smaller gardens behind low walls and are in a straight building line with ground floor bay windows and entrances to the side (Fig. 32). The pair next to Shortlands Road is a pair with shops onto the road. The right-hand shop is entirely modern but the left preserves its tilted fascia, brackets and characterful shop front. They are built of London stock brick with red brick used decoratively in segmental arches and decorative brick courses on the bay windows.

Those houses to the west of Shortlands Road have flat front elevations and deeper front gardens which have varied planting and small trees (Fig. 33). More distinctively they are set back from each other as the road curves creating an arresting rhythm in longer views. The corner house on Shortlands Road has a shop although unlike the pair opposite its other half

does not. The windows have been replaced and some openings altered, elsewhere the fronts of some of the houses have been rendered.

To the west is a group of narrow semi-detached houses with side entrances and ground floor bay windows, each set well back from the other so that from the west their side elevations create an appealing rhythm (Fig. 34). Number 80 and 82 has a large shop front covering the width of the building and is unlikely to be original. The materials are London stock brick with runs of decorative red brick courses and probably clay tile roofs originally, number 94 preserves this. Number 94 also has an early shop front, although possibly added at a later date, as well as an eye catching wooden bracketed porch onto Meadow Road.

West of Meadow Road are two sets of small terraces dating from the early development constructed of London stock brick (although now rendered) with tiled roofs (Fig. 35). One is three houses (96-100) the other four (102 to 108). This was always a parade of shops although they are now largely modern, no. 108 has the best preserved shop front with brackets and fascia. On the first floor are single windows now all modern. To the west is a small brick terrace, modernist in style with a flat roof and a parapet probably dating from the 1930s. The brackets are original but the shop fronts modern.

South of Beckenham Lane:

Station Road

This road was laid out after the building of the railway and has some of the earliest buildings in the area. It runs parallel and adjacent to the railway and the railway viaduct contributes to its distinctive character which includes long views to Queen's Mead at the south end and across to the chimney of the 1920s Pumping Station (Fig. 2).

The blocks of flats at the end of Martin's Road are modern and hold little architectural interest. The Shortlands Tavern further south is a simple London stock brick building with a hipped tiled roof which has been remodelled probably in the Edwardian period as a public house (Fig. 36). It has a glazed tile ground floor on the north elevation above which is a bracketed hood across its full width. The north elevation also has a Serliana window with a door opening onto the door hood which was probably once a balcony. The first floor is rendered on the north and west elevations. The west elevation has five arches along the ground floor that appear to have been infilled. The 1870 Ordnance Survey map shows a building in this location which is likely to have been built in connection with the railway and may well be the Shortlands Tavern although it is only recorded as a public house from 1881.

To the south are a series of tall three storey terraces and semi-detached houses that pre-date the development of the rest of Shortlands Village and which have an elegant early Victorian character (Fig. 38). Number 1 to 4 has gable ends with two storey side extensions with parapets for their entrances and large bay windows. The adjacent houses are three semi-detached pairs with low hipped roofs, double storey bay windows and recessed porches. Number 5 and 6 have been rendered.

Martin's Road

This is one of the first roads laid out and completed within the area. It is residential in character with modest two storey terraced houses with small front gardens. The middle of the road was rebuilt with social housing in the twentieth century. Views along Martin's Road from the Beckenham Lane end are framed with a backdrop of Queen's Mead seen through pine trees (Fig. 38).

In 1908 the Congregational Church was built to a design by George Baines which combines traditional ecclesiastical forms with more contemporary Voyseyesque flourishes (Fig. 39). It

is constructed of red brick with stone facings and set back from the street behind a modern metal fence. There is a central hall with a large gothic tracery window to the street accessed from the three sided entrance porch below. This has wooden double doors on either side and a gothic tracery window between. There are hipped roof side extensions to the street with gothic tracery windows and decorative finials on the roof. Most striking are the tapering towers on the front elevation that are topped with flamboyant metal finials. The roof has a cupola visible in longer views from the side. To the rear was a mortuary chapel which has distinctive fish scale roof tiles. The building is now used as a nursery.

