

**TWENTIETH
CENTURY
SOCIETY**



C20 Lambeth 70s

A walk for the Twentieth century Society

Saturday 9 March

Led by Ian McInnes & Henrietta Billings



The Twentieth Century Society is a conservation and education charity concerned with architecture and design in Britain after 1914.

70 Cowcross Street,
London EC1M 6EJ

Cressingham Gardens - original perspective

Lambeth Architects Department, 1965-81:

Edward Hollamby became Lambeth's Chief Architect in January 1963. He was promoted to Director of Technical Services and Chief Planner after 1965 and, in the early/mid 1970s, the management structure of the office was as follows:

Edward Hollamby (Director of Technical Services and Chief Planner)

Bill Jacoby (Chief architect) - in succession to Rae Evans

There were then six design groups led by:

Magada Borowiecki

Roger Bicknell

Kevin Deegan

Frank Di Marco

Don Eastaugh

John Porter

Good Design in Housing Awards:

1968 - Cheviot Gardens, Cheviot Road, SE27 - Highly Commended scheme

1970 - Woodquest Avenue (Phase 1), Osborne Close, SE24 - Highly Commended scheme

1971 - Virginia Walk & Cherry Laurel Walk, SW2 - Award Winning scheme

1971 - May Tree Walk, SW2 - Highly Commended scheme

1972 - 23 Garrads Road, SW16 - Highly Commended scheme

1974 - Blenheim Gardens (Phases 1 & 2) - Highly Commended scheme

1976 - Old People's Community, 269 Leigham Court Road, SW16 - Highly Commended scheme

1977 - Park Hill, SW4 - Highly Commended scheme

Civic Trust Awards:

1970 - West Norwood Library & Nettlefold Hall, Norwood High Street, SE27 - Commendation

1973 - 18-50 Loughborough Road, SW9 - Commendation

1979 - 45-52 Vassall Road, SW9 - Commendation

Start at Brixton Underground Station

Cross the road, turn left, and walk along Brixton Road

Everything on the opposite side of the road between Electric Avenue and Acre Lane was erected in the late 1930s when the owners were permitted to build on protected Rush Common land because the LCC needed some of it for a road widening programme.



View from Brixton Town Hall roof during the 1930s redevelopment of Brixton Road.

Boots, 449 Brixton Road, 1935-36 (architect - Boots Architects Department)

JD Sports, 451-453 Brixton Rd, formerly Dolcis Shoes, 1938 (architect - Dolcis in-house architects' department)). In red brick with jazzy fins and Art Deco panels.

Reliance Arcade, 455 Brixton Rd, 1931 (architect - Ernest J Thomas of Portsmouth). Established in the mid-1920s, the façade was brought forward in the 1930s when the land adjacent to Rush Common was built on.

T Mobile and H&M, formerly Woolworths, 457 - 461 Brixton Rd, 1935-7 (architect - F W Woolworth & Co Architects Dept). Jazzy frontage in faience again sporting fin detailing. The first Woolworths 'Bazaar' was located on the other side of Brixton Road at the corner of Atlantic Road by the railway bridge.



Woolworths 1939

Barclays Bank, 463 Brixton Rd, 1937-38 (*architect - H Payne Wyatt*) Restrained and rather dull Neo-Georgian bank premises typical of the period. Band rusticated render to ground floor. Red brick upper floors with urn finials. The architect occupied the upper floors as his office.

Kentucky Fried Chicken, 467 Brixton Rd & the Prince of Wales Pub (the whole building was formerly Prince of Wales pub) 1936-38 (*architect - Joseph Hill*). Note the faïence 'Prince of Wales' features' motifs at each end of the curved façade and more vertical fins. Built for the Wenlock Brewery this building originally had a large restaurant on the first floor - the room itself remains in quasi original condition - the Society recently participated in a book launch there.

Windrush Square: The new Windrush Square, opened in 2010, joined the existing Tate Gardens and old Windrush Square as a pedestrianised open space. The work to the



The Prince of Wales pub - original perspective

square was part of a wider programme which saw the one-way system around St Matthew's Church removed, and Brixton Hill widened to accommodate more two-way traffic. Consultation showed that the public wanted Effra Road to remain open and it continues to be open to local traffic. The Council's website notes *"The redevelopment, which follows several years of consultation, has been designed with safety in mind and includes improved lighting, and better sightlines. The project aims to create a safe, high-quality public space reflecting our unique and diverse community."*

Ritzy Cinema, 1910-11 (architect - Homer & Lucas). Formerly the Electric Pavilion Cinema, it has been converted into a multi-screen cinema, but many original internal details remain.

Walk up Town Hall parade and Brixton Hill

On the right hand side:

Lambeth Town Hall, 1905-08 (architect - Septimus Warwick & Herbert Austin Hall). The top floor was added by the same firm in 1937-38. It remains a good example of the Edwardian Baroque style; the elevations are finished in narrow red bricks with Portland stone dressings on a grey granite plinth. The tower contains four symbolic figures representing Justice, Science, Art and Literature.

Former Palladium Picture House, 1912-13 (*architect - Gilbert Booth*). It was apparently designed to blend in with the Edwardian splendour of the adjacent Town hall. Built and operated by National Electric Theatres Ltd, the cinema mixed Neo-Classical with Baroque architecture, the auditorium provided seating in stalls and balcony levels for a total of 1,200.



The cinema in 1913

Taken over by Suburban Super Cinemas Ltd in 1923, the cinema was kitted out three years later with the only Wurlitzer 2 Manual/4 Rank Model B in England. There was another change of ownership in October 1929 with Associated British Cinemas (ABC) buying up the property and renaming it the Palladium Cinema.

The cinema closed on 24th April 1956 for a radical reconstruction which saw the attractive Edwardian facade being replaced by a plain *moderne*, frill-free look. It reopened on 24th September 1956 as the Regal Cinema. Seven years later, another new name was unveiled, ABC Brixton (from 20th October 1963) but this was only to last until 23rd October 1977 when the cinema was leased to an Independent operator and re-named the Ace Cinema.

The cinema finally closed on 28th March 1981, although the building stayed in use as a concert venue and roller-disco, before re-emerging as The Fridge nightclub in June 1985.



Early 1970s - A view of the modernised facade.



1985 View - the Fridge

1-12 Brixton Hill, 1914-18 (*architect - Boreham Son & Gladding*) - only Nos 1-6 now remain.

Former Lambeth Housing Department Offices, 1957-59 (*architect - Brandon Jones, Ashton & Broadbent*). This replaces Nos 7-12 Brixton Hill, see above.

Hambrook House, formerly headquarters of ACE Engineering, completed 1959 (*architect not known*).

Effra Court, 1934-36 (*architect - Edwin D Griffiths*)

This part of Brixton Hill was clearly seen as a prime residential location in the mid-1930s (as was Streatham a couple of miles further south). This is the first of three different blocks to be built on this side of the road south of the town hall.

Arlington Court, 1938-39 (*architect - Marshall and Tweedy*)

Olive Morris House, 17 Brixton Hill, 1974-77 (*architect - Lambeth Borough Architects' Department (Director of Development Services, W. Jacoby)*). A typical 1970s brick clad office building with rather severe cantilevers.

Brixton Hill Court, 1934-36 (*architect - Edwin D Griffiths*)

On the left hand side behind Rush Common:

St Matthews Estate, 1963-66 (*architects - Lambeth Borough Engineers' Department*) St Matthews is an

example of a typical 1960s system built housing estate. Originally it consisted of a series of seven storey 'H' shaped blocks alongside traditional terraced housing. By the mid-1990s the Estate was seen as 'failing' and Lambeth started to refurbish four of the blocks. However, the works cost approximately £1m per block and Lambeth was unable to complete the exercise.

In 1998 two Registered Social Landlords (RSLs), London & Quadrant Housing Trust (L&Q) and Presentation Tower Homes, the 'for sale' arm of L&Q, went into partnership with Lambeth to take the estate refurbishment forward. Architects PRP were appointed to develop the scheme and, following considerable consultation with residents, outline planning was obtained in November 2003. PRP were then novated to Mulalley & Co Ltd -who built all three phases under a 'Design and Build' contract.

Two blocks, Gale and Romer Houses, were demolished to make way for three new 'villa blocks' facing onto Rush Common. The Architect's website notes that *"architecturally, they provide a strong edge, helping to demarcate the Common whilst improving the sense of enclosure. The common now benefits from 'benign' surveillance from residents - all living rooms overlook the parkland and have generous balconies, which also encourage residents to grow plants - a 'greening' strategy in St Matthew's urban regeneration. Secured by Design, all apartments are built to Lifetime Homes Standards, including 2 units for wheelchair users, which have been positioned on the ground floor of 2 blocks."* The first phase of the refurbishment also included eight wide-fronted houses, eight narrow-fronted houses and associated play areas and external works, including the re-location of a sub-station.

