

# **Shortlands Village Conservation Area Appraisal and Management Plan**

Adopted 25 June 2025

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# 1 Introduction

## Role of Conservation Area Appraisal and Management Plan

- 1.1 This document provides a detailed statement of character and appearance for the Shortlands Village Conservation Area, setting out the reasons for designation as required by Section 69 of the Act; along with a management plan for its conservation as required by Section 71 of the Act. The document is relevant to development proposals and enhancement works in the area.
- 1.2 Understanding how the planning process works in a Conservation Area can be complicated, including what actually constitutes 'development', and what Permitted Development rights are applicable (as some Permitted Development rights are restricted). Common development proposals that might be restricted include alterations to doors, windows and roofs, and construction of boundary treatments such as fences and gates. The Council recommends that anyone intending to undertake development in a Conservation Area (from small-scale development proposals right up to major development) seeks pre-application advice at the earliest opportunity<sup>1</sup>.
- 1.3 The Council will ensure that Development Management in Conservation Areas is undertaken with care and sensitivity to the character and appearance of the area. This is achieved by referring relevant applications to the Council's conservation officer, as well as seeking input from other parties (internal and external to the Council) where necessary, for example the Council's tree officers.

## Summary of character

- 1.4 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 Conservation Area also includes small areas to the west of the railway. These include the station area and semi-detached houses at the top of Valley Road, the Grade II listed Old Cottage at the bottom of Bromley Road and neighbouring houses on the same side up to Park Hill Road.
- 1.5 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 Avenue.
- 1.6 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

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<sup>1</sup> Details of the Council's pre-application service are available here: <https://www.bromley.gov.uk/planning-applications/pre-application-planning-advice>

important catalyst for development, the railway station is a key element in the Conservation Area and is important for its surviving period detail and character.

- 1.7 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.
- 1.8 The area contains one Grade II listed building - the Old Cottage opposite the station. There are also four locally listed buildings; Valley Primary School, the Congregational Church (now a nursery), the Valley Coffee House, and the Jubilee Drinking Fountain on Queen's Mead. Key components of character within the area include:
- 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 building, The Old Cottage, and its setting.
  - The locally listed Congregational Church (at 84 Martin's Road) and Valley Coffee House (at 87 and 87b Beckenham Lane) 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.
  - 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 retain their historic architectural character. The viaduct acts both as a boundary to the village and 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 character with more detailed and decorative semi-detached housing, some of an impressive scale on large plots with wide gaps and views to the rear.
  - Mature trees found particularly on Ravensbourne Avenue. 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.
- 1.9 Shortlands Village has both historical and architectural interest. The village is largely characterised by artisan housing on a modest scale built for those on lower incomes. There is a clearly defined historic community reflected by the buildings and amenities within. The area has a special architectural interest of its own which is distinct from the more historically affluent areas of Shortlands. The setting of the village within the open spaces of the river valley is a key element of its character.

## **Legislative and policy framework**

- 1.10 The Planning (Listed Buildings and Conservation Areas) Act 1990 is the primary legislation which protects the historic environment. Section 69 of the Act states that:

*"Every local planning authority... shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and... shall designate those areas as Conservation Areas."*

- 1.11 Section 71 places a duty on local planning authorities, requiring them to formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas.
- 1.12 Section 72 of the Act imposes a statutory duty upon local planning authorities to consider the impact of proposals on Conservation Areas, requiring that *“special attention be paid to the desirability of preserving or enhancing the character or appearance of that area.”*
- 1.13 The National Planning Policy Framework (NPPF) (December 2024) sets out national planning policy relevant to the historic environment, with further guidance set out in the national Planning Practice Guidance (PPG). Paragraph 8 of the NPPF defines economic, social and environmental objectives which together will help to achieve sustainable development; the environmental objective includes the protection and enhancement of the built and historic environment.
- 1.14 Section 16 of the NPPF sets out how the historic environment should be conserved and enhanced. This section contains policy relevant to decision-making and plan-making, as well as policy concerning the designation of Conservation Areas. Paragraph 204 states:
- “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.”*
- 1.15 Paragraph 212 concerns decision-taking in relation to heritage assets (which includes Conservation Areas). It states:
- “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”*
- 1.16 The “significance” of a heritage asset means the value of a heritage asset (both designated and non-designated) to this and future generations because of its heritage interest. Significance derives not only from a heritage asset’s physical presence, but also importantly from its setting. Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals. Paragraph 207 of the NPPF states that applicants should set out the significance of any heritage assets affected by development proposals, including any contribution made by their setting.
- 1.17 Paragraph 213 states that *“any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification”*. Paragraphs 214 to 215 set out the tests which must be met where a proposed development will lead to substantial harm (or total loss of significance of) a designated heritage asset; or less than substantial harm to the significance of a designated heritage asset.
- 1.18 The London Plan (2021) provides a strategic framework for development in London. This includes key policies related to the safeguarding of London’s heritage assets and their settings, including policy HC1. Part C states:

*“Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets’ significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.”*

- 1.19 The 2019 Bromley Local Plan has several policies directly relating to the historic environment in Chapter 5. This includes Policy 41: Conservation Areas. The Conservation Area is covered by an Archaeological Priority Area (APA)<sup>2</sup>, Tier 4 grade, which is defined as a low level of archaeological sensitivity.
- 1.20 The Urban Design Guide SPD (July 2023)<sup>3</sup> provides detailed guidance notes on the importance of reinforcing local character and identity (DG1) and preserving and enhancing heritage assets (DG2). The SPD highlights the importance of understanding and responding to the historic environment with heritage being central to good placemaking.
- 1.21 In addition to national regional and local policy and guidance, there are various guidance notes<sup>4</sup> issued by Historic England which may be relevant to specific proposals in the Conservation Area.

