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Clapham Junction

Conservation Area Appraisal and Management Strategy

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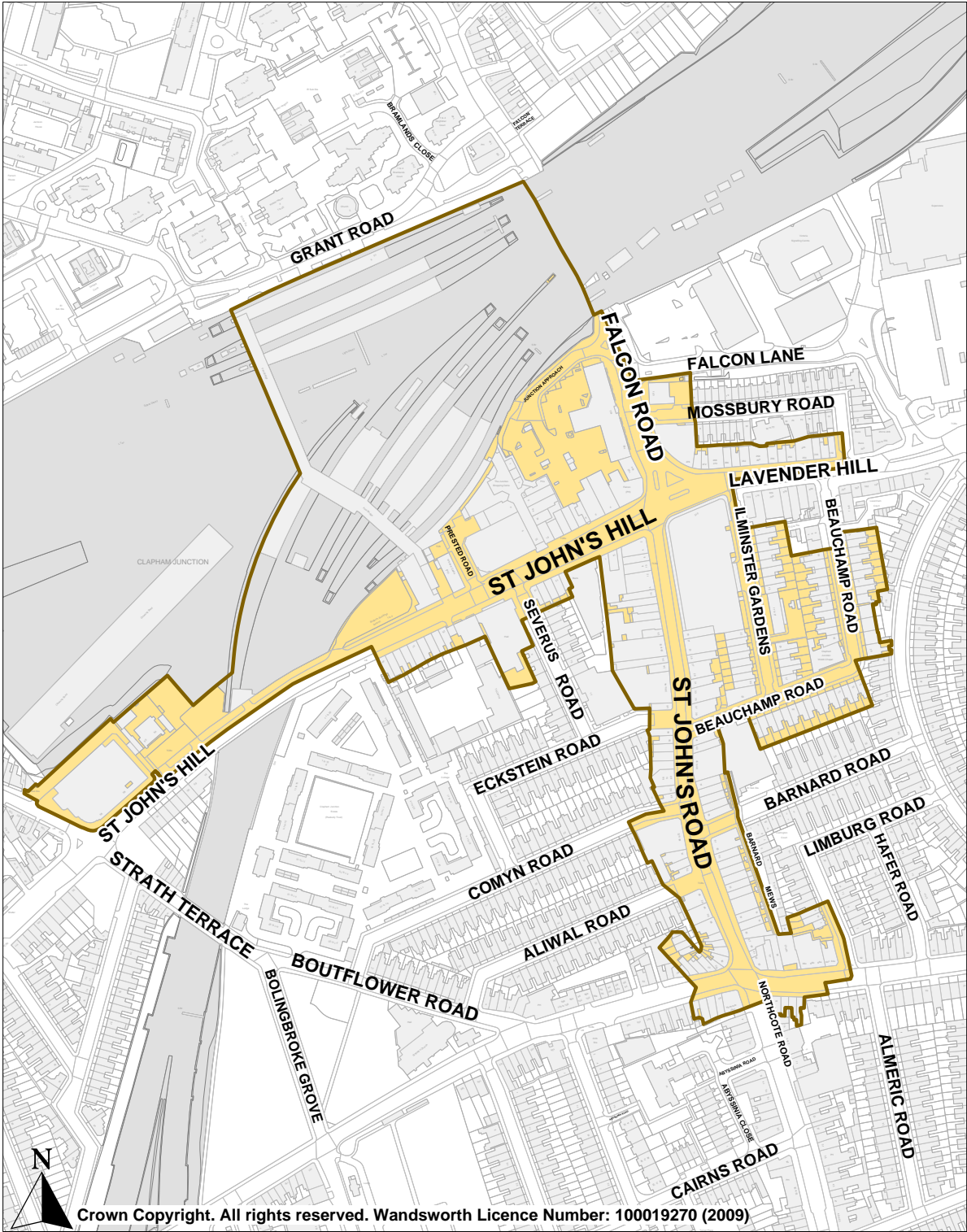
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A. INTRODUCTION

Map of the conservation area



The purpose of this document

A.1 Conservation areas are "areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance" as set out in the Planning (Listed Buildings & Conservation Areas) Act 1990. Conservation Area Appraisals are documents that define and analyse this special architectural and historic interest according to guidance published by English Heritage and justify their designation as conservation areas.

A.2 Under the same Act the Council has a duty to publish proposals for the preservation and enhancement of conservation areas. The management strategy in Part Two of this document sets out how the Council manages the conservation area in accordance with guidance from English Heritage.

A.3 Together, the conservation area appraisal and management strategy are material considerations in the planning process and provide a sound basis for planning policies, decisions and appeals.

Public consultation

A.4 People in the conservation area were consulted for their views in November and December 2008. A public meeting was held at the Battersea Arts Centre to discuss the document on 28 November 2008.

Designation and adoption dates

A.5 Clapham Junction Conservation Area was designated on 24 May 1989. On 6 July 2009 the conservation area was extended to include the former Granada Cinema, houses in Beauchamp Road and buildings at the crossing of Battersea Rise and St John's Road.

A.6 This Conservation Area Appraisal & Management Strategy was approved by the Council's Planning and Transportation Overview and Scrutiny Committee on 18 February 2009 and the Council's Executive on 2 March 2009.

PART ONE: CONSERVATION AREA APPRAISAL

1. SUMMARY OF SPECIAL INTEREST

Clapham Junction Conservation Area was designated a conservation area on 24th May 1989. The character of the area is derived from its surviving Victorian and Edwardian townscape as exemplified by the terraces of shops in St John's Road, St John's Hill and Lavender Hill. The conservation area centres around the Clapham Junction railway hub which is just South of the River Thames and sits within a highly urban shopping district. Many historic shopfront features survive along the arterial routes with Victorian terraced housing in the side streets. The buildings are generally 3-4 storeys and built in tightly knit terraces comprising narrow fronted plots. Apart from a few buildings on the west side of St John's Road the shopfronts were part of the original development. The buildings in Clapham Junction are predominantly constructed of red brick.

The most important buildings in the conservation area are listed. These include the former Arding & Hobbs department store (now Debenhams), the Grand Theatre, The Falcon public house and the former Granada cinema. Others are locally listed such as the Victorian timber bridge to the platforms in the station.