91 to 79 are small rather charming workers cottages probably built in two phases. They are constructed in London stock brick with red brick details and originally slate roofs behind what were once small front gardens. The entrances were originally slightly recessed but now mostly have modern flush doors. They are punctuated with small projecting gables which add interest and are echoed at the south end of the road. Opposite , number 82 to 76 were probably similar but have now been rendered and lack the charm of those on the other side of the road.

The central section of Martin's Road is dominated by social housing replacing terraces that had gone up in the 1880s. This development is three storeys high but doesn't over dominate due to the central section being set back from the building line behind long lawns. The buildings are brown and red brick with partially rendered ground floors under hipped pantile roofs. The doors to each block are under flat hoods and the windows are all modern UPVc.

The south end of the road has similar workers cottages as described above (28 to 14 east side and 35-13 west side) although these have the addition of dentilled eaves (Fig. 40). Many are rendered and painted however a few retain their stock and red brick elevations. The gables have preserved their decorative barge boarding particularly on the east side (numbers 26, 20 and 14). It is also on the east side that the small front gardens are better preserved.

The road turns to meet Recreation Road. The terraced housing here is a continuation with dentilled eaves. On the side overlooking Queen's Mead several houses now have pairs of modern lean-to porches. No 1 has a modern side extension.

Recreation Road

This road is better preserved than Meadow Road which it links to. They share similar views of trees and Queen's Mead at the south end (Fig. 41). Also at this end is the culvert of the River Ravensbourne and parallel footpath between the backs of the terraces of Meadow Road and Recreation Road. The character is small scale and domestic.

Numbers 2 to 20 on the west side are five semi-detached houses similar to those on Beckenham Lane built by Alfred Nettlefield. The roof shape alternates between half hipped gambrel roofs and pitched roofs, all with dentilled brick eaves. They have tiny front gardens, some behind picket fences and side entrances accessed between the gaps in the houses. Originally built of brick they are now all rendered. Chimney stacks are located in the centre over the ridge. These are the largest houses in scale on the road.

Elsewhere the houses are diminutive workers cottages. The road was complete by the early 1890s with the exception of numbers 22 to 40 (Fig.42). These are smaller with a lower ridge height than the rest of the road. They are flat fronted London stock brick terraces with a window on each floor, flush front doors and set behind tiny gardens with charming picket fence boundaries.

The east side of the road has many examples of bay windows on the ground floor, some canted others square with tiled or leaded roofs (Fig. 43). These add interest in longer views of the road. The character of the houses is overwhelmingly small and artisan with only a few exceptions, the Nettlefield houses mentioned above and numbers 52 and 54 which are double fronted but still small in scale.

Queen's Mead Road

Queen's Mead Road curves around Queen's Mead on its west and south sides and is a continuation of Station Road. It is lined with an avenue of trees, many of which are mature specimens (Fig. 44). On the south side of Queen's Mead are handsome Victorian villas overlooking the park, where the road bends in front of these is the railway footbridge across to Valley Road.

On the north side of Queen's Mead is the bowling club this has a small weatherboarded club house built in the 1920s which contributes positively to the charm and appeal of this area.

On the south side of Queen's Mead are a row of handsome detached, semi-detached and terraced houses set back behind low walled gardens often with hedges screening the house. The grander houses are closer to Glass Mill Lane. On the corner of Glass Mill Lane originally stood Glass Mill House later The Valley, this was demolished by the 1970s and replaced with a modern development of little architectural interest. To the south of this is a run of five handsome detached villas. The first, number 13, is different in style possibly later and seems to have originally stood within the curtilage of The Valley. It is two storeys under a hipped tiled roof with a finial on the ridge and curved tile hung two storey bay window and recessed porch to the front.