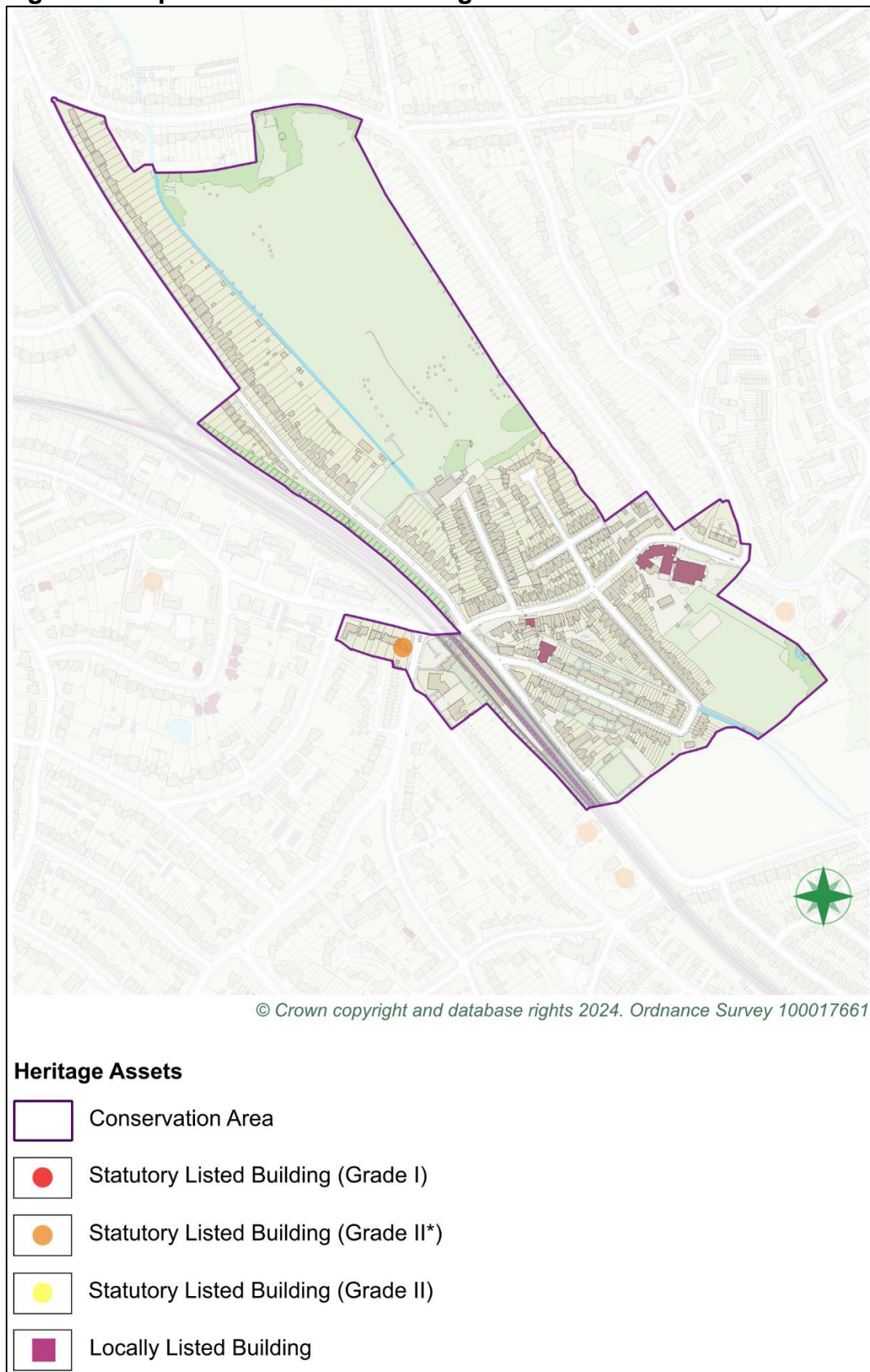
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<sup>2</sup> Information on Archaeology in Bromley available from: <https://www.bromley.gov.uk/local-history-heritage/archaeology-bromley>

<sup>3</sup> Available from: <https://www.bromley.gov.uk/downloads/file/2284/urban-design-guide-spd>

<sup>4</sup> Available from: <https://historicengland.org.uk/advice/find/a-z-publications/>

**Figure 1: Map of the Shortlands Village Conservation Area<sup>5</sup>**



<sup>5</sup> This map can also be viewed on the Council website at:  
<https://www.bromley.gov.uk/conservation/conservation-areas-2>

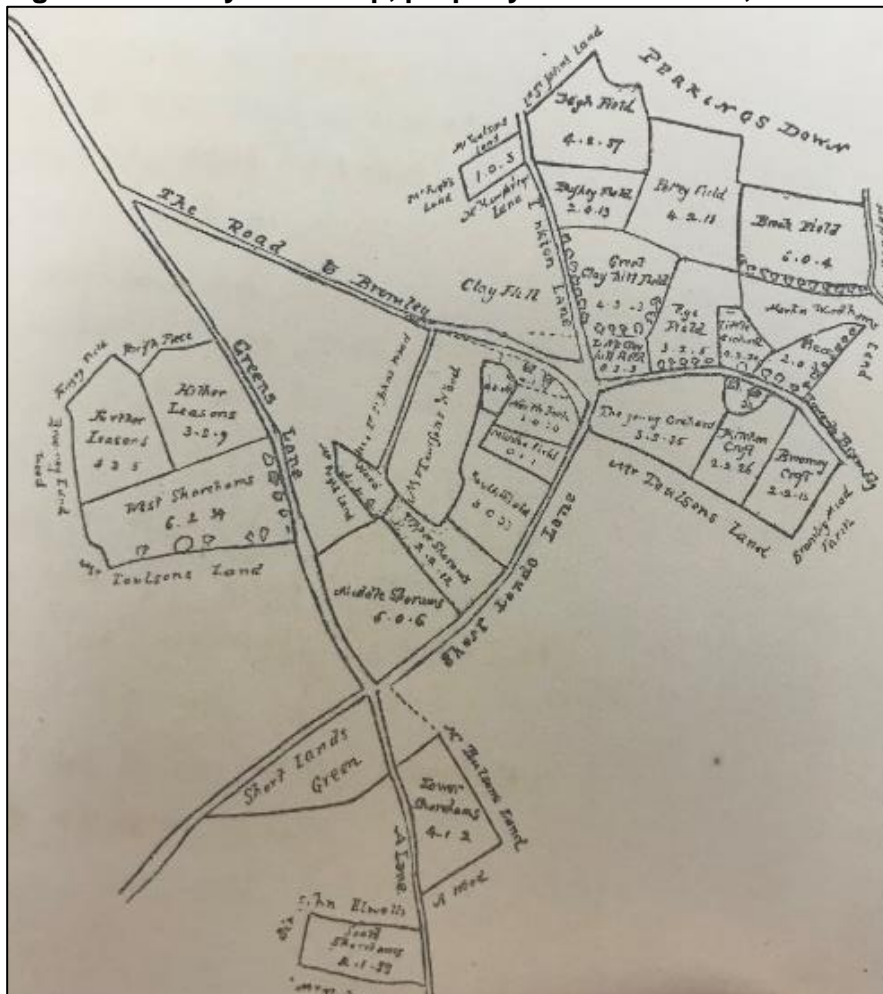


# 2 Historical development

## Early History

- 2.1 The Conservation Area 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.
- 2.2 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.