Clapham Junction has a very vibrant street life in the daytime deriving from the intensity of people using the footways to go shopping, walking to the station, and visiting businesses. There is also a growth in café culture in the area, with restaurants, wine bars and cafes attracting large numbers of people to the evening economy. The area is therefore always bustling with the activity and noise of people, trains and road traffic.

2. LOCATION

2.1 The conservation area is located on the old coaching route from central London to the south west, which is now Lavender Hill / St John's Hill (A3036) and includes Clapham Junction Station, which is the busiest station outside central London and a major interchange.

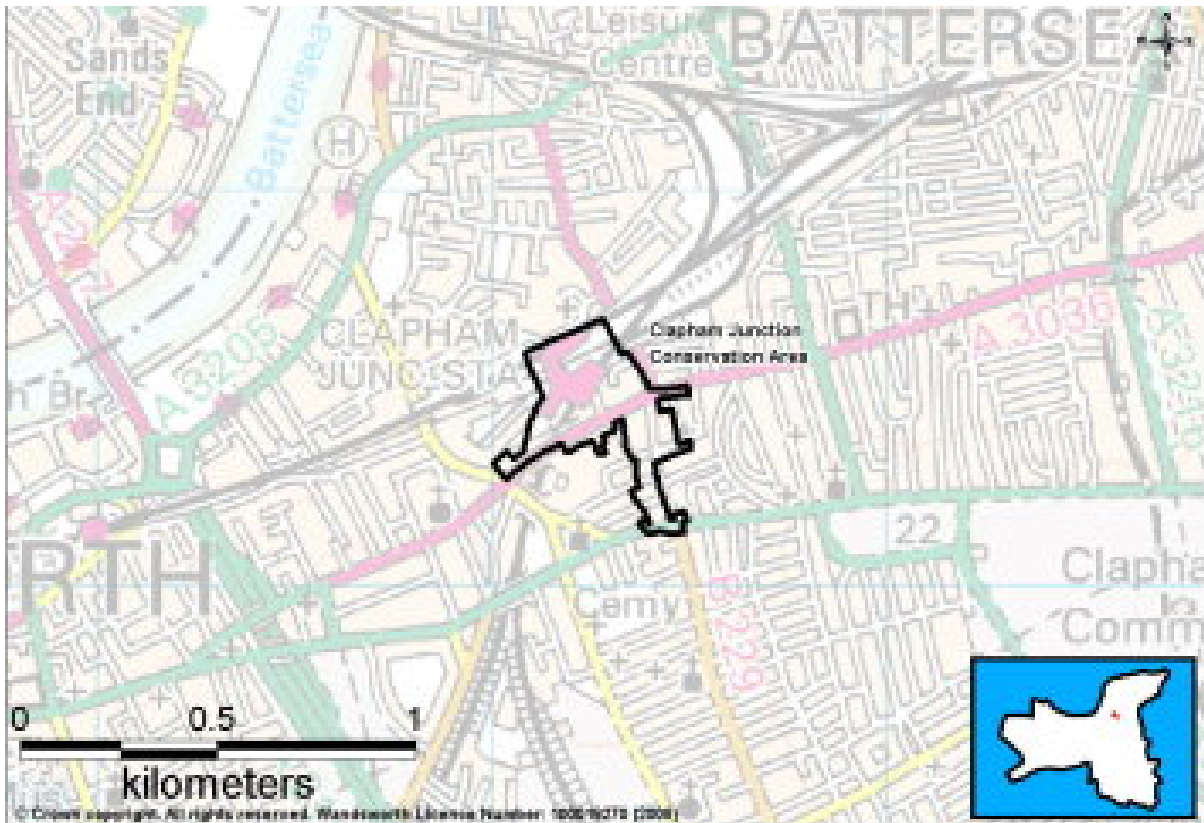


Figure 1 The location of Clapham Junction Conservation Area within the borough of Wandsworth

3. HISTORY & ARCHAEOLOGY

3.1 The special character of the conservation area has been shaped through years of history and it is therefore important that we understand its development to understand its current appearance and future needs.

3.2 Although the earliest reference to the area is a mention of the 'Ryse' in 1656 (now Battersea Rise), the proximity to the Roman Road 'Stane Street' suggests earlier settlement in the area. The early development was concentrated along main roads such as the coaching route from London to Guildford, now the A3, and along St. John's Hill. Rocque's map of 1745 clearly shows Battersea Rise and the roads that are now Lavender Hill, St. John's Hill and Falcon Road. The latter followed the line of the Falcon Brook, which between Battersea Rise and what is now St. John's Hill, was formed into three large ponds along the line of St. John's Road.



Figure 2 : John Rocque's map of 1745 showing roads that are recognisable today, but most of the conservation area as fields with the exception of a few buildings along St John's Road with the old Falcon Brook behind them

3.3 Prior to the construction of the first railway line in 1838 the area was mainly laid out as fields. The 1838 tithe map shows the area immediately prior to the construction of the London to Southampton railway, the route of which is demarcated on the map.

At this time the only developments in the area were a few isolated villas, farm buildings and possibly commercial buildings. Many of the fields were used for the commercial production of Lavender, a crop that was used for the perfume industry; hence the street name: Lavender Hill. There is a reference in 1767 to a public house 'the Foulcon'. The 1871 O.S. Map shows a horse trough outside the original public house, which no doubt had become a popular staging point for horse drawn traffic.

3.4 The first railway to be constructed was the London to Southampton line (1838), which terminated at Nine Elms, but at this time there was no station at Clapham Junction. The Richmond railway line opened in 1846 and in 1848 a third track was completed from Vauxhall to Falcon Bridge, together with the opening of Waterloo station as the main terminus; and in 1860 a fourth track was added. As a result, the London and South Western Railway (LSWR) decided that an interchange station with the West End and Crystal Palace, the West London Extension and the London Brighton and South Coast Railways (LBSCR), could be justified. In 1863 the new station at Falcon Bridge (i.e. Clapham Junction) was opened where the Richmond railway branched away from the main line. Each company had their own platforms and entry to the station was from St. John's Hill. A long subway linked the north and south sides of the station, only six feet wide. New buildings for the LBSCR were opened in 1874 and those of the LSWR in 1876, the latter being architecturally more significant.