The other blocks were refurbished. External fabric insulation was improved through over-cladding. Energy requirements were further reduced through the use of photovoltaic panels used to power common parts lighting and lifts. Winter gardens were added to provide additional living space and amenity benefits.

PRP worked with Bill Dunster (architect of the Bed Zed development in Merton) on a new 12 flat keyworker block where Challenge funding backed the construction of highly energy efficient 1 and 2 bedroom flats - the block won the Low Energy Building of the Year Award in 2006.

On the right hand side:

Lambeth College, formerly the Brixton Day College 1957-59 (*architect - LCC Architects Department (Education Division)*)

Austin House, 76 Brixton Hill, 1960-62 (*architect - C Piazza*)

110 Brixton Hill, 1975-77 (*architect - Bicknall & Hamilton for Lambeth Borough Architects Department*)

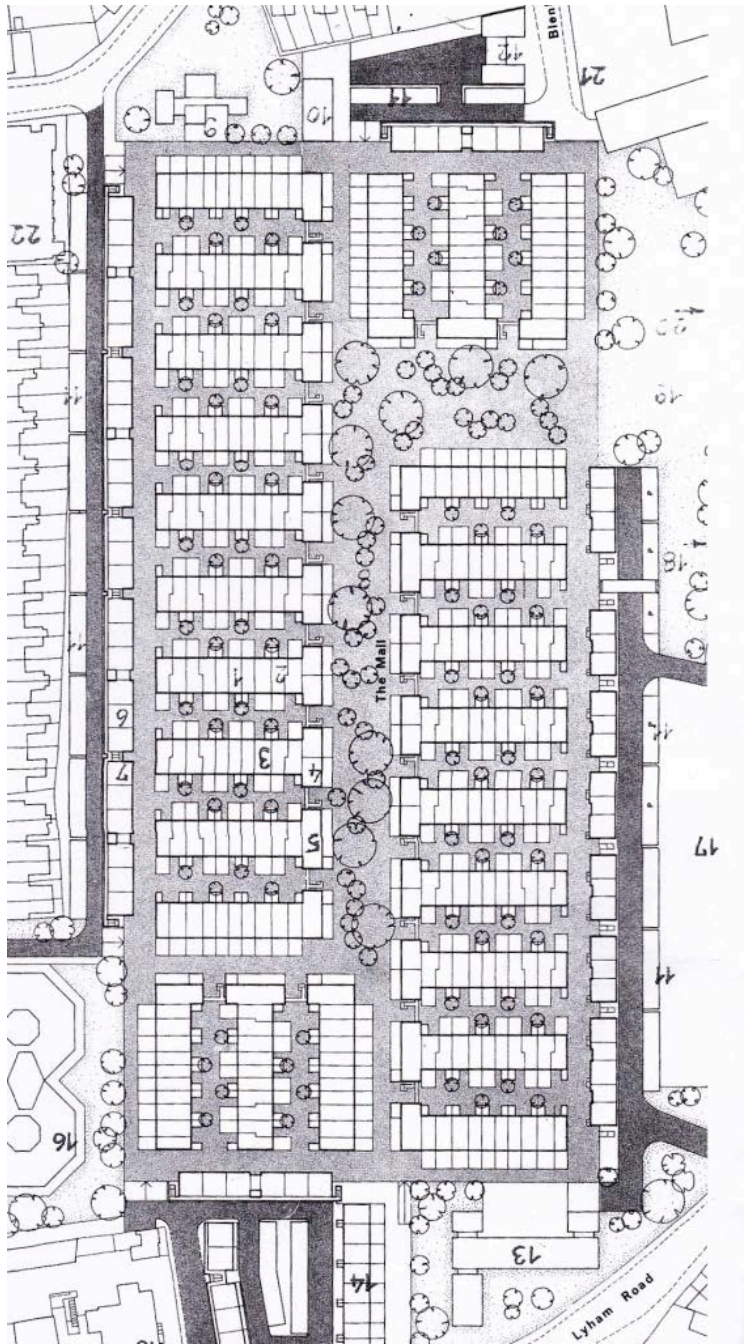
Blenheim Mansions, 112-114 Brixton Hill, 1913-18 (*architect - H Wakeford & Sons*)

Turn right and walk up Blenheim Gardens

Blenheim Gardens Estate, 1968-71 & 1971-74 (*architect - Lambeth Borough Architects' Department - Edward Hollamby (Director of Technical Services), Rae Evans (Chief Architect)*)

The development was one of Lambeth's first large low rise housing schemes and consisted of two story houses and one storey flats over garages - a total of 441 dwellings. The entirely pedestrian scheme achieved a density as high as 112 persons per acre because of its compact grouping, despite the fact that the buildings were no taller than the older two and three-storey terraces in the surrounding streets. The houses and flats are flat roofed with elevations clad in asbestos cement slates.

In a 1968 article "People versus Planners" in the Times, Hollamby and the Blenheim estate scheme were reviewed very positively "*For superb examples it is necessary to look at Lambeth and the experience of the borough's most sensitive architect, Edward Hollamby. Although he has in his time also built large estates with high buildings, he has concentrated for years on housing his people back on the ground. Today Hollamby is the acknowledged leader in high density housing with low buildings. In his latest scheme for Blenheim Gardens, covering almost 16 acres, the houses will be no more than two storeys high. Arranged along narrow roads, or rather, terraces, the layout is, in effect, a return*



Blenheim Gardens site plan

to the traditional way of building, but in this case, brought up to date with all the latest ideas for the segregation of traffic, tree planting and above, all, open spaces that really can be used.

The terraces are arranged to give an informal atmosphere with spaces for toddlers to play where they can be seen from the kitchen windows. A really large open space to the south allows for the older children to roam about and make as much noise as they like. Car parking mostly occurs at the end of the walkways. Privacy in the living rooms is safeguarded by means of enclosed patios with gates opening into the walkways....

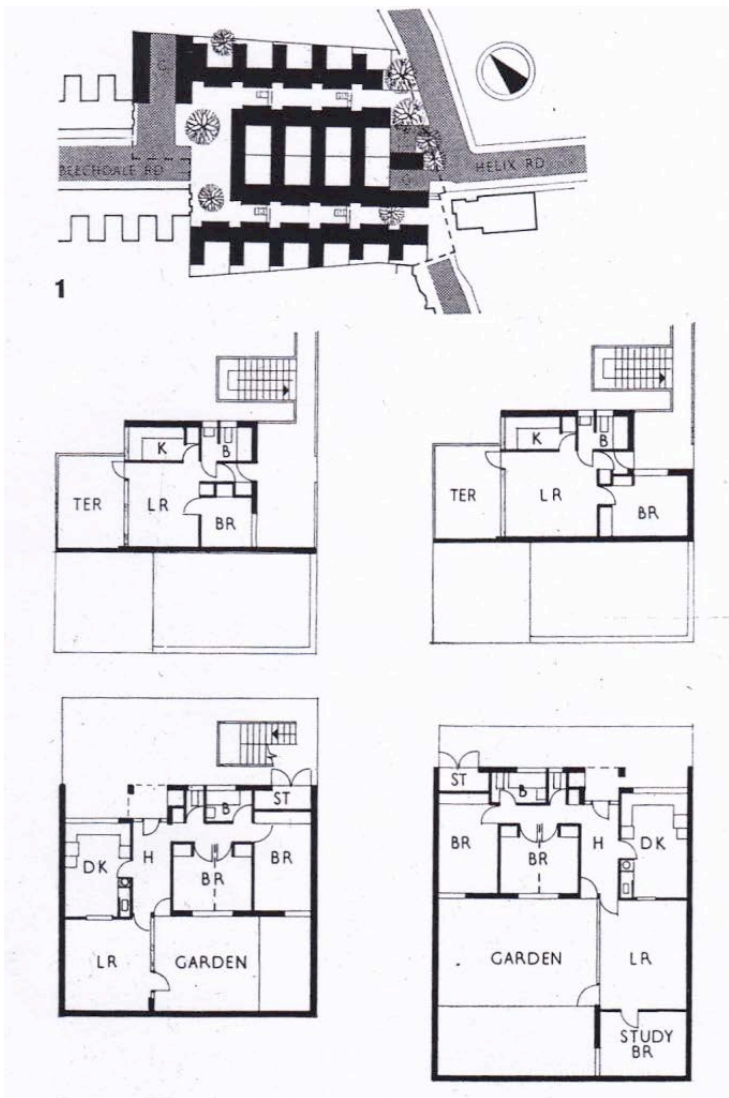
Of even more general interest is Hollamby's policy, backed by his council, for Lambeth as a whole. The general aim is to recreate the village atmosphere by preserving and restoring old buildings on a grand scale, while at the same time introducing environmental improvement and modern solutions to traffic problems...."