**Figure 2: Wolsey Farm map, property of Peter Burrell, 1723**



- 2.3 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.
- 2.4 Eighteenth century maps show the road between Beckenham and Bromley running the existing course of Bromley Road, crossing the River Ravensbourne at a water splash and following the position of Beckenham Lane across the river valley floor. 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.
- 2.5 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 Bromley Road with buildings at the top which are likely to represent Shortlands House.
- 2.6 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**

- 2.7 An 1809 survey of Lord Gwydir's estates illustrates that he owned most of Shortlands, the other major landowner being 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 title awards of 1832 as landholders.
- 2.8 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 3 May 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

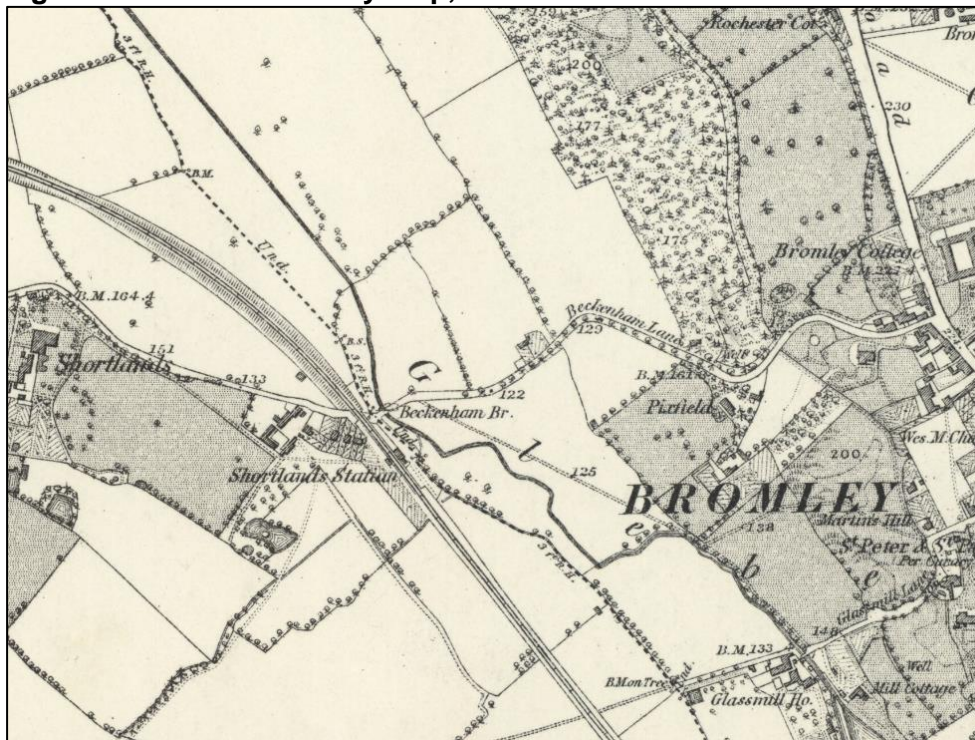
Dover. There was initially a temporary station structure for passengers but in the 1860s this was replaced by the present station and platforms.

- 2.9 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”.*

- 2.10 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.
- 2.11 The 1870 Ordnance Survey map (shown at Figure 3) was surveyed in 1863, exactly the date that Wilkinson sold most of his estate for development. 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.

**Figure 3: Ordnance Survey map, 1870**



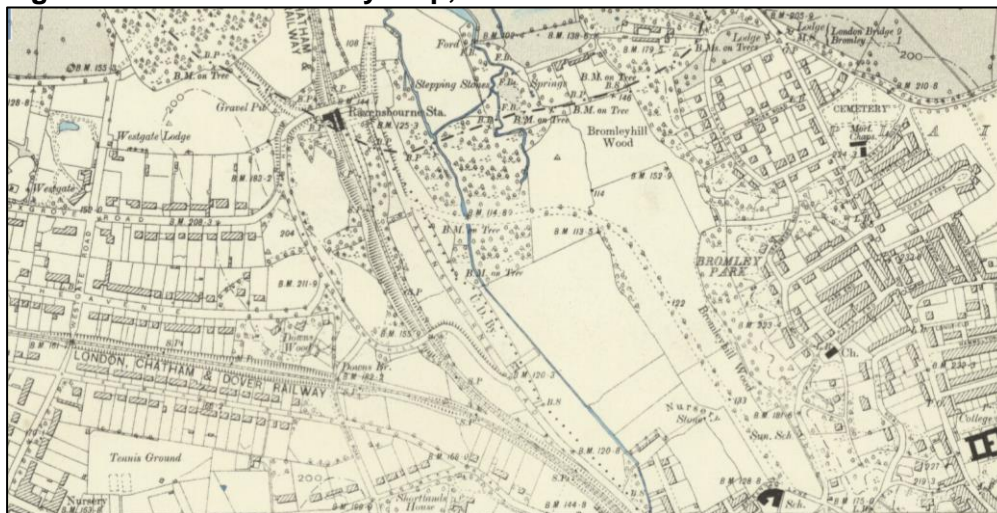
- 2.12 The censuses of the period show the biggest growth in the number of households was between 1871 and 1881 when the number of households tripled in Shortlands; this would mostly reflect the developments west of the railway where grand suburban villas

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.