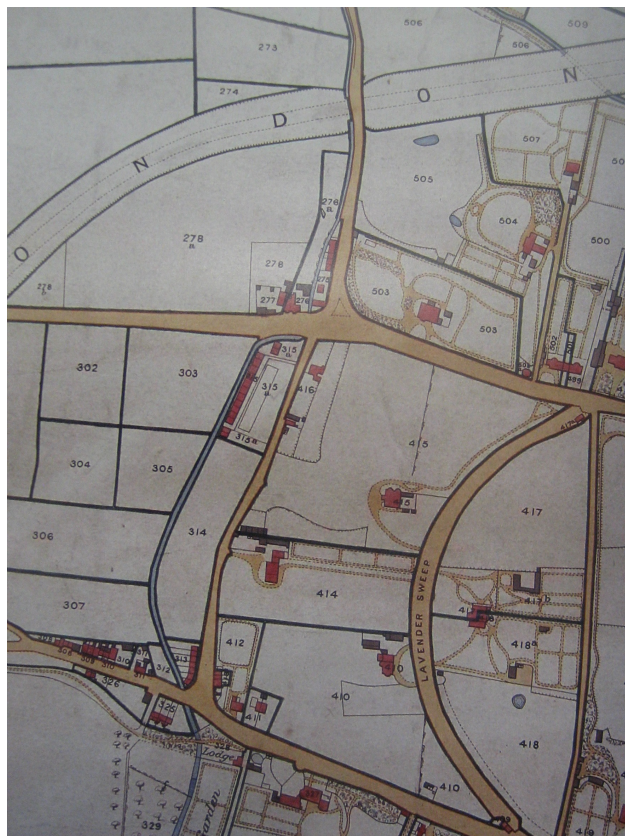


Figure 3 : The tithe map of 1838 shows the railway laid out but as yet undeveloped. Amongst the small number of country villas shown is the Chestnuts on Lavender Hill (not labelled), a house that has been much altered but of which the remnants survive amongst the terrace housing on Mossbury Road (outside CA)

3.5 The construction of the railways and the opening of the stations was the catalyst to the development of the open fields of Battersea and Clapham, which were progressively transformed into new housing estates. The strips and furlongs of Battersea's fields often represented the boundaries of the new residential estates. Between 1840 and 1910 some 141 building estates were developed in the parish of Battersea. The population increased during this period from 6,000 to 168,000. The Falcon Brook, which was an open river running along the line of St. John's Road was culverted at this time.

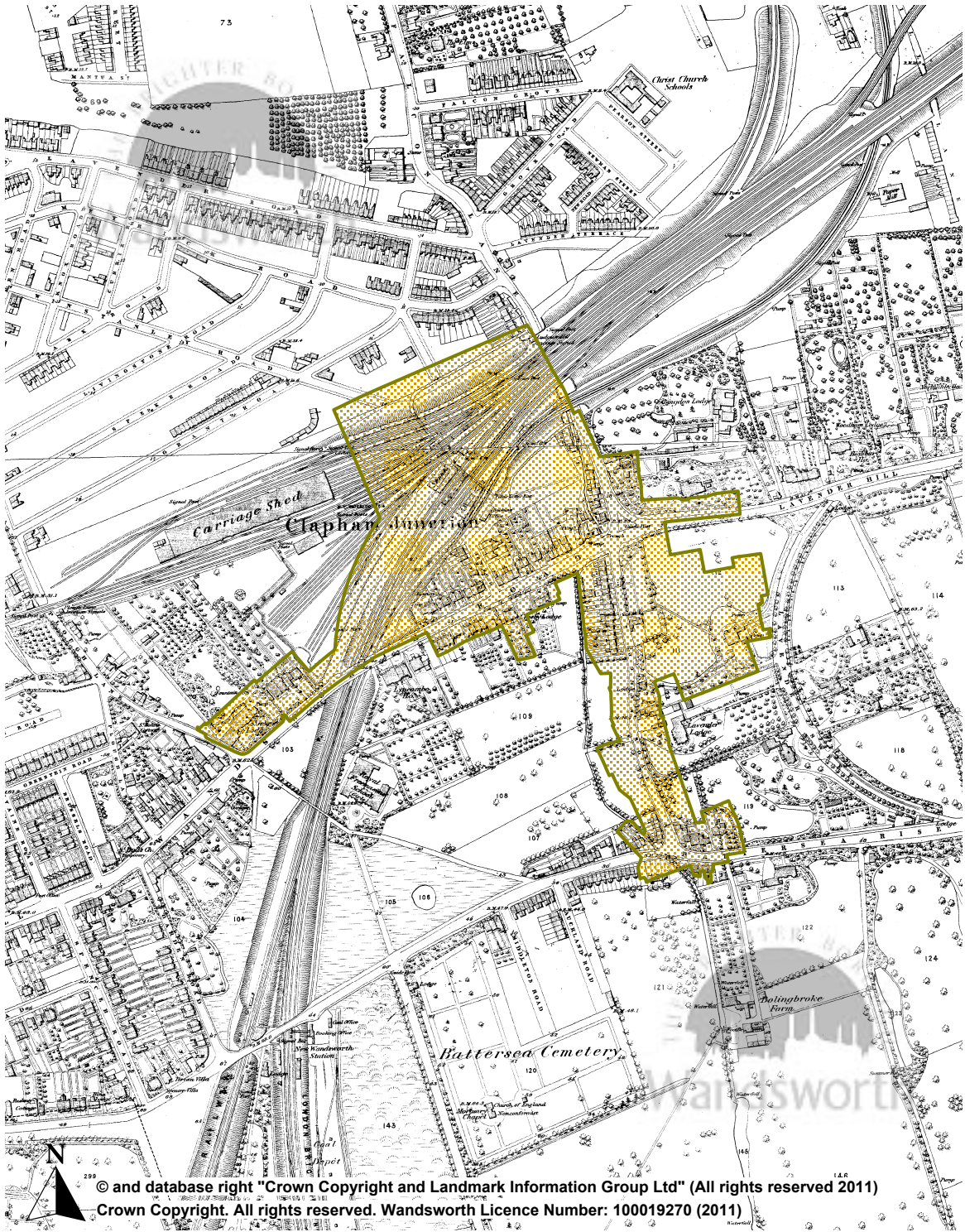


Figure 4 : The Ordnance Survey map of 1868 - 1874 shows the railway lines now built with the booking office and access tunnel. A trough is shown at the crossroads by the Falcon public house (also shown, but not named). St John's Hill is the most developed street at this time