The rigid geometrical layout is very much a conscious piece of design, almost Miesian in its concept (think La Fayette Park in Detroit) and one which Pevsner thought produced "some rather bleak vistas in places, particularly around the edges where the flats are a little taller". However, on the positive side, he thought that "the formality was tempered by the pleasant broad central mall with plane trees, by the smaller planted areas in the narrow alleyways, and by the way in which in some of the fronts and tiny backyards alternate.

Walk back down Blenheim Gardens, cross over Brixton Hill, and turn left into Beechdale Road

Virginia Walk & Cherry Laurel Walk, 1968-70 (architect - Lambeth Borough Architects' Department - Edward Hollamby (Director of Technical Services), Rae Evans (Chief Architect), Tony Davies (Group Leader))

This development consists of 19 patio houses (3 four-person, 8 five-person & 8 six-person houses) and 16 one and two bedroom flats developed on sloping site. An existing road was closed off to form the site and the former pedestrian thoroughfare diverted along two new pedestrian 'walks'.



Site and house plans

The scheme is a development of Lambeth's earlier single story patio housing (particularly those in Alexander Road, Upper Norwood) with the addition of one and two bedroom flats for reasonably active older people on an upper floor - an arrangement apparently designed to increase density while economising on foundations and services. Construction was load-bearing brickwork with timber framed roofs and concrete floors. Facing bricks were London stocks and the concrete had an exposed aggregate finish. Heating was by gas fired warm air and refuse was collected in bulk

containers to which tenants carried their own paper sacks. Car parking and garaging was confined to enclosed areas at each end. The scheme was not subject to cost-yardstick control.

The AJ 01/12/71 reported *“despite proximity of dwellings (the walks are 17ft wide and the patios 24ft deep), clever manipulation of single aspect and screen walls ensures a high degree of privacy.”*

The scheme won a Ministry of Local Government housing Award in 1971. The Award Assessors were unanimous in proposing the scheme for an award noting that it was a low rise high density project and one in which the points earned on the check list were the highest obtained of any of the schemes they reviewed that year. They thought it *“immaculately maintained with elegantly planned patio houses around individual small garden courtyards, so contrived on the site that existing mature trees had been preserved. Each dwelling having either a terrace at the upper level or a patio garden, the resulting open space is well oriented and ordered without the use of heavy rhetoric in the design of facades or external details. The good planting adds much to the scheme.”*

Walk down Helix Road, turn Left into Leander Road, left into Elm Park Road, left into Craginair Road & right into Tulse Hill

66-76 Tulse Hill, 1924-25 (architect - B W Billince)

78, 80, 82 & 84 Tulse Hill, 1929-30 (architect - Edward W Wallis LRIBA). Wallis was a local architect based at 395 Norwood Road - he is not known particularly for innovative house designs but these four houses were advanced for the time. No 82 was recently sold by the Modern House Estate Agent - their marketing description said *“Built in 1929 and beautifully restored and updated by the current owners, this large house is a wonderful early example of the Modern architectural style. Built for the family of a wealthy Jewish businessman, the house has 4 bedrooms, an impressive living room and kitchen and a landscaped garden and double garage at the rear.*

82 Tulse Hill retains many of its original features including Crittall windows and a recently-renewed flat roof. The ground floor features parquet floors (salvaged from a

Cadbury's factory) throughout. The kitchen is fitted out to an exceptionally high standard and has featured in numerous cookery books. The house has been frequently used as a location for photography and film shoots. A spectacular staircase leads from the ground floor to the first floor. On the first floor, the bathroom has been updated to include a walk-in shower. The house is set back from Tulse Hill, a road that runs between Dulwich and Brixton. The green space and amenities of Brockwell Park are close by and Herne Hill train station (Zone 2) can be easily reached by crossing the park. Dulwich Village is approximately 1 mile away.”

Cressingham Gardens, 1967 - 78*(architect - London Borough of Lambeth Architects' Department - Edward Hollamby (Director of Technical Services), Rae Evans (Chief Architect), Don Eastaugh (Group Leader), Charles Atwood & Tony Spicer (Project Architects with Dry Hastwell Butlin & Partners as executive architects responsible for construction and also phase 2 and the nursery school (Project Architect - Roger Bicknell).*

Tenants and leaseholders are fighting a council proposal to demolish and redevelop the estate. Lambeth Council says homes on the estate are in a poor condition, and that carrying out repairs would merely act as a “sticking plaster”. The council has begun a consultation on the future of the 290 homes, with a final decision due later this year.

Cllr Lib Peck, cabinet member for Strategic Housing, said: *“The Cressingham Gardens Tenants and Residents Association have campaigned for repairs to the estate, with many of the flats in a poor state. We want to have an open discussion with the residents as to whether it makes more sense to rebuild some of them rather than make repairs, which would only act as a sticking plaster.”* The councillor stressed that no decision has yet been taken and that she wanted to work side by side with residents to develop the plans *“We won't accept people having to endure substandard housing,”* she added.

Gestation and Design: The site of Cressingham Gardens was identified very early by Ted Hollamby. The decision to issue CPOs had already been made by November 1963 during his first year of office, even before the official introduction of Lambeth's ambitious 7-year housing programme in 1965.

Cressingham Gardens, then known as the Tulse Hill Development, was one of the very first of the low-rise estates to be designed by Ted Hollamby and his teams. Ove Arup, the structural engineers, have it noted in their archives that their involvement in the Tulse Hill redevelopment project dated from as early as 1967.

The project was approved by Council's Housing Committee in Jan-Feb 1969, with a rare remark in the Housing Committee minutes "*Discussion ensued during which the members' congratulations were conveyed to the officers on a bold and imaginative scheme.*" It is interesting to note that the Deputy Chair of the Housing Committee, who was present at the meeting when scheme and designs were approved, was Councillor John Major, the future Prime Minister. Lambeth was so proud of the design, that it even issued a press release about the scheme, a copy of which still exists in the V&A RIBA archives

Work started on the ground on 24th May 1971. Carlton Contractors had submitted the winning tender and forecasted a completion date of January 1974. However, the programme was plagued by challenges. By the time construction was halted by the National Building strike in mid-1972, the contractor was already 25 weeks behind schedule. In March 1973, Carlton Contractors withdrew from the site and in June 1973 Lambeth's Directorate of Construction Services (The Council's direct labour organization) took possession.

The first dwellings were "officially" to be handed over in Nov/Dec 1976, although verbal accounts have residents living on the estate potentially as early as 1974. The final dwellings were handed over in July 1978, almost 10 years after the Council first approved the designs.

Summary of People/Organisations Involved:

Architect: London Borough of Lambeth Edward Hollamby (chief architect), Don Eastaugh (Group leader). Charles Atwood & Tony Spicer (designers)

Dry Hastwell Butlin & Partners (1973-78 completion of first phase - stages E, F, G & H, and extension)

Structural Engineers: Ove Arup & Partners

Main Contractors: Carlton Contractors Ltd (May 1971-Jun 1973) Lambeth Directorate of Construction Services (Jun 1973-Sep 1978)

Timeline of Cressingham Gardens:

1st Jan 1963, Ted Hollamby becomes Lambeth's first Borough Architect,

Nov 1963 - First Compulsory Purchase Orders ("CPO"s) made by Lambeth council for the Tulse Hill site

Sep 1966 - Minister of Housing and Local Government confirms CPO for the acquisition of the area of land to form the nucleus of the Tulse Hill Redevelopment Scheme

Oct 1967 - Council approves the provision of a nursery school as part of the Tulse Hill Redevelopment scheme

March 1967 - Preliminary design work starts.

Jan 1969 - Development brochure presented and scheme approved by Housing Committee.

Feb 1971 - Carlton Contractors is chosen for construction of the estate after submitting the lowest tender.

Sep 1971 - CPO made by Council for 107 Tulse Hill (northern end of the estate).

24th May 1971 - Work starts on site with forecast completion of January 1974.