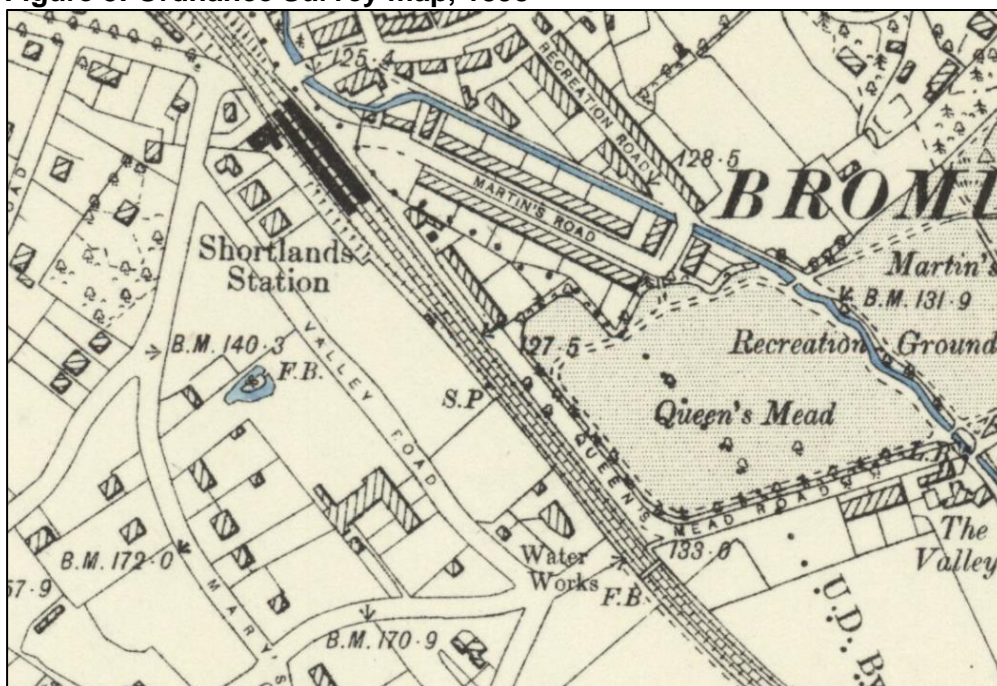
- 2.13 Prior to development, the river valley was a patchwork of low-lying meadows and fields through which the river meandered. A sketch of the area by William Baxter, a local trader and historian, predating development shows a large field to the south of Beckenham Lane known as Upper Common Mead (now Queen's Mead) with a diagonal footpath across it. On the other side of the road was the smaller Lower Common Mead where Ravensbourne Avenue and Meadow Road are now situated. The previously meandering River Ravensbourne 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.
- 2.14 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. 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.
- 2.15 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.
- 2.16 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.
- 2.17 The Ordnance Survey map of 1898 (shown at Figures 4 and 5), surveyed in 1894, shows that Beckenham Lane and Martin's Road were complete by this date. 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 Avenue. On Valley Road the semi-detached houses on the east side of the road next to the station are built.



**Figure 4: Ordnance Survey map, 1898**



**Figure 5: Ordnance Survey map, 1898**



## Twentieth Century

- 2.18 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 (shown at Figure 6), Meadow Road and Shortlands Road had been laid out and completed. Cator Lodge, the attractive semi-detached houses on Ravensbourne Avenue, the handsome houses overlooking Queen's Mead, and the bowling green had 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.

- 2.19 The Ordnance Survey map published in 1934 (shown at Figure 7) shows the development of the semi-detached houses along Station Road. 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 had also been built by this date.
- 2.20 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.



Figure 6: Ordnance Survey, 1913



Figure 7: Ordnance Survey, 1934



# 3 Spatial form

## Location and topography

- 3.1 Shortlands Village is located in the north-west of the borough, approximately one and a half miles east of Beckenham and half a mile west of Bromley Town Centre.
- 3.2 The village lies at the bottom of a long flat-bottomed valley, shaped by the River Ravensbourne. 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 Lane before the Southeastern line bends westward and the Thameslink carries on northward. Beckenham Lane, winds down from Bromley Town Centre, 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

- 3.3 The road layout of the village was created alongside existing roads, responding to 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.
- 3.4 Beckenham Lane, follows the route of an ancient road which wound down from Bromley to Beckenham, crossing the river and heading up past the Shortlands Estate.
- 3.5 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.
- 3.6 There is a clear hierarchy to the streets, Recreation Road comprises of smaller scale terraced houses, while Ravensbourne Avenue is characterised by larger properties occupying more spacious plots. The urban layout was planned to provide desirable homes for working people. This is reflected in the size of the plots, the space between buildings, the size of the buildings and the level of architectural detail.
- 3.7 Private garden space is a notable characteristic, all of the houses have rear gardens of reasonably good size and, except for one row of houses on Shortlands Gardens, all of the original nineteenth century dwellings also feature a low walled front garden.
- 3.8 Large areas of the flood plain were developed as public open space for the village, to the north is Shortlands Golf Club while to the south and east are the Valley Primary School Recreation Ground, Queen's Mead and Martins Hill Open Space<sup>6</sup>.

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<sup>6</sup> The latter two are part of Bromley Town Centre Conservation Area and not part of this appraisal.



**Figure 7: Valley Primary School Recreation Grounds, looking east up to Pixfield Court**



### **Open space, gardens and trees**

- 3.9 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 Primary School Recreation Grounds, Queen's Mead Bowling Club, Queen's Mead and Martins Hill to the south and east.
- 3.10 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<sup>7</sup>. Valley Primary School Recreation Grounds lies between Martins Hill and the school on Beckenham Lane. This includes the field below Pixfield Court which forms part of its setting. It is bounded by hedges and trees preserving a rustic character which contributes positively to the setting of both Pixfield Court as well as Shortlands Village itself. The Shortlands Golf Club is a long strip of land to the east of the river and Ravensbourne Avenue that has been in use as a golf club since the late nineteenth century. The greens are surrounded by groups of trees, in particular birches.
- 3.11 Recreation Road, Martin's Road, Shortlands Gardens and Meadow Road have small front gardens, however, the views of trees and green open land at the ends of these roads provide an attractive contrast and softening effect to the built environment. The replacement flatted blocks on Martin's Road have expanses of lawn fronting the street which complement the views of Queen's 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.

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<sup>7</sup> Queen's Mead is within the Bromley Town Centre Conservation Area

- 3.12 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 an area of lawn where the two roads meet.
- 3.13 Ravensbourne Avenue in contrast to the roads highlighted above is green and verdant. This is particularly evident on the railway embankment which dominates the southern end of the road with its numerous tall mature trees, including a run of elegant sculptural pine trees. The road itself is tree lined, at the southern end these are mature whereas further north the trees are younger, and the road is 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 houses 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 provides additional views of trees and greens beyond the car park.
- 3.14 The west side of the railway features 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.
- 3.15 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 flatted 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.