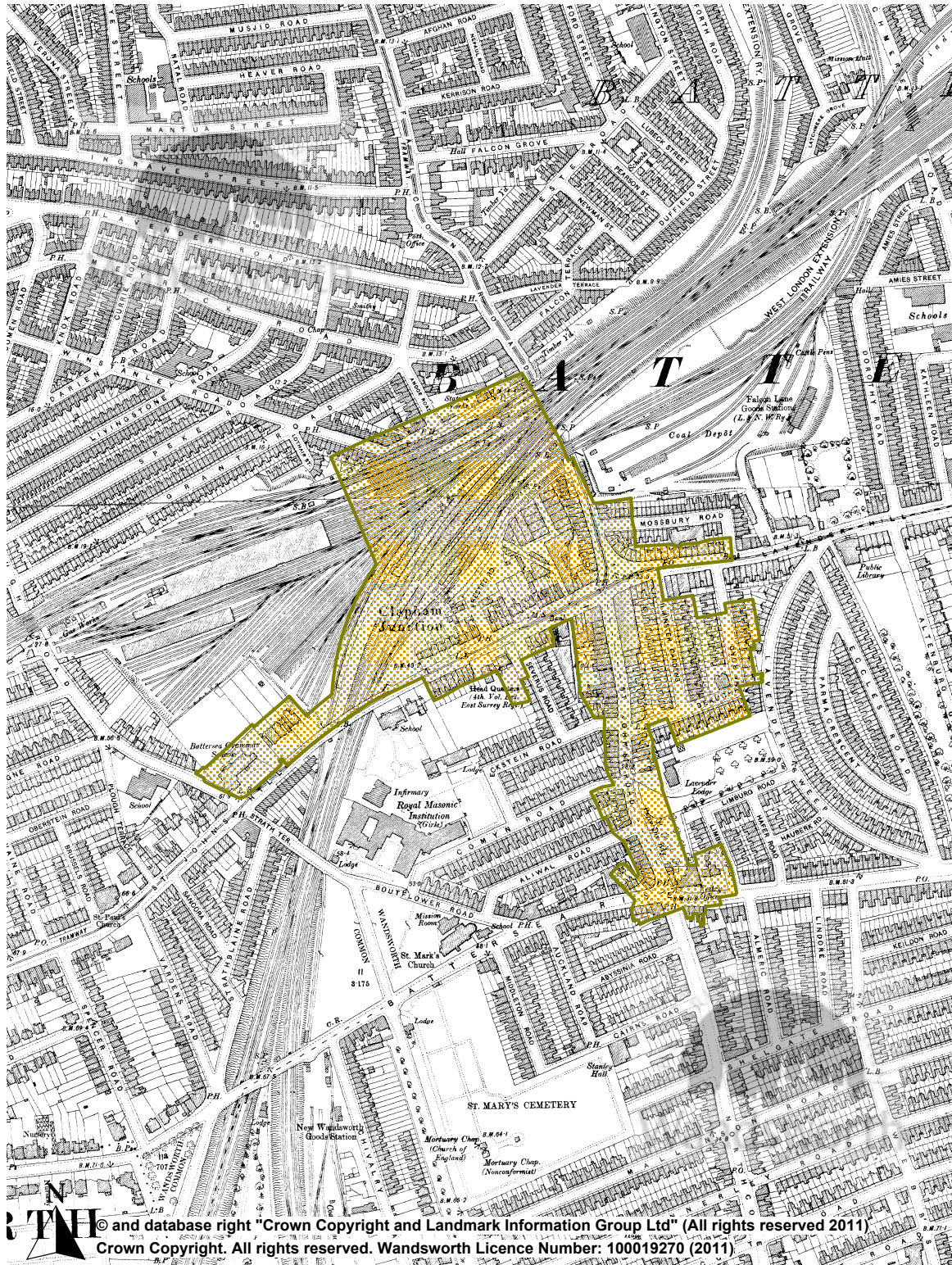


Figure 5 : The OS map of 1896 shows the conservation area largely as we see it today. There are now two pubs at the Battersea Rise crossroads (although today only the Northcote survives), Arding and Hobbs has been built, the Falcon Brook has been culverted and the line of a trolley bus is shown along St John's Hill, Lavender Hill and Falcon Road

3.6 The early housing was mainly for low-income families associated with the local workforce. During the latter quarter of the nineteenth century, though, this changed to more speculative housing. The developer Alfred Heaver made an enormous impact on the Battersea townscape with the construction of some 4,419 houses in the area between 1878 and 1898.

3.7 The construction of houses brought with it a demand for goods and services and St. John's Road, Lavender Hill and St. John's Hill became thriving commercial areas. By 1885 the commercial importance of the area was such that Arding and Hobbs, the largest department store south of the River Thames, was built. A fire destroyed the building in 1909, which was replaced by the current much grander building.

3.8 The burgeoning population also created a demand for leisure and entertainment. The New Grand Palace of Varieties (now The Clapham Grand) opened in 1900. The Shakespeare Theatre was established in Lavender Hill, near the former Town Hall, the Pavilion Cinema, with its grand Triumphal arched frontage was built where now the entrance to ASDA supermarket lies in Lavender Hill. Both buildings were sadly lost in enemy action in the Second World War, the latter being destroyed by a V-1 rocket in 1944. The former horse drawn tram depot in St John's Hill was turned into Pykes Circuit Cinematograph. Later a cinema was built in St. John's Hill, on the site of the former Battersea Grammar School, and became known as the Granada Cinema.

3.9 Change has been constant in the area. A Freemasons School for Girls in Boutflower Road was opened in 1853, but demolished in the 1930's to make way for the Peabody housing estate. The bombed site of the former Pavilion Cinema remained vacant until the 1970's, when a supermarket was constructed for Carrefour (now ASDA). The buildings in Clapham Junction Approach, together with the former Sorting Office, were demolished in the early 1970's to make way for a new development including the current entrance to the station and shopping centre.

3.10 However, many historic buildings remain and at the time of writing, the former Granada Cinema is going through a transition in which the auditorium will become a church and apartments will be constructed above.