The next four houses are similar in character and detail (Fig. 45). These are two and a half storey London stock brick houses with red brick front elevations with stone dressings and pitched slate roofs. They have a large and small gable to the front, steps up to the half glazed door with leaded stained glass main entrances and square bays to either side, the smaller bay to the right has a balcony above which spans the main entrance creating a porch. Number 15 has lost its balcony but they are otherwise in a good state of preservation, much of the stone work has been painted. The overall effect of these houses is grand and high status with their prominent position overlooking the park

Adjacent is a group of three semi-detached pairs of houses that are smaller in scale. The outer pairs appear to have red brick elevations while the pair in the middle are brown. Originally they had hipped roofs but these have mostly been converted to gable ends now. They have small half-timbered gables to the front and double height square bay windows. Most eye catching of all they all have steep pitched roof timber porches with finials under which are stained glass entrance doors.

The two semi-detached houses up to Bromley Gardens (35-41) are similar in detail but larger in scale and were built with pitched roofs and an attic floor with a dormer to the front (Fig. 46). The other side of Bromley Gardens (43-53) the semi-detached houses reduce in scale again but retain pitched roofs. They are stock brick with red brick elevations and double height canted bay windows. 47-53 have dentilled eaves and diagonally laid brick work below. 43-45 just has the diagonally laid brick work. No. 53 next to the railway has a large side extension.

North of Beckenham Lane:

Shortlands Gardens

This was laid out later than the other roads and appears in maps surveyed from 1907 onwards. It runs parallel to Beckenham Lane and in effect is two *cul de sacs* either side of the road leading to Chart Close which was laid out in the 1960s (Figs 47 and 48).

The east side is terraced in the same style on both sides, this is replicated on the north side of the western *cul de sac*. There is a break between the terraces four houses along. They are modest artisan scale houses built in stock brick with red brick elevations, some of which are now rendered and/or painted. Their most distinctive feature is the ground floor square bay windows with lean-to tiled roofs. The windows were originally sash but have now mostly been replaced and doors are set in shared recessed porches. They have tiny, mostly walled front gardens.

Number 2 to 16 on the west side of Shortlands Gardens are different in detail and more austere in character. They are also red brick terraced houses with a break four houses along. However, they are set directly onto the pavement. They appear to be flats with two doors set within a recessed porch for each house. They have barge boarded gables some preserving finials on top.

Meadow Road

This road is a mixture of small terraces and semi-detached houses set behind small often walled front gardens (Fig. 49). The end of the road once lead to a market garden nursery but now leads to the rear of the clubhouse of the golf course. The first sections to be built are on the west side near Beckenham Lane and further up on the east side near the clubhouse. By 1907 the road was complete with a few later insertions. The houses are constructed of London stock brick with some red brick detailing. There are occasional fully red brick elevations but the road is now predominantly rendered and/or painted. The roofs are pitched with mostly pan tile roofs. There is more variety of detail and form on this road than elsewhere off Beckenham Lane.

The west side commences with a terrace of four houses with canted bays on the ground floor with tiled roofs, recessed porches and two narrow windows on the first floor. The next pair, numbers 7 and 9 would originally have had a similar form but number 9 has been completely remodelled and holds no architectural interest. Numbers 15 and 17 have lower ridges but deeper canted bays and have preserved their brick elevations while number 19 is detached and has a gable end to the road and a double height square bay (Fig. 50). At the end of the road on the west side, numbers 25 to 41 is one single terrace of double height bays with half-timbered gables above, small mono pitched roofs over front doors with door lights above. They have pairs of sash windows on each floor which are now almost entirely replaced. Sadly, they have all been pebble dashed and some painted losing much character in the process. Number 45 at the end of the road is a modern insertion.

On the east side of the road Numbers 50 to 44 is a similar terrace to 25 to 41 without half-timbered gables and retaining their red brick elevations (although two have now been painted). Number 42 and 40 is a handsome semi detached pair of London stock brick houses with large double height bays with brick dentilled eaves (Fig. 51). They have contrasting yellow brick segmental arches above the window openings and entrances are to the side rather than the street.