**Figure 8: The Old Cottage, north-east elevation**



## Gaps and views

- 3.16 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 (beyond the Conservation Area boundary).

- 3.17 There are a number of landmarks both within and outside the Conservation Area that create attractive views, including Pixfield Court on Beckenham Lane and St Peter and St Paul's parish church on the top of Martins Hill. Pixfield Court can be viewed across the Valley Primary School Recreation Grounds from the footpath that runs next to the river; this is an important surviving historic view<sup>8</sup>.
- 3.18 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.
- 3.19 There are key views along the roads in both directions; these include 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 listed pumping stations on Valley Road rising above the viaduct; and the trees of Queen's Mead closing the view of the end of the road<sup>9</sup>. Beckenham Lane curves creating striking 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 Ravensbourne Avenue.
- 3.20 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.

**Figure 9: 250 Bromley Road, north east elevation**



<sup>8</sup> The Bromley Town Centre Conservation Area Appraisal and Management Plan, paragraph 3.12 and Figure 6, identifies the importance of particular views towards areas within, and into or out of, the Bromley Town Centre Conservation Area. Development proposals within the Shortlands Village Conservation Area could potentially impact these views, and as such, the Bromley Town Centre Conservation Area Appraisal and Management Plan may be a relevant consideration when assessing relevant development proposals.

<sup>9</sup> These areas are within the Bromley Town Centre Conservation Area



# 4 Architectural interest

## West of Railway

### Bromley Road

- 4.1 This is the historic road from Bromley to Beckenham rising steeply up to Clay Hill with Shortlands House prominently sited at the eastern end. 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 Conservation Area covers the end by the Station on the west side up to Park Hill Road.
- 4.2 The key building here is The Old Cottage, the oldest surviving building in the area and a Grade II listed structure. It is the last surviving building from Shortlands Farm, formerly Bromley Mead Farm, comprising of a group of agricultural buildings situated at the bottom of the hill close to the river. It dates from the seventeenth century and is a 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.

**Figure 10: 256 Bromley Road, north east elevation**



- 4.3 By the 1890s The Old Cottage was an isolated survival, its farm buildings having been demolished and three large plots were developed 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. It is surmised 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 flatted 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. 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.

- 4.4 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. 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.
- 4.5 The infill housing, numbers 252 and 252a and Drayton Court hold little architectural interest.

#### Valley Road

- 4.6 Valley Road was laid out after the railway was built. 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. Numbers 5 and 7 are two and a half storey semi-detached houses in red brick with tiled roofs. 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.
- 4.7 The first building to be built was the Grade II listed Old Pumping Station in the 1860s followed by plots on the other side of the road in front of the Main Pumping Station (also Grade II listed) which dates from the 1920s<sup>10</sup>.

#### Shortlands Station

- 4.8 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.

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<sup>10</sup> These areas are within the Bromley Town Centre Conservation Area

**Figure 11: Station platform, ironwork**



- 4.9 The station is a single storey red brick building with slate roof set adjacent and perpendicular to the west side of the railway viaduct. 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. Prior approval permission has been granted for the construction of a new footbridge and lift shafts at the station<sup>11</sup>.
- 4.10 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. 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. The quality of the surviving iron work is extremely good and the views out from the platform towards Martins Hill are impressive.

## **East of Railway**

### **Beckenham Lane**

- 4.11 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 buildings were constructed 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 mostly comprises of two storey properties built of London stock brick

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<sup>11</sup> Planning application reference numbers 21/05119/LAORD; 23/00021/LAORD; and 24/02307/LAORD.

which creates unity along the road despite the varied housing types, most of which are set back from the pavement and occupy modest size plots.

#### Beckenham Lane (south side)

- 4.12 Commencing at the eastern end, the southern stretch begins with Valley Primary School, a locally listed building designed by Evelyn Helicar in 1889. This is a large low complex of buildings sited at the bottom of Martins 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 an attractive feature 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.
- 4.13 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. 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.
- 4.14 Numbers 49 to 53 is a handsome three storey tall parade of shops. 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 standalone building of London stock brick with a slate hipped roof to the road. It is flat fronted with a modern shop front and windows.
- 4.15 Numbers 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. 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 hard standing. Number 65 is a detached house that is an infill development likely to date from the 1930s and is of little architectural interest.
- 4.16 Numbers 67-73 is a grander terrace of houses constructed of London stock brick with red brick decorative detailing. 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. The front boundaries have disappeared, and this is now hard standing for car parking.
- 4.17 Number 75 to 85 is a parade of shops built in an ad hoc way but unified in its use of materials. 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.
- 4.18 The Valley Coffee House (number 87 and 87b) was built in 1881 as part of the Shortlands Mission<sup>12</sup>. 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

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<sup>12</sup> As of March 2025, shopfront works are ongoing relating to application reference 23/01670/FULL1. These works, if completed according to the application plans, will restore the shopfront to a more traditional look, which should positively contribute to the Conservation Area.

ridge tiles and tile hung gables to the front, with a dormer window in the centre. 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-twentieth century to the right with a flat roof brick extension. The architectural effect is charming and rustic.

- 4.19 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.
- 4.20 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. 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.

#### Beckenham Lane (North side)

- 4.21 Commencing at the eastern end, the northern stretch starts with two Arts and Crafts houses that are within the Conservation Area, these are number 2 Farnaby Road and 14 Beckenham Lane. These are brick and rendered asymmetric compositions with steep roofs, jutting gables and small painted 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 Conservation Area.
- 4.22 Opposite, on the corner of Farnaby Road, is Shelbey Court, a modern development which itself has no architectural interest, but occupies a prominent and sensitive corner site in terms of the impact on the character and appearance of the wider area and the continuity of views toward 2 Farnaby Road and 14 Beckenham Lane in particular. This is followed by a small parade of shops, 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. The shop fronts are now modern.
- 4.23 To the west begins a run of distinctive half hipped semi-detached houses, development of which commenced in 1876 (as confirmed by a date stone between numbers 76 and 78) on the area known as Frogs' Island. There are four pairs east of Shortlands Gardens and five pairs 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. The pair next to Shortlands Gardens 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.
- 4.24 Those houses to the west of Shortlands Gardens have flat front elevations and deeper front gardens which have varied planting and small trees. More distinctively they are set back from each other as the road curves creating an attractive rhythm in longer views. The corner house on Shortlands Gardens 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.