3.11 Clapham Junction was originally part of the Borough of Battersea, which was incorporated into Wandsworth in 1965.

4. SPATIAL CHARACTER

Introduction

4.1 The character of the conservation area is made up of the sum total of its buildings, streets, green space and views and can be harmed or improved by insensitive alteration to any of these elements. This section analyses those spatial characteristics that provide the setting to the buildings and therefore are important contributors to the character and appearance of the conservation area that we seek to preserve.

4.2 Some of the features described in these paragraphs are shown on the townscape map at the end of this section.

Townscape map

4.3 The townscape map sets out at a glance the positive features of the conservation area. The Council has a duty to preserve or enhance the character of the conservation area and there is a presumption in favour of retaining buildings making a positive contribution to the character of the conservation area. The spaces and buildings that make up the character of the conservation area should be protected and enhanced wherever possible. It would be against Council policy to allow the loss of important space or buildings within the conservation area.

4.4 The spatial characteristics of Clapham Junction Conservation Area are described in this section whereas the architectural characteristics are described in the next section.

Townscape

4.5 The construction of the railways led to the conversion of what was previously farmland and isolated settlements into a pattern of urban streets essentially based on a north-south and east-west grid. Lavender Hill and St John's Hill represents the key east-west route, and St John's Road, the key north-south route. The construction of the railway imposed a barrier to the north-south movement, with Falcon Road being the only northern entry to the town centre.

4.6 The genius loci, for the town centre is the junction of Lavender Hill and St. John's Road, where a triangular public space was formed. The space can be seen on John Rocque's map of 1745. On the south side of this space the former Arding and Hobbs Department store was built. It forms a local landmark with its tower on the corner of St. John's Road.

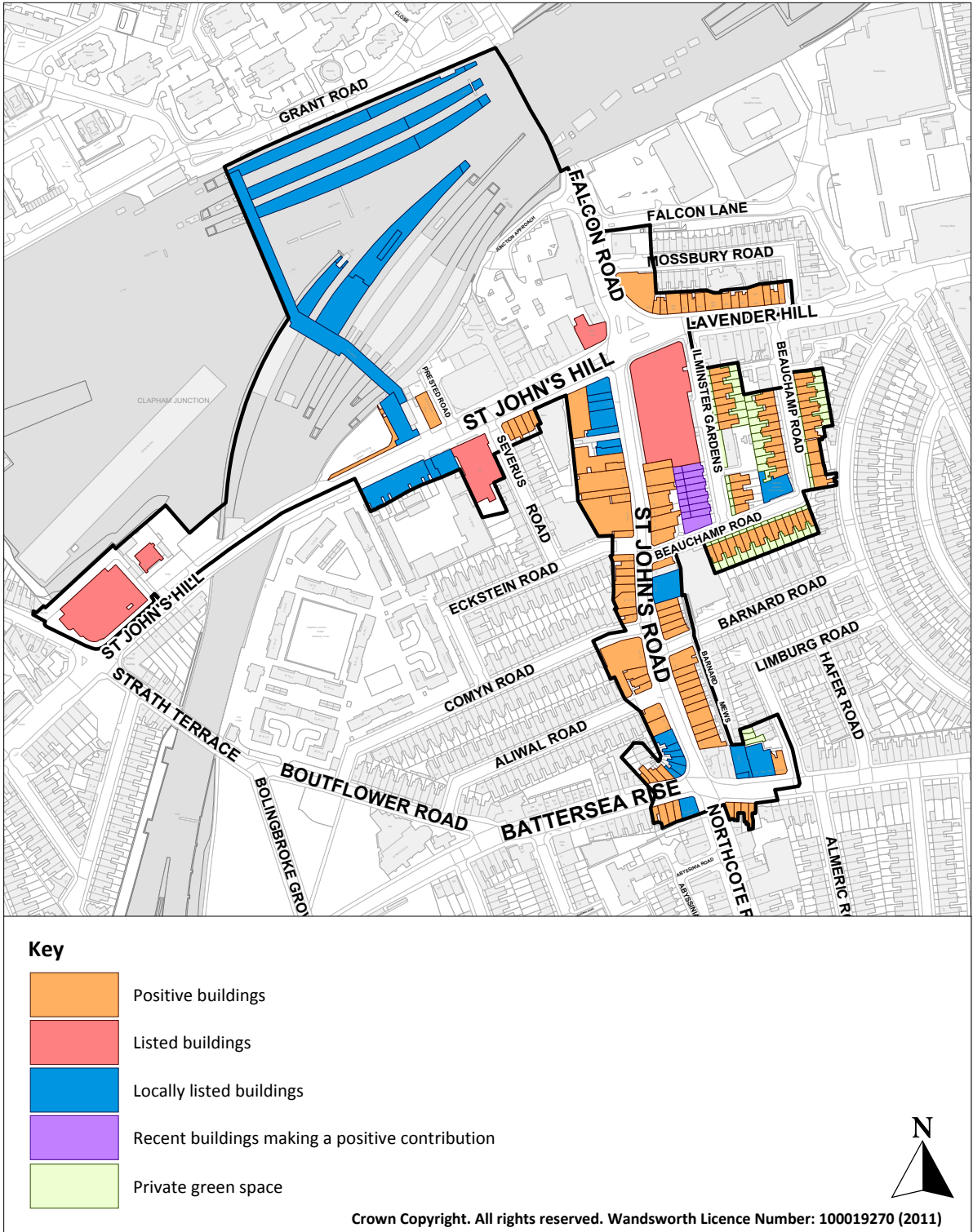


Figure 7 : The townscape map shows buildings that make a positive contribution to the conservation area.

4.7 The tight knit form of the streets in the town centre creates a strong sense of enclosure. The urban pattern of development of the nineteenth century is characterised by narrow plot frontages of around six metres. Into this pattern are two other local landmarks, the Clapham Grand and the former station parcel office. Both these buildings act as punctuation marks in the surrounding urban form in that they are both detached free standing buildings of a much larger footprint than the terraced buildings.



Figure 8 : Looking towards the historic space at the junction of Lavender Hill and St Johns Hill today marked by the tower of the former Arding & Hobbs department store



Figure 9 : The tight knit street pattern of St John's Road and the market stall

4.8 Most buildings in the area contribute to a coherent tight-knit urban form fronting the highway providing interest and enclosure at street level. This creates a high quality townscape giving reassurance, legibility and a feeling of safety to users. This contrasts with the amorphous supermarket development north of Lavender Hill which has created an impoverished public realm.