Numbers 34 to 28 are now mostly painted but were constructed of stock brick with red brick detail and follow other examples with monopitched roofs running across their bays, creating

a shared porch. Number 30 uniquely has timber posts and a timber grill supporting the porch roof. 20 to 26 is a slightly different terrace perhaps built later as it has different proportions. It has red brick ground floors, rendered and painted first floors and a monopitch roof that runs the full length of the terrace across the porch area and square ground floor bays. They are set marginally further back so their gardens are deeper. Number 18 to 4 is a single terrace with canted double height bays and recessed porches. The houses at either end have gables the rest have hipped roofs over their bays. They have unusual carved stone lintels over the window openings and porch.

Ravensborne Avenue

Ravensbourne Avenue runs between the river and the railway probably following the line of an earlier private carriage drive up to Beckenham Place and was laid out by the mid-1890s and work began on building the houses after this date (Fig. 52). The proposed conservation area covers both sides of the road from the station up to Downs Hill on the west side and continues on until Farnaby Road on the east side. The east side has semi-detached houses of varying scale and design set back behind long well planted gardens behind low brick walls in wide plots. The small section of houses on the west side are mostly modern either detached or terraced. The road is elegant and verdant and the scale of the plots and the houses and their details is evidence of the higher status of this road in comparison to the other roads of Beckenham Lane.

Cator Lodge is an individual building at the beginning of the road (Fig. 53). It was built as a toll house to access the drive to Beckenham Place. It has a red brick ground floor and rendered first floor with circular imprints indented into the render under a clay tile covered asymmetric pitched roof which sweeps down on its south side. It has a gable end to the street as well as a further projecting gable on the south side. The ground floor was previously open for the taking of tolls but has now been infilled, to the right is a triangular oriel window with leaded roof and decorative brickwork with leaf patterns projecting at intervals to either side. The windows on the first floor are timber framed casements with red brick architraves. The effect is vernacular and charming.

Number 4 and 6 are later infill semi-detached houses. Beyond is a run of characterful originally hipped roofed stock brick with red brick detail semi-detached houses set within wide plots with prominent gaps between them leading to views of trees behind, sometimes above new garages. There are six pairs either side of the gap into the Shortlands Golf Club. Those on the south of the gap have mostly double height bay windows with small hipped roofs and monopitched porches. Numbers 8 to 14 and the north side of the gap have ground floor bays with monopitched roofs stretching across the porch and bays (Fig. 54). Rather than a gable to the front, as at 8 to 14, the houses to the north have small triangular attic dormers set in the roof slope above the windows, which in several cases have now been removed. These houses are particularly notable for the posts and fretwork that support their monopitched porch roofs, numbers 12 and 14 are particularly well preserved. Many of the houses are now rendered and painted but number 8 and 26 retain their brick elevations and are evidence of the extent of the use of red brick for decorative effect. Some of the houses have lost character through unsympathetic loft and side extensions.

Numbers 72 to 82 are rather ordinary hipped roofed 1920s/30s semis with semi-circular double height bays with gables above. Beyond at numbers 88 to 94 are two pairs of more architecturally interesting houses. These were built by 1914 and there are three further pairs further along at numbers 124-134. These are two and a half storeys with pitched roofs with gable ends to the road (Fig. 55). They are large with half-timbered gables, brick ground floors and rendered first floors. Their front elevations are broken up with wide square bay windows with leaded top lights and attractive pitched roof porches supported on brackets with half-light leaded front doors. As a group the effect is rhythmic and eye catching.

Number 108 to 114 are really good handsome turn of the century villas that were completed by 1913 (Fig. 56). They are two and a half storeys, hipped roofed, stock brick with red brick detail, gables to the front with flat door hoods supported on timber posts (rebuilt at number 114). The square double height bays are entirely red brick with rendered gables and unusual windows which fill the entire top of the gable.

116-118 is a very plain possibly 1930s infill with a brick base and rendered first floors with some surviving Critall windows to the front. 120-122 is an uninspiring 1930s mock Tudor pair of semis. Next door is a run of pitched roof gables to the front houses that were described earlier. The rest of the road up to Farnaby Road is an unexceptional yet attractive run of semi-detached 1930s houses.