- 4.25 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. 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.
- 4.26 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. 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.

### Station Road

- 4.27 Station 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 Stations<sup>13</sup>.
- 4.28 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. 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 Palladian or 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.
- 4.29 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. 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

- 4.30 Martin's Road was 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. The northern end of the street, at the junction of Station Road, features some modern developments which are unsympathetic to the historic context in which they are situated, in particular, Krueger House which is out of scale and poorly designed for its context in such a prominent position.

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<sup>13</sup> Both of which are in the Bromley Town Centre Conservation Area

- 4.31 In 1908 the Congregational Church was built to a design by George Baines which combines traditional ecclesiastical forms with more contemporary Voysey-esque flourishes. 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.
- 4.32 Numbers 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.
- 4.33 The central section of Martin's Road is dominated by social housing replacing terraces that were constructed 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.
- 4.34 The southern end of the road has similar workers cottages as described above (number 28 to 14 east side and 33-13 west side) although these have the addition of dentilled eaves. 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 where the small front gardens are better preserved.
- 4.35 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

- 4.36 Recreation Road is better preserved than Martin's Road which it links to. They share similar views of trees and Queen's Mead at the southern end. Also at this end is the culvert of the River Ravensbourne and parallel footpath between the backs of the terraces of Martin's Road and Recreation Road. The character is small scale and domestic.
- 4.37 Numbers 2 to 20 on the west side are five semi-detached houses similar to those on Beckenham Lane built by Abraham 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.
- 4.38 Elsewhere the houses are diminutive workers cottages. The road was complete by the early 1890s with the exception of numbers 22 to 40. 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.

- 4.39 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. 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

- 4.40 Queen's Mead Road curves around Queen's Mead on its western and southern sides and is a continuation of Station Road. It is lined with an avenue of trees, many of which are mature specimens. 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<sup>14</sup>.
- 4.41 On the north side of Queen's Mead Road is the bowling club, which has a small weatherboarded club house built in the 1920s which contributes positively to the charm and appeal of this area. The locally listed Jubilee Drinking Fountain lies close to the bowling club. Queen's Mead Road to the south of the bowling club falls within the Bromley Town Centre Conservation Area.
- 4.42 This area is adjacent to the Bromley Town Centre Conservation Area and shares similar characteristics with the area. The Bromley Town Centre Conservation Area and Management Plan document may be a relevant consideration when assessing development proposals within this area.

#### Shortlands Gardens

- 4.43 Shortlands Gardens was laid out later than the other roads in the vicinity and appears in maps surveyed from 1907 onwards. It follows a T-shaped plan which runs parallel to Beckenham Lane and leads to Chart Close, a cul de sac development of little interest built in the 1960s.
- 4.44 The east side is terraced in the same style on both sides, and this is replicated on the north of the western side. 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 small, mostly walled front gardens.
- 4.45 Numbers 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

- 4.46 Meadow Road is a mixture of small terraces and semi-detached houses set behind small often walled front gardens. The end of the road once led 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

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<sup>14</sup> These properties fall within the Bromley Town Centre Conservation Area

tile roofs. There is more variety of detail and form on this road than elsewhere off Beckenham Lane.

- 4.47 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.
- 4.48 At the end of the road on the west side, numbers 25 to 41 are 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. All these properties have been pebble dashed and some painted, which has meant that much of their original character has been lost. Number 45 at the end of the road is a modern insertion.
- 4.49 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). Numbers 42 and 40 are a handsome semi-detached pair of London stock brick houses with large double height bays with brick dentilled eaves. They have contrasting yellow brick segmental arches above the window openings and entrances are to the side rather than the street.
- 4.50 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. Number 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.

### Ravensbourne Avenue

- 4.51 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; work began on building the houses after this date. The Conservation Area covers both sides of the road from the station up to Downs Hill on the west side<sup>15</sup> 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, the scale of the plots and houses is evidence of the higher status of this road in comparison to the other roads off Beckenham Lane.
- 4.52 Cator Lodge is an individual building at the beginning of the road. 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

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<sup>15</sup> 99 Ravensbourne Avenue, which forms a semi-detached pair with 1 Downs Hill, is not included in the Conservation Area.

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.

- 4.53 Numbers 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. 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 numbers 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.
- 4.54 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. 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.
- 4.55 Numbers 108 to 114 are handsome turn of the century villas that were completed by 1913. 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) and voussoirs (wedge-shaped bricks) forming the window arches. The square double height bays are entirely red brick with rendered gables and unusual windows which fill the entire top of the gable.
- 4.56 116-118 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.
- 4.57 The west side of Ravensbourne Avenue up to Downs Hill is modern 1960s/70s houses. Numbers 95 and 97 appear to respond to the front facing gable roof houses on the opposite side of the road (Nos. 88 – 94).

#### Shortlands Golf Club

- 4.58 The club house to the Golf Club was built in 1973 replacing the 1920s club house that had been situated on Ravensbourne Avenue. It 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.
- 4.59 The Golf Club course is a key open space at the heart of the Conservation Area. It is included within the area as a means of preserving the open space of the river valley and the

contribution this makes to the character and appearance of the Shortlands railway village and preserving a link to the areas pre-suburban development.

# 5 Management Plan

## Demolition

- 5.1 Proposals for the demolition of structures within the Conservation Area will normally be assessed against the contribution of the structure in question. This contribution could be on an individual basis or as part of a group of buildings. This will normally be assessed on a case-by-case basis in the context of specific circumstances.
- 5.2 Some buildings and structures are individually designated through statutory or local listing, and these are strong contributors to the character and appearance of the Conservation Area. However, non-listing by no means implies that a building is non-contributory, and there should be no presumption of this. The character and appearance of a Conservation Area is frequently embodied in buildings, which are not in themselves exceptional, but are contributors to the Area's noteworthiness. Non-designated heritage assets can be identified as part of the decision-making process<sup>16</sup>, which would give them a status akin to local listing.
- 5.3 A Heritage Statement should be provided with any application for demolition in the Conservation Area. The Heritage Statement should outline the contribution that a building or buildings makes to the Conservation Area.
- 5.4 To avoid vacant or derelict sites and consequent uncertainty about the future of a site, demolition will not normally be permitted prior to securing a binding commitment to a specific form of redevelopment, for example through a legal agreement.