4.9 Clapham Junction has a very vibrant street life. This derives from the intensity of people using the footways to go shopping, walking to the station, and visiting businesses and the market in Northcote Road. A street stall has recently been set up on the public space at the end of Aliwal Road

4.10 Clapham Junction has a very important and vibrant evening economy. This is characterised by the growth in café culture, with restaurants, wine bars and cafes attracting large numbers of people. The evening economy is important to the economic buoyancy of the town centre.

Streetscape

4.11 A triangular public space where Lavender Hill and Falcon Road converge is clearly visible on Rocque's map of 1745. The space became an important traffic junction and in the late nineteenth century its centre was re-organised to include the construction of public conveniences, a lamp standard and cast iron railings. Over time increased vehicle needs have reduced this space to a traffic junction, but the buildings enclosing this space, together with the space itself, create a visual focus to the town centre.

4.12 The nature and quality of the pedestrian environment in the town centre is of immense importance. St John's Road, Lavender Hill and St John's Hill are busy shopping streets, which are heavily used by pedestrians in peak periods with people walking between buses and the railway station.

4.13 The footways to St John's Road were re-paved in the 1990's with a concrete slab, which add to the visual definition of the buildings. The scheme removed unfashionable brick planters which restricted pedestrian movement and visibility. The bollards though are visually unattractive. Elsewhere, street clutter in the form of guard railings and the bus operators cabins in St John's Hill detract from the visual coherence and attractiveness of the area.

4.14 The footways to St John's Hill are mainly paved in small red block pavements. These, whilst serviceable, lack the quality and visual definition of paving slabs. There are a number of privately maintained forecourts on the south side, which are unattractive in appearance and cause problems for people with disabilities.

4.15 The busy St John's Hill/St John's Road junction carries high pedestrian volumes and is crowded at peak times with the narrow footway on the corner outside the Falcon public house restricting people's movements. There is a need to improve the quality of the pedestrian experience at this junction.

4.16 Similarly the junction of Battersea Rise and St John's Road carries a significant volume of pedestrians at peak periods and again there is a need to improve the pedestrian experience as well as the visual appearance of the public realm at this junction.



Figure 10 : Street clutter is a problem on St Johns Hill particularly outside the station where newspaper bins and railings compete with bus stops and unwanted street furniture

4.17 The public realm of the station is an important area for people as it is a major gateway to the town centre. The approaches to the station are heavily used at peak times of the day and there is a heavy demand for cycle stands outside the station. The subway in particular gets very crowded at peak times, an unpleasant experience for pedestrians. The quality of the footways, the amount of street clutter, and the station environment have been highlighted as in need of improvement.

4.18 To the west up St John's Hill is Brighton Yard. This once formed the high level entrance to Clapham Junction Station, although for many years it has been used as a car park making it less attractive as a space.

4.19 The planters in Falcon Road are privately owned and have been infilled partly with bricks to facilitate people sitting whilst waiting for buses. Whilst this provides much needed seating for people it has not been purpose-designed for seating in mind and it is therefore not well-designed.

4.20 Access to the town centre from the north, particularly the Winstanley Estate, is limited, and is now restricted only to Falcon Road, with the railway forming a physical barrier. The quality of the route via the 'tunnel-like' Falcon Road bridge has been subject to a scheme to improve the quality of the lighting and conditions for pedestrians.



Figure 11 : Victorian pillar box at junction of St John's Road and Beauchamp Road

4.21 The small sitting space in front of the ASDA supermarket is well located insofar as it is a sunny position, but its poor layout and design makes it unattractive as an amenity area. Moreover, visual clutter surrounding the area mars the overall quality of appearance. There is an opportunity to create a high quality amenity space here.

4.22 Falcon Lane, whilst outside the conservation area, is visible from Falcon Road. Its layout and appearance derives from its function as an access road to the ASDA supermarket. Its lack of building frontage with buildings isolated in space highlights that the area is disconnected from the town centre and rest of the conservation area. Its poor quality of layout and appearance adversely affects the setting of the town centre and conservation area. There is enormous scope to reintegrate the Falcon Lane area with the town centre, particularly in association with any development proposals.

4.23 To the north of the railway, the Grant Road frontage has a narrow footway, and the car parking forecourt to the business premises does not present an attractive setting for the businesses.

4.24 There are no remaining historic street surfaces or and very few historic items of street furniture, however a Victorian post box still remains on the corner of Beauchamp Road and St John's Road.

Trees

4.25 There are very few trees within the conservation area as the juxtaposition of buildings with footways; the width of the roads and the proximity of underground utility services have all acted as constraints. The few London Plane trees in St John's Hill on the approaches to Clapham Junction from the west are important, although just outside the conservation area.

Green space

4.26 Due to the highly urban character and development of the area, there is very little green space within the conservation area and no public green space, although Clapham Common and Wandsworth Common serve the area being only 300 metres away. Some very small town gardens exist behind the residential terraces of Ilminster Gardens, but otherwise there is very little undeveloped land even behind the shops.

Views

4.27 From the railway, the unfolding views of Clapham Junction from Waterloo are of interest with the view of the towers to the Clapham Grand signalling arrival at the station. Once arrived in the town, the view of the former Arding and Hobbs Department Store (now Debenhams) from all approach roads is dominated by its clock tower.



Figure 12 : A stunning long view across the valley taking in some of the best buildings in the conservation area

4.28 The view from the railway bridge in St John's Hill captures the topography of Clapham Junction with its fine-grained urban structure pictured in the way the buildings step up Lavender Hill to the east and the valley indicates the line of the now culverted Falcon Brook.

4.29 Views westwards along Battersea Rise focus on the landmark of St. Mark's Church with its prominent spire. Southwards down Northcote Road, views focus on the tower of the Northcote Road Baptist Church.

4.30 Leaving the conservation area views towards central London from the Overbridge to Clapham Junction station include landmarks as Battersea Power Station, The London Eye and the Palace of Westminster.



Figure 13 : A shorter view from Battersea Rise looking west towards St Mark's Church

5. ARCHITECTURAL CHARACTER

Introduction

5.1 Perhaps the most visible and well known aspect of any conservation area is its buildings. Most historic buildings in the conservation area contribute to its special interest and their loss would have an irreversible impact on the historic character of the area. Buildings making a positive contribution to the character and appearance of the conservation area are discussed in this section and shown on the townscape map in the previous section.