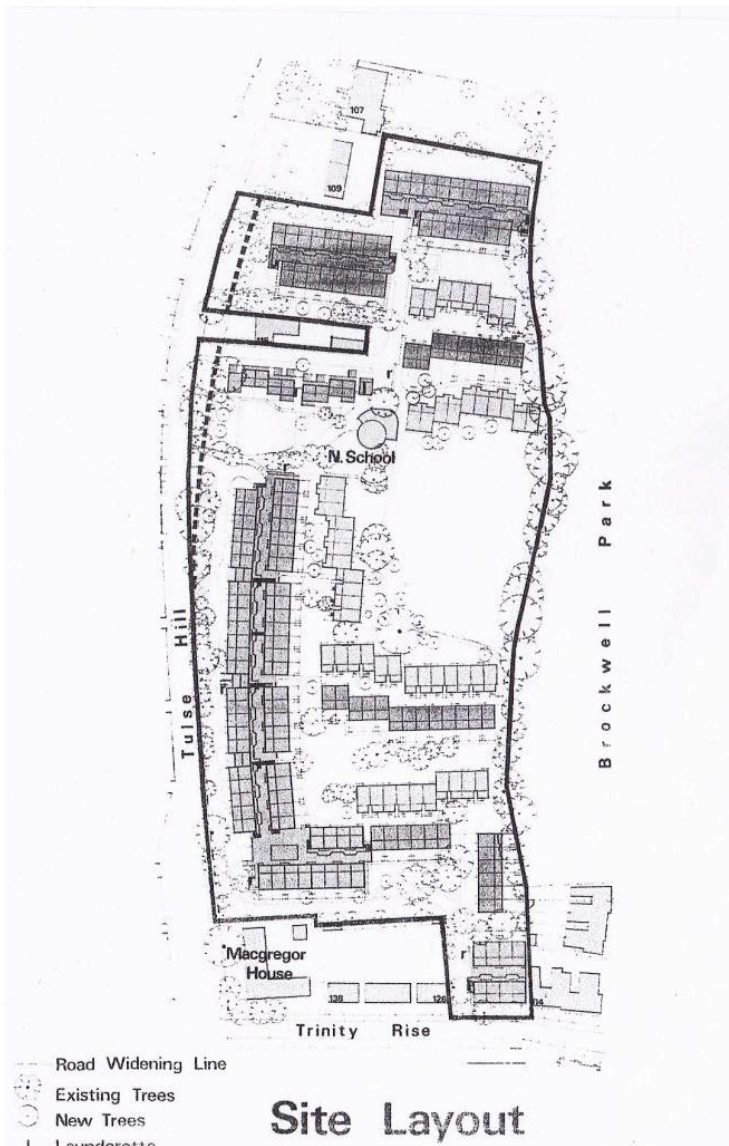
June 1972 - Already 25 weeks behind schedule

Oct 1972 - Further delayed by the National Building strike which stopped all work on the site.

Feb 1973 - Site of 107 Tulse Hill and land at rear finally acquired by Council (northern end of estate)

Jun 1973 - Carlton Contractors withdraws all labour from the site. Lambeth's Directorate of Construction Services takes possession.

Feb 1974 - Council approves Phase 2 (northern end of estate; 23 units).



Sep 1974 - Appointment of Dry, Halasz Dixon Partnership to provide partial services on a time-basis for work stages E, F, G and H.

Apr 1976 - Estate and accesses named.

Jun 1977 - First blocks finished and handed over (Block nos. 3 and 4)

Nov 1977 - Housing Committee approved the scheme for the Pre-School Playgroup (known as the "Rotunda" today). Dry Halasz Dixon Partnership (later renamed Dry Hastwell Butlin and Partners) appointed to complete the necessary presentation/working drawings for the building in order to obtain tenders. Design work on the scheme had already been completed internally by Lambeth.

Jun 1978 - 172 units completed and handed over.

Sep 1978 - Handover of final blocks on estate.

Lambeth's design brochure produced in the Autumn of 1968 reported

***“Introduction:** The scheme described in this brochure has been prepared for the redevelopment of a site near the summit of Tulse Hill. It backs onto, and overlooks, Brockwell Park - with views extending over Central London. The scheme proposes the erection of 290 dwellings and a nursery school, and allows for the relocation of McGregor House a boys' hostel owned by 'Homes for Working Boys in London'.*

***The Site:** The site which occupies the sites of Nos. 109-147 Tulse Hill is approximately 10 acres in extent. It is bounded by Tulse Hill on the west, Brockwell Park on the east. Trinity Rise on the south, and the sides of the petrol filling station at 109 Tulse Hill and of the Council's Day Nursery at 107 Tulse Hill on the north. Within this area a small three storey block of privately owned post-war flats at 115 Tulse Hill occupies a site extending half way across the site of the proposed development and, at the southern end, seven two storey houses at 126-138 Trinity Rise occupy half the frontage to that road. The Council has already approved the relocation of McGregor House (which at present occupies 127 Tulse Hill) at the junction of Tulse Hill and Trinity Rise. The most notable features of the site are the large numbers of fine established trees, the grassed plateau at present used as a playing field, and its relationship to Brockwell Park. These features taken together give it a rare quality of fine landscape which has been sympathetically exploited in preparing the overall layout of the scheme.*

***Development Proposals:** It is proposed to provide all the accommodation needed in low rise dwellings. This will avoid any visual obstruction on the views from Brockwell Park and will ensure that all dwellings will have a close contact with the site. Part of the plateau has been kept clear of buildings to extend the landscape of the Park into the site. The*

buildings are arranged around this in such a way that the lower buildings are adjacent to it with the height increasing to a maximum of four storeys around the perimeter of the site away from the park, Among these buildings as many of the existing trees as possible will be retained and where necessary will be reinforced by new planting. Along the Tulse Hill frontage virtually all the trees adjacent to the boundary will be retained although the G.L.C.'s. road widening proposals at the northern end of the site will mean the loss of some trees in that area. A "tongue" of landscaped ground will extend from the northern end of the plateau out to Tulse Hill providing an attractive view into the site for passing pedestrians and traffic and aiding the impression of a green route already partially evident lower down Tulse Hill adjacent to the Dick Sheppard School. Through this landscaped tongue a main pedestrian way leads to the nursery school and then between one and two storey dwellings to a proposed entry to Brockwell Park. Vehicles generally are kept to the perimeter of the site, one short service road being provided to serve the northern part of the site including the nursery school. A longer one having access onto both Tulse Hill and Trinity Rise serves the remainder of the scheme and also provides vehicle access to McGregor House. Garaging is provided under the higher blocks around the site perimeter adjacent to the service roads. Within the site access to the dwellings is entirely pedestrian although provision will be made for fire brigade vehicles, ambulances etc. to get close to all dwellings in emergencies.

Dwelling Types: *All the dwelling types have been designed to conform to the Mandatory Standards required by the Ministry of Housing and Local Government under the Housing Subsidies Act 1967. With the exception of the special block(type C) designed for disabled persons, the buildings fall into two main types. Type A is the larger and contains the communal garages. A pedestrian way is situated over this with four person houses on one side and two person flats and five person maisonettes on the other, Type B consists a central pedestrian way at ground level with six person houses on one side and two tiers of two person flats on the other. The six person and two person dwellings are also used of on their own in appropriate parts of the site and in the case of the two person dwellings both as two storey flats and as bungalows. A specially designed two storey block (type C) situated adjacent to the existing flats*

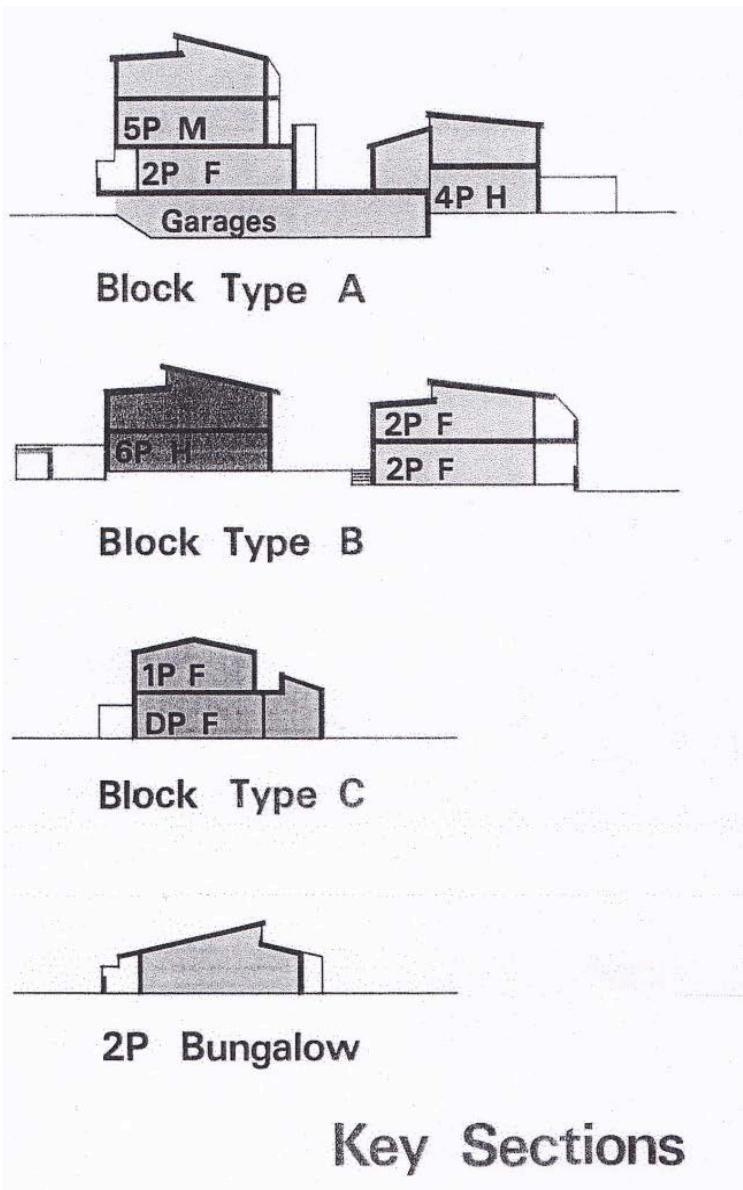
at No, 115 Tulse Hill contains on the ground floor six disabled persons dwellings, each with its own garage with easy access off the service road, and on the first floor eight bed -sitting room flats. 70% of one and two person dwellings will be equipped and heated to the standards required for elderly persons.