## Siting of New Development

- 5.5 New buildings in a Conservation Area will normally only be considered:
  - on a site created through demolition of an existing building;
  - on a currently vacant plot; or
  - as an additional building on a plot presently accommodating a building (where appropriate opportunities can be identified).
- 5.6 A Heritage Statement should be provided describing the significance of any heritage assets impacted by development proposals, including the contribution made to their setting. The level of detail should be proportionate to the assets' importance in order for an informed assessment to be made. Heritage Statements should also take account of Archaeological Priority Areas (APAs)<sup>17</sup>.
- 5.7 The characteristics of the area, as described in sections 3 and 4 of this document, should be a starting point for the conception of the design for any new development in the Conservation Area.

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<sup>16</sup> Planning Practice Guidance, Historic Environment, Paragraph: 040 Reference ID: 18a-040-20190723, available from: <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>

<sup>17</sup> Information on APAs is available from: <https://www.bromley.gov.uk/local-history-heritage/archaeology-bromley>

- 5.8 The established density and layout in the area will provide a guide to the appropriate scale and positioning of any new development. Insertion of new structures within already developed plots will generally require constraint in scale and careful positioning to ensure that they do not detract from the established character and appearance.

## **Layout**

- 5.9 The siting and layout of new structures must be respectful of the character and appearance of the Conservation Area. This requires recognising and responding to the predominant scale, form and detailing of contributory buildings, and reflecting the bulk and spatial composition of structures and intervening spaces.
- 5.10 Spaces around and between buildings are often an important part of the character and appearance of an area, and the setting of principal contributory buildings. Established trees and gardens play an important contributory role to the character of the Conservation Area.

## **Design of New Development**

- 5.11 Where new buildings are deemed to be appropriate, attention is required to ensure their compatibility with the Conservation Area, which should result in a positive contribution to the area both in its own right, and as an element in the urban form. As well as buildings, this relates to the spaces and relationships between buildings, and the treatment of the site and surroundings.
- 5.12 In particular, new buildings should not become dominant elements or overwhelm existing structures and spaces. For example, it is good practice for new buildings to keep within the typical height of existing buildings, ideally remaining slightly lower than adjacent buildings. Building frontages and bulk should be addressed similarly. Attention should also be paid to the articulation, fenestration and break up of existing buildings, and the scale at which this occurs, avoiding visual massing out of scale with established and contributory elements.
- 5.13 The adoption of scale, forms and materials characteristic of the Conservation Area is appropriate; the underlying principles are similar to those relevant to alterations and additions, which are detailed below. However, design which attempts "mock" historic replication of buildings from earlier eras (pastiche) is discouraged, as this lacks authenticity, dilutes the Area's significance, and can confuse interpretation of the Area's historical development. An exception may be justified where reinstatement of an important missing element of the built form will repair a jarring gap and can be based on detailed historical records. In these cases, clues to the building's more recent origins may be provided by restrained detailing and a date stone where appropriate.
- 5.14 Further detailed design guidance in relation to layout, scale and massing, and architectural design is set out in Section 5 of the Urban Design Guide SPD.

## **Extensions and Alterations**

- 5.15 Extensions and alterations to existing buildings within the Conservation Area should reflect the forms, materials, textures and finishes of the host building, along with the design philosophies underlying its style. These vary between individual buildings in this Conservation Area, and therefore the design will need to respond to the specific building. Care should be taken with details such as the matching of brick bonds and continuation of stringcourses or lintels.



- 5.16 The proportions, positioning and integration of an extension to the host building should be designed to safeguard not only the building's contribution to the wider Conservation Area, but also its enduring value to the heritage asset itself. It should not be so large as to dominate or compete in visual terms with the host building.
- 5.17 Details characteristic of the building type and era should be retained wherever possible. Alterations to the exterior form and detailing of a contributory building should respond sensitively to the significant elements of the building. In particular, attention should be paid to protecting and reflecting elements of the original design detailing, such as chimneystacks, ridge tiles, lintels, and stringcourses. Every effort should be made to retain and repair such original details. Regular and timely maintenance is preferable to the difficulty and expense incurred by belated repair or, ultimately, replacement.

## **Shopfronts**

- 5.18 Original shopfronts are an important element of local High Streets. It is important that traditional shopfronts with historic and/or architectural significance are retained, restored and enhanced with appropriate signage and materials. Where the introduction of new shopfronts/fascias is appropriate these should be designed to respect the original fabric of the building and to be sympathetic to the Conservation Area setting.
- 5.19 The architectural character and style of the upper floors should be understood in order to ensure that the ground floor is not designed in isolation but as part of the overall composition. It is also important to consider the impact of the design on the character and appearance of the wider streetscene. Proportions and materials should respect and maintain the rhythm and hierarchy of neighbouring buildings within the Conservation Area setting.
- 5.20 The Council will resist the removal of shopfronts of architectural or historic merit. The retention of original architectural features is key to safeguarding local character, where traditional features remain their retention and restoration will be strongly encouraged.
- 5.21 Particular care should be taken in the choice of materials for buildings within Conservation Areas in order to ensure that a sensitive and sympathetic design is achieved. Traditional materials such as brick, tile, terracotta, timber and masonry are typically more appropriate for shopfronts within Conservation Areas and on listed buildings.
- 5.22 The installation of permanently fixed, or external steel roller shutters detract from the streetscene and attract graffiti. Where it is considered that security measures are required, the use of toughened glass or internally fitted open mesh/lattice grille shutters will be encouraged in order to minimise the visual impact on the streetscene.
- 5.23 New and replacement signs should be proportionate to the rest of the building and designed in a way that minimises their impact on the Conservation Area setting, they should not be displayed at first floor level or above, especially on exposed flank walls. Projecting box signs are not appropriate in Conservation Areas. External lighting is preferred over internal illumination on traditional shopfronts, light fittings should be small scale and low key.
- 5.24 Further detailed design guidance is set out in Section 5 and DG10 of the Urban Design Guide SPD.

## Windows and Doors

- 5.25 Original window and door proportions, materials and detailing should be retained. As Historic England advise in their guidance on historic windows<sup>18</sup>, repair of original joinery is desirable where practical, with any necessary new work matching in materials and detailing. Unsympathetic replacement doors and windows can significantly detract from the character of a building and, in turn, the Conservation Area.
- 5.26 Mass produced standard components (particularly those made in UPVC) can rarely reflect the carefully considered proportions and detailed mouldings of original doors and windows, and their use is discouraged. Whilst their installation may be cheaper, they are visibly inappropriate to a period building, and can significantly detract from the heritage value of a property.