5.2 The omission of any particular building does not mean it is of no importance. Advice should always be sought before considering the alteration or demolition of any building from the Conservation and Design Group.

5.3 The character and appearance of Clapham Junction Conservation area relies upon the strength of its architectural origins, which are essentially Victorian, and its association with the development of the railways.

Building use

5.4 The overriding function of the buildings in the conservation area is one of mixed use, with the primary retail frontages in St. John's Road and secondary frontages in Lavender Hill and St. John's Hill. Within both primary and secondary frontages, upper floors comprise both office and residential accommodation. The town centre survey of 2004 shows Clapham Junction as having 35,510 square metres of retail floorspace, most of which lies within the conservation area.

5.5 The traditional shop frontages are mainly of around six metres wide with upper floors comprising both office and residential accommodation. Larger ground floor shop units tend to be multiples of this size and the Council's shopfront design guidance requires that original frontage sizes to be kept despite multiple occupation of units. Generally Clapham Junction has suffered from a lack of larger retail units and certain notable retailers are not represented in the town centre due to the shortage of suitable sized accommodation. However, just outside the conservation area, Northcote Road has succeeded in becoming a thriving specialist shopping and independent business street.

5.6 There are nonetheless two department stores and a small shopping centre in the conservation area, the latter forming part of the main entrance to the station. Debenhams and Marks and Spencer are the department stores and their retail use extends to the upper floors as well as the ground floors.

5.7 Clapham Junction Station is the sixth busiest station in the United Kingdom in terms of footfall with around 35 million people per year, about half of whom use the station as an interchange. Nevertheless the footfall generated by the station is invaluable in terms of the economic activity that it generates giving vitality to the town centre.

5.8 The town centre has developed a vibrant evening economy in recent years based on wine bars, restaurants and a music venue, although the area lacks a cinema as the former Granada cinema is being converted to church and residential use. The area contains the Clapham Grand theatre and east of the conservation area is the Battersea Arts Centre. There are three public houses in the conservation area: the Falcon Hotel, the Windsor Castle and the Northcote public house.

5.9 Falcon Road is mainly offices, although the Lidl site on the corner of Falcon Lane is included as a primary retail frontage which extends to include the ADSA supermarket (both outside the conservation area). No. 155 Falcon Road was granted consent for demolition in 2011 to be replaced by a new hotel.

5.10 Ilminster Gardens contains the rear service elevation of the department store with residential properties opposite in the form of Victorian terraces and a small 1960s block of flats. Similarly, the streets surrounding the conservation area are predominantly Victorian residential terraces. The conservation area contains two churches; the Welsh Chapel on Beauchamp Road and Thomas Memorial Church of the Nazarene in Battersea Rise.

Shopfronts



Figure 14 : Nos. 16-28 St John's Road photographed c.1890 showing where single storey shops have been built in the front gardens of pre-existing houses

single storey purpose-built shophouses most of which were completed by 1896.

5.11 A few buildings, notably nos. 18-22, in St. John's Road are early nineteenth century houses where shopfronts form single storey projections that would have been built in the front gardens of the houses. However, the predominant character of St. John's Road is formed through the terraces of three

5.12 Victorian and Edwardian shopfronts in Clapham Junction were predominantly constructed of timber and where they remain are of great historic and architectural value to the conservation area. Important traditional features of Victorian shopfronts include narrow fascia boards with painted lettering; carved stone or moulded plaster corbels crowning applied pilasters in the same material. Heavy cornices are often formed by a straight sun blind in its housing. Other components can be stall risers (the solid wall at the bottom of the shopfront), large glazing with ventilation windows to the top; recessed entrance doors with mosaic thresholds.



Figure 15 : Nos.19-27 St John's Road soon after they were built c.1890

Historic photographs such as those shown of St. John's Road at the turn of the twentieth century are useful to show the consistency in architectural details of shopfronts that have been lost over time.



Figure 16 : The original bronze shop window at Marks and Spencer. A chrome column is just visible to the left

5.13 Later shopfronts also make an important contribution to the quality of the conservation area. From the 1920s to the 1950s bronze, steel, chrome and marble were used. The shopfront at Marks and Spencer is a good example of a 1930s shopfront which has remained relatively unaltered. It has retained the original bronze shopfront with its curved glass whilst the projecting clock above the fascia is a cherished architectural feature.

5.14 Many shopfronts have been changed since the original ones were put in and these lack the consistency in design, materials and detailing. Over time much of the original detailing to cornices, corbels, fascias and stall risers has been lost. However where original details do survive, these can be copied and reinstated elsewhere in the street.

5.15 Other changes to shopfronts have occurred as a result of internal changes such as removal of staircases to serve upper floors and the installation of ventilation and air-conditioning apparatus has involved in the lowering of ceilings, and often this has resulted in unsightly deep fascias to frontages. The quality of the signing and choice of illumination can also affect the character of the shopfront. Brash reflective materials and inappropriate lighting can detract from the historic character of the conservation area and give an inferior quality appearance to the area. More recently anodised aluminium and PVCu have been installed in some buildings. Timber is a more sustainable and suitable material for shopfronts, particularly to historic buildings.



Figure 17 : Modern shopfronts with oversized fascias which fail to reflect the tall vertical proportions of the building above and in fact look squat and cramped



Figure 18 : The solid shutter shown here gives a very unwelcoming appearance to the street

5.16 Issues of security have arisen in shopping streets and retailers have often in the past resorted to installing solid security shutters to deter criminals. Generally these are unwelcome. Designing out crime is central to Government and the Council's guidance on safety and security. Ensuring active frontages by day and night is important and streets with solid security shutters have a deadening effect on the appearance of streets. Where security measures are required, toughened, laminated glass or internal open-mesh shutters can be installed. This allows light from the shops to penetrate the street and reinforces illumination from street lights helping to create a safer place for people to walk at night. It also means that people can browse for goods and services in the evening and return to purchase in the daytime.

5.17 The Heritage Lottery grant scheme of 1998-2001 did manage to achieve the reinstatement of details to some shopfronts. There are difficulties in securing the reinstatement of corbels, in particular, as property ownership invariably means that the boundary is the centre of the pilaster that supports the corbel, and negotiations with owners, lessees and tenants of adjoining properties can be protracted. The shopfronts to nos. 2-4 and 58-60 St John's Road were however successfully carried out around the year 2000.