Nursery School: The Development Committee on 15th October, 1967, agreed to inform the ILEA that the Council would be prepared to meet their request that provision should be made for a nursery school on the Tulse Hill site, as part of the Council's development. The ILEA have asked that a school for 40 children be provided and a site of 0.14 acres has been allocated for this centrally on the site in a position easily reached both by children on the new scheme and from the surrounding area. The detailed design for this building will be submitted later but its extent is indicated on the layout'.

Space and Water Heating: All dwellings will be heated by individual gas fired units in each dwelling. The units will be of sufficient capacity to heat the living rooms to 68°F, while the rest of the dwellings will have background heating to between 50 and 55°F. For the Old Persons' dwellings the temperature will be 70°F in living rooms and kitchens. Hot water supply will be from gas fired circulators.

Refuse Disposal: Each dwelling has provision for paper sacks for domestic refuse. Disposal points are positioned on natural routes out of the site. Bulk refuse containers are located in the refuse chambers at garage level in the type A blocks can be emptied into refuse vehicles on the service roads adjacent. A store for bulky items of refuse will also be provided.

Landscaping: Wherever possible existing trees and planting will be retained and additional planting will be carried out to reinforce this. Advantage will be taken of the fine views of Brockwell Park through the screen of trees along the rear boundary of the site. The quality of this landscape setting is shown on the cover of this brochure and every effort will be made to retain its character, interesting glimpses of the views towards the park will be obtainable from many points between the buildings and from the upper (living) floors of the perimeter dwellings. Paved access routes on the entry sides of dwellings will contrast with the larger green, treed

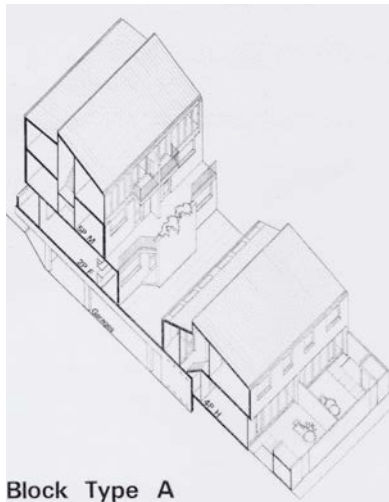


*spaces on the living sides many of which link visually with the open plateau and the park beyond.***Construction:** All dwellings are of simple brick cross-wall construction with concrete floors at ground level and between dwellings, and timber intermediate floors and roofs. The garages below the type A blocks are of reinforced concrete construction. External walls are of cavity construction and roofs will be

insulated against heat loss to give a U value of 0.15 and the floors and external walls to give a 'U' value of 0.2.

Schedule of Accommodation:

Six person houses	34
Five person maisonettes	51
Four person houses	51
Four person (disabled) flats	3
Two person flats	120
Two person (disabled) flats	3
Two person bungalows	17
One person flats	11
Dwellings	290
Garage spaces	224
Parking spaces	29
Refuse chambers	6
Bulk refuse store	1
Launderette	1
Transformer chambers	2
Gardener's store	1
Nursery School	1
Net area of site	9.49 acres
Gross area of housing site	9.96 acres
Gross area of site including Nursery	10.10 acres
Total number of bed spaces	966
Density in bed spaces per acre	97
Estimated population at 1.1 persons per habitable room	920.7
Density in persons per acre	92.4



Block Type A

Walk through Brockwell Park

Park View Tower, 1965-68 (*architect - Lambeth Borough Architects' Department - Edward Hollamby (Director of Technical Services), George Finch (Group Leader)*)

While Ted Hollamby's main interest was low rise housing, consideration was still being given to the possibilities of using industrialised building in the initial stages of the new housing programme - the Labour Government was keen to maximise housing completions and the grant system was initially weighted in favour of high density high rise blocks.

Lambeth used four of their smaller, more urban, sites as an experiment and, to exploit them to the full, developed a twenty two storey tower block of eighty maisonettes which would be repeated seven times on the available sites. The architects were keen to see what could or could not be achieved with industrialised building.

The most suitable system for the proposed design was a heavy concrete system promoted by Wates Construction which relied on the use of a site factory (which could be moved as work progressed) - which seemed to overcome the problems of separate sites.

In a 1966 article in the magazine 'System Building and Design' George Finch wrote about the design: *"We wanted to get away from the flat building which is the stock answer for industrialised construction and we developed this strong modelling approach to the same block with different overall development on the various sites. On this site there will be low rise houses with a rehabilitation centre for the disabled, on another a 2-storey community building, and on the third and fourth there will be a combination of low rise housing and various community buildings.*

It was our idea to develop each of the sites in a different way, and to integrate the standard block into each site we kept the base of the block in-situ concrete with the industrialised part starting from the first floor upwards. Although the structure of the base remains the same the accommodation varies to include such things as a children's play centre, doctors' group practice, district office for the housing manager and self-service laundry, depending on the site requirements. These varying social requirements

necessarily required considerable special freedom on the lowest floors of the building and the in-situ ground floor structure made this possible.

At roof level we wanted to avoid stopping the building suddenly. In the resulting arrangement special penthouse flats and open terraces cluster round the service towers and, in doing so, serve to draw them into a positive architectural relationship with the other parts of the building. In general we want to produce forms that stand up strongly, which are good to look at, and which are in sympathy with their neighbours no matter what development happens around them in the future.

One of the advantages of this system is that it is very flexible, as the technique is based on a jointing system and a 1ft module. The design of our building deliberately attempted to push the system to the limits of its flexibility. The modelling of the facades presented a number of joint variations which have been resolved within the limits of the system, although we now feel that some of our requirements did over-step the limits, particularly around the roof area, when worked out in detail. This system would seem to offer such potential. However, given the intention behind the design of this block, we feel we were justified. As experience of the possibilities of various systems is acquired it should be possible to achieve satisfactory results within the limits of a system. This system would seem to offer such potential.

The other aspect of flexibility is the degree to which future changes can be allowed for. In this respect all heavy concrete panel systems are at a disadvantage. One field of change will be in appliances and fittings and, provided the changes are not radical, they can be made without much difficulty. But there is nothing one can do about re-arranging the space that has been provided. The possibility of making the central wall in the dwelling non-load-bearing (and therefore removable) was considered. This would have involved either long spans or beams which, though feasible, would have increased the cost. Even so, it is felt that the spaces provided are not unduly restricting and the sliding door between the living and dining areas allows a certain degree of flexibility.

When assessing a scheme from the point of view of standards achieved, many of the aspects are more a matter of design than of constructional technique. We feel that

within our brief we have created an environment of a very high order, and there is no doubt that the qualities inherent in the system of building we have used contributed to certain aspects, such as finish and detailing, but particularly the flexibility to do what we wanted. Looking at the system itself, generally we have obtained a good standard of internal finish. There is, however, scope for much more standardisation and rationalisation of internal fittings - this is especially true of the bathroom. Externally the quality of the cladding units is excellent and the standard of finish very high. On construction we are also satisfied, but it should be noted that the construction and method of production in this system changes as further development work - which is continuous - is applied.

Each block is programmed to take one year to build complete. Due to the factory process, the blocks cannot be built simultaneously but overlap by about 6 months. This enables one erection gang to move from block to block with the factory production, followed by the finishing trades. The programme is to be speeded up by double casting on the later blocks.”

Brockwell Lido, 1936-37 (architect - LCC Parks Department (project architects - H A Rowbotham & T L Smithson)). The building was identical in design to the now demolished lido in Victoria Park Hackney and replaced a much earlier pool on the other side of Brockwell Park. It was opened on 10 July 1937. The builder was G P Trentham and the cost was £26,150, £2000 of which was a contribution from the LCC.