The west side of Ravensbourne Road up to Downs Hill is modern 1960s/70s houses. 95 and 97 appear to compliment the gable to road houses on the opposite side 99 Ravensbourne Avenue and its other side 1 Downs Hill are the only clearly historic semis in this section. They are brick and pebble dash set back and up by the railway track with half-timbered gables to the front and not of great interest.

Golf Club.

The club house to the golf club was built in 1973 replacing the 1920s club house that had been situated on Ravensbourne Avenue (Fig. 57). This one is accessible from Meadow Road and takes full advantage of the long view across the golf club to the north. It is a single storey flat roofed building with timber cladding and large windows with a modernist character.



Fig. 13. The Old Cottage, north-east elevation



Fig. 14. 250 Bromley Road, north east elevation



Fig. 15. 256 Bromley Road, north east elevation



Fig. 19. 46 to 50 Valley Road, east elevations



Fig. 16. 5 & 7 Valley Road, west elevation



Fig. 20. The Station and forecourt, north elevation



Fig 17. Old Pumping Station, west elevation

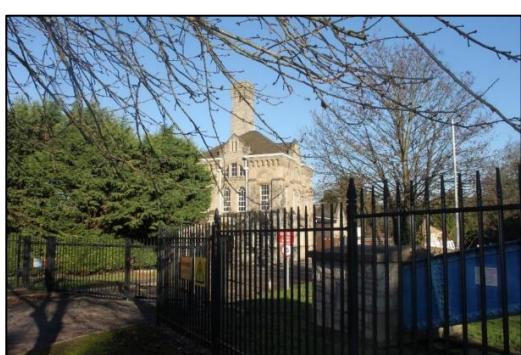


Fig. 18. Main Pumping Station, west elevation



Fig. 21. Station platform, ironwork



Fig. 22. Station platform, looking south



Fig. 25. Valley Primary School, south and west elevations



Fig. 23. Station platform, looking east



Fig. 26. 39 to 55 Beckenham Lane, north elevations



Fig. 24. 2 Farnaby Road and 14 Beckenham Lane, west elevations



Fig. 27. 57 to 73 Beckenham Lane, north elevations



Fig. 28. 75 to 85 Beckenham Lane, north elevations



Fig. 31. 34 to 42 Beckenham Lane, south elevation



Fig. 29. Valley Coffee House, north and west elevation, now boarded up



Fig. 32. 48 and 50 Beckenham Lane



Fig. 30. 89 to 99 Beckenham Lane, north elevations



Fig. 33. 60 to 78 Beckenham Lane



Fig. 34. 80 to 94 Beckenham Lane, west elevations



Fig. 37. 1 to 10 Station Road, west elevations



Fig. 35. 96 to 108 Beckenham Lane, south elevation



Fig. 38. Martin's Road, looking south



Fig. 36. Station Tavern, north elevation



Fig. 39. Congregational Church, Martin's Road, south west elevation



Fig. 40. 33 to 13 Martin's Road, north west elevations



Fig. 43. 37 to 69 Recreation Road, east elevations



Fig. 41. Recreation Road, looking south



Fig. 44. Queens Mead, looking west



Fig. 42. 26 to 40 Recreation Road, west elevations



Fig. 45. 17 Queen's Mead, north elevation



Fig. 46. 35 to 41 Queens Mead, north elevations



Fig. 49. Meadow Road, looking north towards the golf club



Fig. 47. Shortlands Gardens, looking west



Fig. 50. 15 to 23 Meadow Road, west elevations



Fig. 48. Shortlands Gardens, looking east.