## Dormers and Roof Lights

- 5.27 The desire to increase useable areas in a dwelling often leads to the conversion of attic and roof spaces into rooms. This results in the requirement for natural lighting where none, or insufficient, is available at present. The most common responses are to insert dormer windows into the roofline, or to install roof lights. The appropriateness of either approach will be dependent upon the character and design of individual buildings and should not begin with a presumption that either approach will necessarily be compatible.
- 5.28 Dormer windows are a component part of some architectural styles. However, in other cases the introduction of dormers will be inappropriate, particularly on prominent front or side rooflines. Close attention to the style of the host building can indicate whether appropriate opportunities exist. Where an opportunity is identified, the scale of a dormer should respond to traditional styles, usually requiring some restraint of the urge to maximise internal spaces to avoid adversely impacting upon the appearance of the building and Conservation Area. If installation of dormers is appropriate, they should be set below the ridgeline of the host building.
- 5.29 Roof lights must be sited sensitively to avoid detracting from important views of the building. Where roof lights are considered appropriate, they should be designed to sit flush within the roof with low-profile glazing in order to appear less prominent. Normally, placement in rear elevations is preferable to the front elevation.

## Satellite Dishes, Domestic Microgeneration Equipment and Other Plant

- 5.30 Permitted Development (PD) rights allow for the installation of satellite dishes, domestic microgeneration equipment and other plant equipment, but these PD rights have specific restrictions and conditions.
- 5.31 The location and appearance of plant, extraction fans and other equipment such as satellite dishes on properties, should be carefully considered, so as to minimise its effect on the external appearance of the building. All plant should generally be placed out of view from the public realm.
- 5.32 Satellite dishes should not be placed on a chimney, roof or wall that is visible from a highway.

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<sup>18</sup> Historic England, Traditional Windows: their care, repair and upgrading, available from: <https://historicengland.org.uk/images-books/publications/traditional-windows-care-repair-upgrading/>

- 5.33 Section 5 of the Urban Design Guide SPD includes guidance on the siting of solar panels, and identifies solar tiles as an alternative option for Conservation Areas which may be more sensitive to visual impact.
- 5.34 Solar panels and solar thermal equipment are not permitted in a Conservation Area if they are to be installed on a wall which fronts a highway. Any such equipment proposed to be installed on a flat roof in a Conservation Area may require prior approval with respect to the impact of its appearance on the Conservation Area.

### **Hardstanding and Driveways**

- 5.35 Frequently, proposals for hardstanding and driveways are generated by the desire to accommodate motor vehicles on the plot, or to increase the capacity for this use.
- 5.36 PD rights allow the creation of hardstanding. Where that hardstanding would exceed 5sqm, planning permission is required unless porous materials are used, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.
- 5.37 Where opportunities do exist, minimising the width of the opening in a front wall will reduce the impact upon the streetscene whilst retaining some screening of the front garden. Paving may be addressed as a component part of a comprehensive design treatment, so it visually remains part of the garden, rather than appearing as an area distinct from it. Retention of border planting can avoid starkness caused by paving to wall or building edges.

### **Garages**

- 5.38 In residential sections of the Conservation Area, the introduction of garages needs to be sensitive to the building forms of the area. In some situations, a single level wing at the side of a larger dwelling may fit the general form of development, whilst in others it may detrimentally alter the built form, such as by blocking openings between buildings, which may be characteristic of the area. Traditional garages may be too small to accommodate modern vehicles. If enlargement or replacement can be sensitively achieved, it may be possible to borrow design elements from the original to retain compatibility. Rarely will enclosed parking forward of the primary frontage of the main building be appropriate.

### **Fences, Hedges and Walls**

- 5.39 Low boundary walls and fences are a common feature in the Conservation Area, helping to maintain a sense of rhythm on many streets and contributing positively to the local vernacular. Maintaining existing low boundary treatments will be a key consideration when assessing proposals for new front/side boundary fences or walls. Any impacts may be mitigated through limiting the height of the proposed boundary treatment, in order to prevent an uncharacteristic sense of enclosure at odds with the sense of openness within the street.

### **Changes of Use**

- 5.40 Commercial parts of the Conservation Area are at the forefront of evolving demands and pressures for change. The challenge is to absorb change whilst retaining the essential character which links the centre with the richness of its past and sustains the spirit and identity of place.

- 5.41 The viability of a significant building's retention can sometimes be assisted through finding a new use which might return it to an economic function which can support maintenance, repair and conservation works. This must be balanced with other considerations, including the potentially reduced significance of a building, which no longer performs the role for which it was established.
- 5.42 Consideration also needs to be given to consequential pressures, which may flow from a change of use which may include the potential of increased demand for car parking, either on site or in the locality. On site parking can often impact adversely upon open spaces which are contributory to the character and appearance of the Area, such as through the loss of garden settings. Where parking is on street, the presence of many cars for much of the time can detract seriously from the appearance of an area.

### **Trees and Gardens**

- 5.43 Established trees and gardens play an important contributory role to the character of most Conservation Areas. Within the Shortlands Village Conservation Area, the green open spaces along the river valley, together with trees and gardens, are a key element of the character of the Conservation Area.

# Appendices

## Appendix 1: Sources

### Books

- L. Hevey, Shortlands, Bromley Borough Local History Society, Bromley, 1992
- E. Horsburgh A History of Bromley, Hodder and Stoughton Ltd., London, 1929
- G. Jones, A History of Shortlands Golf Club, formerly the Beckenham Ladies Golf Club, 1894-2000. n.d.
- R. Borrowman, Beckenham Past and Present, privately published, Beckenham, 1910

### Maps

- Ordnance Survey map, 1870, 1st edition, 1:2500
- Ordnance Survey map, 1898, 2nd edition, 1:2500
- Ordnance Survey map, 1913, 3rd edition, 1:2500
- Ordnance Survey map, ca. 1934, 4th edition, 1:2500

### Other

- Conservation Area Appraisal, Designation and Management, Historic England Advice Note 1 (Second Edition), February 2019
- Understanding Place Historic Area Assessments (second edition), Historic England, April 2017
- Built Environment Advisory and Management Service (BEAMS), Shortlands Village Historic Area Assessment, February 2020