Brockwell Lido - 1950



Diving competition - 1960s

Following an injection of over £3m by Fusion Leisure in 2006, including £500,000 funding from the HLF, the Lido was restored and extended (**architect - Pollard Thomas & Edwards**). In order to incorporate a new gym, the original front elevation (facing the park) was demolished, brought forward and rebuilt. The exiting café and changing rooms

were also upgraded. Access is now through the side. The Society visited the building last year on the 'C20 Sports day' event.

Walk through to Herne Hill Station and catch the train back to Brixton

Brixton Recreation Centre, 1974-85 (*architect - Borough of Lambeth Architect's Department (Edward Hollamby - Director of Technical Services), Kevin Deegan (Group Leader)*). The first and only part of the Brixton Town Centre Development to be built, it took eleven years to complete and proved to be a contractual and financial disaster. In the end the GLC took it over to get it finished.



Brixton Recreation Centre - Main elevation

The office block was originally intended as the headquarters of Tarmac International, the overseas branch of Tarmac, the largest Midlands building contractor based in

Wolverhampton. In fact their involvement as tenant was to make sure that the contracting side of the parent company won the contract - work was difficult to find in the mind 1970s after the 1974 oil crisis. Unfortunately there were major design changes as the Council architects tried to satisfy all the various interested parties and cost rose. The pool was built at second floor level, and leaked, and it was ultimately found to be a few feet too short for competitions and training. Tarmac International gave up waiting and the office was finally let to a series of small occupiers.

The Centre has an 'H' plan, the swimming pool to the west and the games court to the east flanked behind by a lower extra block. The east block stands on double height concrete columns and all elevations are faced with a warm red brick. The Sports Hall is particularly fine, with windows at one end facing the railway tracks. It has a superb timber boarded roof giving it the character of a great barn, with north facing pool lights set within the seemed copper roof flooding the pool with natural light.

Brixton Village (formerly the Granville Arcade), 1935-38 (*architect - Alfred & Vincent Burr*)

The building occupies a trapezoidal plot between Coldharbour Lane to the south, the railway viaducts to the north and west, and the 1904 steam laundry to the east. The twin main entrances to the south form an integral part of a four-story block of flats with ground-floor shops, known as Granville House, and named after the builder/developer, P Granville Grossman. This is faced in brown brick and render with modern fluted detailing to the narrow central bay. The ground-floor shop fronts have been replaced. The entrances have large, flat, slightly stepped arches, with full-height shallow canted bay windows above. From the entrances runs a pair of long arcades (First and Second Avenues) which diverge to fit the site, joined laterally by four more arcades of increasing lengths (Third, Fourth, Fifth and Sixth Avenues) creating a ladder-like plan. There is a western entrance under the viaduct in Atlantic Road but this has no architectural treatment, and a further one to the north with a simple square arch. Originally the entrance was a wide arch with 'Granville Arcade' in blocky lettering, but this was reconfigured and the modern lettering of 'Brixton Village' was applied.

The interior has shops on the ground floor, some enclosed with shop fronts, others open fronted with roller blinds. The

upper floor contains office. Some shop fronts retain original elements but are generally much altered. The arcades have pitched glazed roofs carried on curved steel trusses.

Southwyck House, the 'Barrier Block' & the Moorlands Estate, 1969-81 (*architect - Borough of Lambeth Architect's Department (Edward Hollamby - Director of Technical Services), Rae Evans (Chief Architect) succeeded by W Jacoby, Magda Boriecki (Group Leader), Frank Di Marco (Project Architect Barrier Block) and Kevin Deegan (Project Architect low rise blocks).*

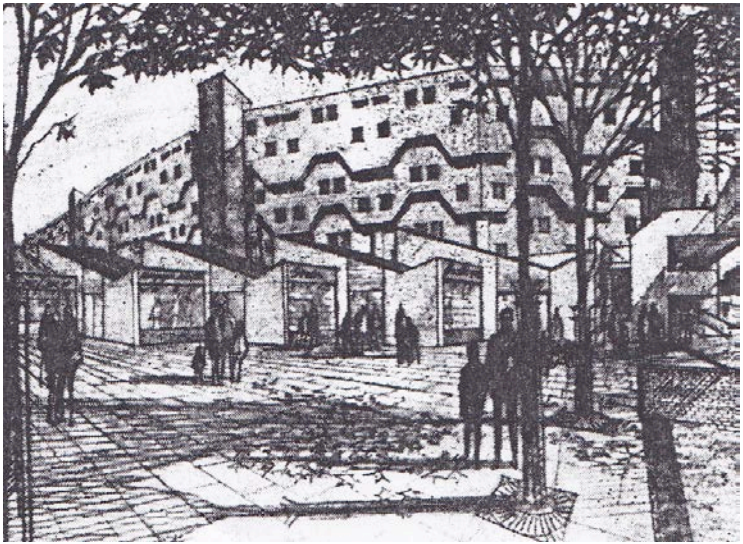
Both Di Marco and Deegan left the group half way through on promotion to group leader.

The original concept was for the barrier block to act as a sound barrier between the projected high level motorway, running through Brixton, and the low rise Moorlands Estate to the north. The block contained 184 maisonettes with a mixture of 2 and 3 bedroom units. Access to the walkways was via lifts or stairs

When the development was first proposed it was viewed very positively. The Evening News of 14 July 1970 called it '*the big blackout*' praising Lambeth Council for caring for its future inhabitants. The Architect's Journal of 09/05/73 said "*The Loughborough Park housing area lies within an approximate equilateral triangle of railway lines whose illogicality is mainly attributable to their unplanned free-enterprise construction in the last century. Planning logic of the Twentieth Century has decreed that motorways should follow roughly the line of the railways - although British Rail remains adamant that the one cannot be built above the other, so the alignments are parallel rather than coincident - with enormous land wastage.*

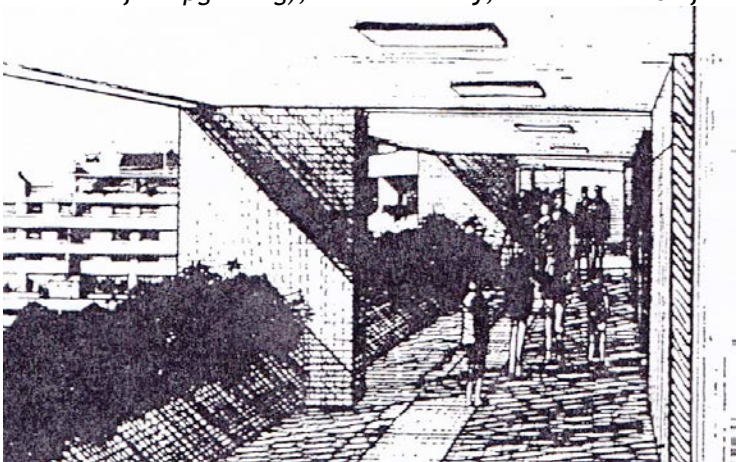
At Loughborough Park, motorways are planned along two sides of (and within) the triangle: the south cross route of Ringway One along its northern side, the termination of the M23 along its south-eastern side. The junction of the two, based on a 50mph design speed, effectively sterilises about 25 acres of land. The site was therefore divided roughly into two.

The eastern half, which contained the architecturally most attractive houses (dating from about 1840), as well as four acres of derelict allotments, was designated as a rehabilitation area with 'amenity open space'. The result



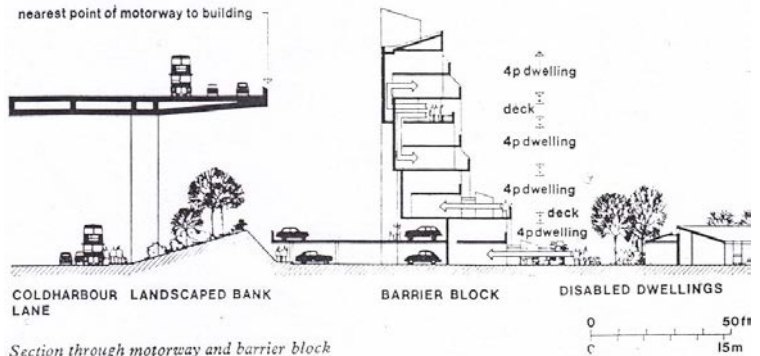
Design Sketch from the north-west

has received justified acclaim. This half will be almost totally obliterated by the motorways (which the Borough shrewdly calculated would not come for 15 years, if at all). We are concerned here with the western half, designed as along-life redevelopment. The south-eastern boundary is to be shielded from the elevated railway embankment by a buffer zone of light industry (excluded from the housing area) and car parking. The northern is the critical boundary, formed by Coldharbour Lane (a metropolitan road at ground level due for upgrading); the motorway, elevated 50-60 feet



Design Sketch of the 'generous access deck'

at this point; and between the two (though further back) a two level railway viaduct; all in all, as rich a cacophony of noise and noxious fumes as one could hope to find. To this situation the architects made probably the only response possible: a barrier block, single aspect and heavy construction, as presaged by the early Thames mead studies, Ivor Smith's Heston grange and Ralph Erskine's Byker development. Nine stories high, its irregular curve enfolds the rest of the layout (a pleasant assortment of one to three storeys arranged in pedestrian courts with cul-de-sac access,



Section through motorway and barrier block

Section showing the motorway & the Barrier Block

plus two primary schools and a day-nursery) like a protective mother hen. A notable feature of the barrier block is its generous planning with wide, planted south facing access decks."