Fig. 51. 40 to 50 Meadow Road, east elevations



Fig. 52. Ravensbourne Avenue, looking north



Fig. 55. 88 to 94 Ravensbourne Avenue, west elevations



Fig. 53. Cator Lodge, south elevation



Fig. 56. 108 to 114 Ravensbourne Avenue, west elevations



Fig. 54. 8 and 10 Ravensbourne Avenue, west elevation



Fig. 57. The Shortlands Golf Club clubhouse, north and west elevations

CONCLUSION

Shortlands Village is an historically and architecturally interesting suburb that, as with so many suburbs in London, developed following the arrival of the railway and station in the area. In Shortlands' case the station opened in 1858 prompting a flurry of sales of land for development. Initially this was focused on the hillside to the west of the railway with large high status housing. Development in the river valley to the east of the railway was limited until the River Ravensbourne had been straightened and a new bridge built in 1876. In the short space of four years Beckenham Lane and the roads to the south went up, the north side of Beckenham Lane followed on later with Ravensbourne Avenue being built by 1913. Key buildings for the community such as the Shortlands mission buildings and the school were built in the 1880s.

The east side of the railway is mostly characterised by the modest scale of its housing, with the exception of Ravensbourne Avenue and Queen's Mead Road. The houses were built for those on lower incomes working in service to the wealthier households or commuting into London. The community had the enormous benefit of the preserved open spaces of the river valley surrounding it, both defining the parameters of the village as well as being of benefit to the community's health and well being.

There are buildings of interest that predate the main period of development, both within the village area on Station Road and on the west side on Valley Road and Bromley Road, most notably the seventeenth century Old Cottage. These add an additional layer of interest to the proposed conservation area. Of particular interest are the two pumping stations, both listed, at the southern end of Valley Road.

The area is under developmental pressure, as with all London suburbs, particularly those with good transport links to the centre. Most development has been restricted to loft conversions and extensions with some minor infill development which to date has not had a particularly detrimental effect. However, there are several houses that have been remodelled in a way which has harmed their historic character such as 9 Meadow Road or the two storey infill extension between 48 to 54 Ravensbourne Avenue. Some more recent developments have been unsympathetic to the historic context in which they are situated, in particular, Krueger House at the top of Martin's Road, which is out of scale and poorly designed for its context in such a prominent position. Permitted development rights have also allowed an unwelcome degree of change to windows and doors which has had a detrimental effect on the area. Without the creation of a conservation area these patterns of development will continue to the long term detriment of the historic character of the area.

The only existing heritage constraints within the built-up areas are the three statutory listings and two local listings. The national listings provide strong statutory protection for these buildings and their settings. However, local listing does not afford statutory protection although it is normally linked to a local plan. Without strong protection, particularly against demolition, it is little more than a means to highlight a building of local architectural and historic interest that does not meet the criteria for national listing. The locally listed Valley Coffee House is a case in point and is currently under threat of demolition. Were this within a conservation area or had it met the criteria for national listing, permission for demolition would be required.

Upgrading the area to a conservation area would impose constraints on development that fall outside permitted development rights within conservation areas. Applications would be required to either preserve or enhance the conservation area thereby ensuring a higher standard of design and greater sensitivity to the historic character of the area. The effect of which would be to manage change more sympathetically within the area.

Given the importance of the green open spaces and the trees to the character of the area, conservation area status would afford additional control over works to trees both in open spaces, gardens and along the roads.

The key to designating a conservation area is whether it meets the “special architectural and historic” interest criteria. This report has shown the historic interest of the development of this area with the enormous changes that occurred following the arrival of the railway. This has clearly been sufficiently interesting to afford protection to the Shortlands Conservation Area. The question remains then, whether the Shortlands Village area is of sufficient architectural interest. Too often the larger grander higher status buildings command attention and are protected within conservation areas. Shortlands Village’s over riding character is that of modest railway village with artisan housing for those on low incomes and is no less interesting for that. It is a clearly defined historic community within Shortlands with the amenities that stem from this and has a special architectural interest of its own distinct from the more historically affluent areas of Shortlands.

The setting of the village within the open spaces of the river valley is also key to the area's character. Some of this is already protected within the Bromley Town Centre Conservation Area. However, conservation area status would protect the Valley School Recreation Grounds, Queen's Mead Bowling Club and the Shortlands Golf Club (although this does have Metropolitan Open Space status) thereby preserving the boundaries of the village as it was originally conceived and protecting the open space for future generations.