Site area: 8.3 hectares (19.4 acres)

Accommodation: 2536 bed spaces in 693 dwellings. Because the area is immediately south-east of Brixton town centre, for which a high proportion of small dwellings are planned, Loughborough park will consist mainly of larger family dwellings with a Group of special patio houses for the disabled. Other accommodation to be provided by the Council includes a day nursery, shops, public house and a pre-school play group.

Parking: 622 spaces

Construction: Load bearing brickwork generally with tiled roofs. R C floors to flats, rc floors and cross walls in barrier block.

Heating: Gas fired boilers to grouped or individual units.

Refuse: paper sacks for daily disposal by tenant to collection points within convenient distance of each dwelling.

The block has not been popular with tenants and the higher flats are not now considered suitable for families. It has been the subject of several studies and proposals, starting in 1984, to resolve the security and environmental problems experienced by residents and various modifications have subsequently been carried out. The fundamental problem was twofold, a misunderstanding on the part of the designers of security implications of the design and the lack of maintenance and management provided by Lambeth Council.

Walk along Somerleyton Road:

Loughborough Park Estate, 1936-39 (*architect - Edward Armstrong*). This Estate was a C20 Society casework case as far back as 2006 when we were approached by the residents association to assist them in their attempt to have the Community Building listed. Regretably English Heritage did not consider the building worth listing and the then proposal to demolish the estate and rebuild it at a much higher density, including an area of flats for sale to fund the redevelopment, is now going ahead.

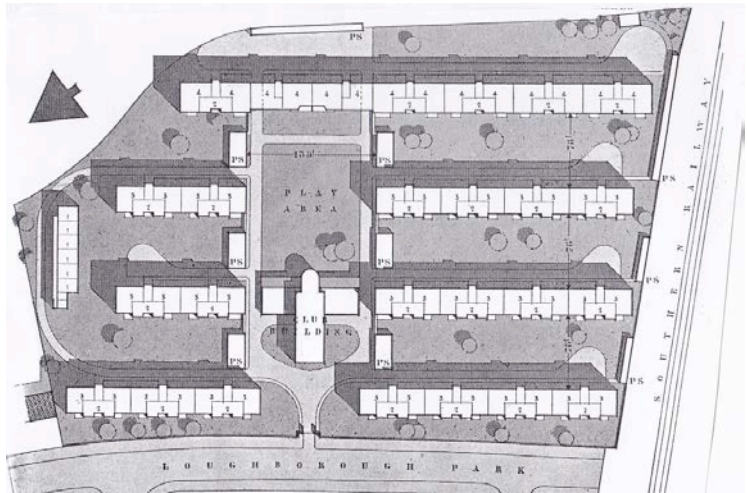
The Guinness Trust: The Guinness Trust was the original developer and remains the current owner of the Estate. It was founded in 1890 by Edward Cecil Guinness, great grandson of the founder of the Guinness Brewery, who gave £200,000 to set it up - in today's money this would be the equivalent of £15m. The purpose of the Trust was to study the requirements of the London's poor in order to provide them with the best accommodation possible at prices they could afford. The first schemes to be built in London were at Brandon Street, Draycott Avenue and Columbia Road.

The Trust extended its objectives outside London in 1962 and today operates in all English regions. Throughout its history the Trust has seen bursts of building activity and periods of consolidation. This has led to the hugely diverse portfolio of housing that the Trust holds today and, in recent years, the Trust has been heavily engaged in the regeneration and transfer of local authority estates. Recent transfers have included Darnhill near Rochdale, Naish Court in London and Woolton in Liverpool. Today the Group has no links with the brewery.

Loughborough Park Estate: The brief to the architects at Loughborough Park was for a housing estate containing flats

for families, married couples and single old people. It was also to have facilities for communal living including fuel stores, workshops, pram and cycle sheds and a flat and office for a resident supervisor.

The accommodation provided 398 flats with a breakdown of 5% one room, 30% two room, 48% three room and 17% four room flats (as required under Section i36 of the 1936 Housing Act). This gave a total of 1,102 habitable rooms overall and the price for the whole scheme (at 1939 prices) was £220K.



Site Plan

The site area is 6.5 acres. The individual flat blocks are five stories high and are placed end to end, forming four long buildings which run on a north to south axis so that living rooms are on the west side and bedrooms on the east. Three of the blocks, consisting of two and three room flats, are divided to leave a large central play area, on the centre line of which are placed the community building. The main access roads are on the east to west axis, and branching off from these are the secondary roads to the individual buildings. A block of one room flats is situated on the north boundary, with the living rooms facing due south. The majority of the pram sheds are placed in right angles to the ends of the flat blocks, thus screening the lawns from the play area and the main road. The blocks are 78 feet apart and the areas between them were originally laid out with lawns (now allotments) which were free from railings and notices. This was made possible by the provision of the large central playground to which the children were supposed to

gravitate rather than play on the grass. Many of the existing trees were preserved, and these, together with built-in flower beds and lawns, provided the principal decorative theme. The result was buildings free from the aspect common to many working-class flat schemes - blocks rising straight from a concrete expanse decorated by spiked railings, clothes lines, and battered evergreens!

Flat Construction

Structure: The external load bearing walls were 13½in thick for the full height of the building except below ground level, where they were offset 4½in on the inside. The facing bricks were a light buff colour with a dark brown plinth up to ground floor cill level acting as a guard against dirt. Damp proof courses were in slate.

The floors and roofs were hollow-tile reinforced concrete and span from a central spine concrete beam to the external walls. Rooms were free from projecting beams and lintols over windows were dropped from the floor slabs. The lintols were faced by brickwork, which was held in place by the timber window frames and cramps bedded in the concrete and brick joints. Staircase treads, landings and risers were in reinforced concrete.

Balconies: the balconies were in reinforced concrete cantilevered directly from the floor slabs. The access balcony to the one room flats was also in reinforced concrete with a 4½in reinforced brick parapet. The exposed concrete surfaces to the balconies were cast against smooth shuttering and painted.

Roofs: these were finished with asphalt on insulation board on a foamed slag screed, the asphalt covered with white marble chippings to reflect the sun.

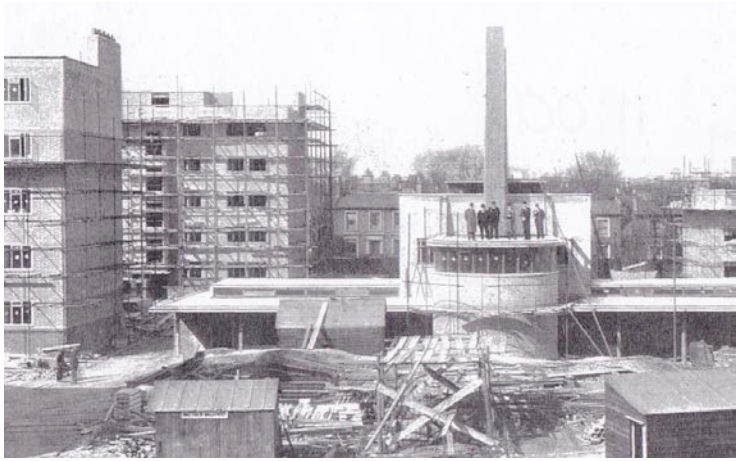
Internal walls: party walls and staircase walls were 9in solid brickwork. Internal partitions in the flats were 2in hollow tile.

Internal finishes: The walls and ceilings were finished with hard plaster and distempered. The kitchens and bathrooms had dadoes of patent cement glazed finish against a recessed head formed on the hard plaster. The floors to the habitable rooms were composed of wood blocks solid bedded in mastic to screed. Those to the bathrooms were in quarry tile and the kitchen floors were '*battleship lino*' as apparently this was '*less cold and tiring to the feet than quarry tile*'.

Skirtings and window cills throughout were quarry tile and doors and other joinery were painted.

Community Building

The community building, in the centre of the scheme, consisted of a supervisor's flat, drying rooms, boiler house, fuel stores and maintenance workshop all on the ground floor, and a large hall on the first floor.