It is this report's conclusion that the proposed assessment area does warrant designation as a conservation area due to the special historic and architectural interest of the area. Conservation Area protection would ensure that the areas distinctive character would be preserved and enhanced going forward.

In addition, in order to highlight the interest of the station and its platforms it is also suggested that this should be locally listed within the proposed conservation area.

Proposal

There are three alternatives to how the area is upgraded and is open for discussion. The area could simply be added to the existing Bromley Town Centre Conservation Area and would be regarded as a separate character area within this (Option A). Alternatively the southern section around Queens Mead and across the pedestrian bridge to Valley Road might be added to the existing Bromley Town Centre Conservation Area, the rest of the assessment area would then form a new Shortlands Village conservation area, this would have the advantage of being a more clearly defined artisan village with fewer exceptions (Option B). Finally, the third option would be to create a new Shortlands Village conservation area for the entire assessment area (Option C).

Recommendation

1. Create a new Shortlands Village Conservation Area based on the three options laid out, options A, B or C.
2. It is the view of this report that the most satisfactory option in order to preserve the special character of the Shortlands Village area would be option B (Fig. 58).
3. Locally list Shortlands Station and platforms.

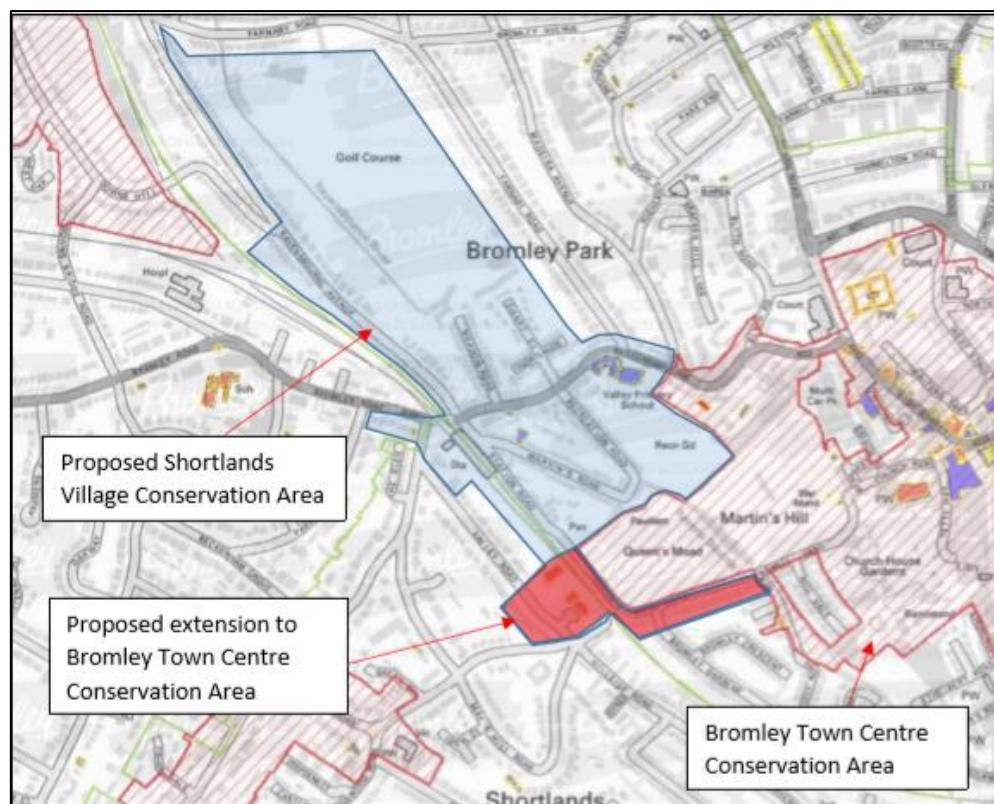


Fig. 58. Proposal, option B

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