The Community Building under construction, 1938

Structure: The hollow-tile floors and roof slabs were carried on reinforced concrete trusses at 11ft 4in centres. The infilling panel walls were 11in cavity brickwork. The floors of the club room was wood strip in narrow widths on timber framing to sound-insulate from the supporting slab which separated the room from the caretaker's flat below.

Drying rooms: The drying rooms, intended for the use of tenants all year round, were each 37ft 6in by 15ft 6in. The steam heating pipes were run round the walls of the room at a height of 4ft 2in, and the wires for the clothing are stretched across the rooms. The centre portion of the ceiling was raised to provide clerestory lighting and an exit for the steam.

Hall: The hall was entered by means of a large circular staircase giving access to a foyer, off which were male and female cloak rooms. The stage was offset from the centre of the room to leave space for an escape staircase. It was 56ft by 30 ft by 14ft 6in high, with a capacity for 200 people, the

hall was lighted by windows running from truss to truss and the continuous range gained by stepping the roof.

Pram stores: individual pram stores were 2ft 9¾in by 6ft 6in and were arranged in small blocks, 36ft by 19ft on either side of a 5ft gangway. The partitions dividing the compartments were taken up to door height only, allowing an even distribution of light and air within the room. Lighting to the gangway was by glass doors, and to the stores by glass and concrete lights. The stores were 6ft 1 0in high and the gangway had a dropped floor and raised roof to give additional headroom.

Chapel: the chapel of rest was non-denominational in character and was planned in its own garden. It was to be used as a resting place for coffins, which would otherwise be kept in the flats until burial day. It was approximately 18ft 6in by 13ft inside and was lit by a glass and concrete light.

Playground: The playground was 152ft by 104 ft and was surrounded by a galvanized wire screen on three sides and the rear elevation of the club building on the other. An external shelter for the use of children in wet weather was formed by a wide projecting roof across the rear of the club building. A sun deck for the use of mothers and children was situated on the roof of the rear block immediately behind the playground.

Edward Armstrong, architect:

Edward William Armstrong was born in 1896 in New Zealand. He came to Europe as part of the New Zealand Expeditionary Force in 1916 and, after demobilisation, attended the AA. He was the Henry Jarvis (Rome) Scholar in 1921-22 and then worked in various architectural offices including Sir John Burnet & Partners and Adams, Holden & Pearson. He returned to New Zealand in 1929 via Burma, where he worked on part of the Rangoon University, and designed an art gallery in Christchurch. In 1932 he came back to London to set up his own practice and rapidly became known as a specialist in low income family housing building. He built several large schemes for the Ecclesiastical Commissioners - at Union Street in Southwark and Elthelm Street in Lambeth, and two schemes for the LCC in Stoke Newington - Glebe Place and Denman House, as well as Brae Court on Kingston Hill in conjunction with Oscar Bayne. He rejoined the armed forces in 1940 and was seriously injured in an air crash early in 1944. Invalided out, he restarted his practice and was joined by Frederick MacManus in 1949. He retired from the

partnership in 1953 because of continuing ill health attributable to the air crash, and returned to New Zealand where he practised until 1968.

Appendix 1 - History of the Brixton Markets:

The cluster of covered markets in Brixton date from the early C20 when market traders were relocated from Brixton Road. The first built was the Reliance Arcade, built in 1925-6 on the site of a large C19 house occupying a long plot of land (bizarrely, the shell of the house was retained and straddles the centre of the arcade). The choice of an Egyptian frontage was an early one in the fashion for this style that emerged following the discovery of Tutankhamen's tomb in 1922 and the Paris Exhibition of 1925. Market Row was built c1928 to the design of RS Andrews and J Peascod. The third market, Granville Arcade, was built in 1935-8 to the east of the site to the design of Alfred and Vincent Burr. The markets were refurbished in 1996, involving alterations to some of the façades.



Brixton Market in the 1950s

Brixton is widely recognised as the pre-eminent district of Afro-Caribbean settlement and culture in both the capital and the country. This identity emerged quickly from the 1950s when immigrants from the West Indies, in particular Jamaica, settled in this South London suburb, largely due to cheap housing in this once salubrious, but increasingly down-at-heel and Blitz-damaged, neighbourhood. With hundreds,

then thousands, of newly-arrived immigrants lodging in boarding houses, the new community settled with a considerable presence in the area.

The Oxford Companion to Black British History, which includes the district of Brixton with its own entry, comments that "Brixton Market, with its jumble of stalls selling plantains, Jamaican patties, yams, green bananas, and an array of Caribbean foodstuffs, rapidly became an important focal point for the new arrivals, many of whom made their homes in the adjacent environs of Atlantic Road, Electric Avenue, Coldharbour Lane, and Railton Road. By the late 1960s much of this area had become one of the largest and most important sites of Caribbean settlement in the United Kingdom, and word of Brixton's reputation as 'the spiritual home of Caribbeans in Britain' spread 'back home', encouraging new generations of Caribbean settlers." As the focal point of this community, the most visible manifestation of the important cultural foodstuffs of the new settlers, the market has an important cultural role. Furthermore, that there was confidence and critical mass enough to display it openly, in what was not always a welcoming and gentle home population, gives the presence of the market added meaning.

A white stall-holder in the mid-1950s commented that it was the pioneering market holders, mostly grocers and butchers in and around Brixton Market, that began to cater for the West Indian residents, and that their arrival was *'a shot in the arm for local trade'*. As white custom decreased, those who began to sell rice, dried cod fish, dried pork and ackee, spices, beans, tinned yams and coconut butter, and more exotic fruits and vegetables like mangoes, pineapple and avocados, prospered. The markets were increasingly frequented by black customers and residents in the late 1950s and 1960s. In 1956 when the wife of Jamaica's Chief Minister, Mrs. Edna Marley wanted, on her visit, to meet as many Jamaican migrants as possible, she asked to go to Brixton Market on a Saturday morning and *'ended up shaking hands with fifty West Indians who recognised me. I was surprised to see them buying sweet potatoes and tinned ackee...it was like a little bit of home'*. By the late 1950s, Brixton Market was the commercial and cultural heart of a new and growing community in England.

English Heritage's listing report notes the reasons for listing all the market buildings as follows:

- Architectural design: while essentially modest inter-war structures there is interest in the early use of the Egyptian style in the façade of buff faience with polychrome detailing at Reliance Arcade.
- Interiors: Reliance Arcade retains black vitrolite in the tiny shops' frontages; the open glazed and concrete truss roof structure of Market Row and the open glazed and curved steel truss roof structure of Granville Arcade (Brixton Village) impressively lights the shopping avenues inside, the plan of which are of particular interest at Granville
- Historic interest: the well-known Brixton Market complex formed the commercial and social heart of the extensive Afro-Caribbean community that settled in Brixton after WWII. The successful adoption of the markets is the clearest architectural manifestation of the major wave of immigration that had such an important impact on the cultural and social landscape of post-war Britain, and is thus a site with considerable historical resonance.

Appendix 2 - Edward Hollamby:

The development of Brixton under the aegis of the Lambeth Architect's Department is synonymous with one man, Edward (Ted) Hollamby, the Chief Architect and later Director of Development. He is, however, possibly best known now for his long ownership of Philip Webb's 'Red House' in Bexleyheath which is now in the ownership of the National Trust.

Edward Hollamby was born in 1921 and studied architecture before the War at the Hammersmith School of Building and Arts and Crafts. He spent the years 1940-45 with a special engineering unit of the Royal Marines building bases and harbours in the Far East and qualified in 1946.

His first job was in 1947 with the Miners' Welfare Commission Architects' Department and he joined the LCC in 1949. He designed one of the first comprehensive schools in North Hammersmith and took a town planning degree part time qualifying in 1952. He was then promoted to form a new section in the LCC Housing Division Architects Department under Whitfield Lewis where he had responsibility for a series of major urban renewal projects. These included the Brandon Estate, the Rotherhithe and Southwark Park redevelopment, the southern sector of the

Elephant and Castle development and the initial feasibility studies on the Thamesmead project at Erith.

He joined Lambeth Council on the 1st January 1963 and had to set up a whole new architects' department (Lambeth had not had one before then, only an engineer's department). Although, as department head, Hollamby no longer had the time to directly design the redevelopment areas, it is very clear that he directed the styles of the housing redevelopment areas. Hollamby described his working style in an interview: *"... one of the things I always do is to brief the group that is starting a new project on my own particular feeling about it. Then they work from that. Sometimes they come up with something quite different in the end. As long as what comes out stems from a positive beginning, then that's all right by me. It's one way of achieving the variety we want."*

In 1981, he took over as Chief Architect and Planner of the London Docklands Development. He stayed in this position until his retirement in 1985.



Ted Hollamby and his wife in retirement