5.18 The reinstatement of original features to shopfronts can still attract grant assistance from the Council (see section on grants in the management strategy). Good quality modern shopfronts are acceptable if the original has been lost, but it is always important to retain (or reinstate) the shopfront frame, that is the fascia, pilasters, cornices and corbels; and indeed the whole shop frontage if it is of historic value.

5.19 The Council produces guidelines on alterations to shopfronts and security shutters (see Further Information at the end of this document).



Figure 19 : New traditional style shopfronts have reintroduced the correct proportions and features for the building



Figure 20 : These are outside the conservation area in Northcote Road but show good modern timber shopfronts



Figure 21 : The elegant interwar bronze shopfront to Marks & Spencer. The sign and canopy have been added but the slim glazing bars and steel columns are original



Figure 22 : Again, outside the conservation area but showing good traditional shopfronts and traditional straight sun blinds

Lavender Hill

5.20 The former Arding and Hobbs department store (now Debenhams) is one of the most important buildings in this conservation area. It is a landmark that provides a sense of arrival in the area and is situated in a focal point at the junction of four major roads. It was originally built in 1885 but a fire destroyed the building in 1909. The replacement store of 1910 by James Gibson is a magnificent Edwardian baroque composition of red brick and stone crowned by a cupola with containing a clock.



Figure 23 : Arding and Hobbs as originally built



Figure 24 : Arding and Hobbs, again before the fire



Figure 25 : The former Arding and Hobbs department store as seen today



Figure 26 : The clocktower

5.21 Nos. 242-272 Lavender Hill are mainly of three storeys with attic storey in a Victorian Gothic composition that neatly step up the hill. They are of the same design as the terraces in St. John's Road with their triple first floor windows with pointed arched windows and decorative stone tympanum. Upper floors are of red brick with gabled fronts to the street. At ground floor, whilst most of the shopfronts have been altered a few original architectural details, such as pilasters and corbels, survive.



Figure 27 : View up Lavender Hill

5.22 The terrace once extended around the corner into Falcon Road and was replaced by the stone fronted building at no. 276 whose curved frontage completes the framing and enclosure of the triangular public space at the junction of Falcon Road and Lavender Hill. Its single dome to the northern corner of the roof adds visual interest and echoes the cupola to the Arding and Hobbs building. The use of stone is unusual in this area.



Figure 28 : No. 276 Lavender Hill

5.23 To the north and east, adjacent to the conservation area, the townscape deteriorates with gap sites, buildings and public spaces of poor visual quality. Outside the conservation area in Mossbury Road an early nineteenth century farmhouse, known as 'The Chestnuts' survives but has been much altered. It is locally listed.

St John's Hill



Figure 29 : The Falcon Hotel



Figure 30 : Buildings containing the station booking office and shopping arcade. The scale of the building sits well with neighbouring buildings, but the design fails to reach the standard set by them

5.24 A public house existed on the corner of Falcon Road and St. John's Hill before the 1800s, but it was rebuilt in 1880 as the Falcon Hotel (grade II). Its curved brick frontage to the corner of these streets, in an Italianate style, makes it of immense townscape importance as a local landmark.

5.25 The building to the west incorporates an arcaded public space providing an enclosed shopping centre and access to the station. The frontage to the west of the entrance is very austere with a solid building frontage with no windows at ground level. Also it does not follow the grain of the street in that it is not stepped to take account of the slope of St. John's Hill.

5.26 The station is still in three separate architectural entities reflecting its origins, notably buildings associated with the different railway companies; the London Brighton and South Coast Railway (LBSCR), the London and South Western Railway

(LSWR), and the West London Extension Railway (WLER). The former parcels office (LBSCR); the weatherboarded platform buildings (LSWR); and the timber overbridge (LSWR) reflect this. The single storey yellow stock brick former booking office to platforms 9/10, the weatherboarded timber buildings on platforms 1-6 with their pedimented windows and doorcases and modillion eaves cornices, the cast-iron canopy supports with their strapwork decoration, the fretwork edging to the canopies over the platforms, railings to platforms 2-8, and the timber overbridge are all of local architectural and historic interest.

5.27 The imposing parcels office of 1910, a locally listed Edwardian baroque building, makes a significant townscape presence on St. John's Hill through its size and position. It was restored a few years ago along with the adjoining shops (1-4 Brighton Buildings) and at the time of writing is undergoing conversion to form an additional access to Clapham Junction Station. This collection of buildings is associated with the area's historical origins as a railway development and forms a satisfying start point for the view from the bridge eastwards.



Figure 31 : The Parcels Office with Brighton Buildings in the foreground

5.28 The Windsor Castle public house is a 1920's replacement of an earlier building. Its mock Tudor timber and plaster exterior contrasts with the predominant brick character of the area, but is a pleasing architectural composition.

5.29 The Grand Palace of Varieties (now the Clapham Grand, grade II listed) was built c.1900 to designs by E.A. Woodrow. The building, a massive red brick structure



Figure 32 : The Windsor Castle public house



Figure 33 : The Clapham Grand

with arcaded loggias, helps to reinforce the sense of place of the area through its size, function and historical meaning. The twin belvederes with their domed roofs are distinctive. The interior is decorated in a Chinese style.

5.30 The group of buildings to the west of the theatre have a strong pattern of fenestration. The Territorial Army building, a late nineteenth century replacement building, is of three floors with bay windows. It is constructed of red brick with stone pilasters, cornice, and string courses. Original decorative iron railings have been retained to the frontage. Nos 29-45 adjoining represent a terrace of three storeys, some with roof storeys. The triple windows to first and second floors with triangular pediment to first floor windows are of interest, along with the dentil eaves cornice.



Figure 34 : St John's Hill with the Territorial Army building on the left



Figure 35 : The former station master's house

5.31 The former station master's house, 54-56 St. John's Hill (grade II), with recently restored architectural features and an enhanced forecourt, was built prior to 1838. They represent a pair of three storey buildings of yellow brick construction with channelled stuccowork to ground floor and Ionic pilasters to first and second floors.

5.32 The former Granada Cinema (grade II* listed) was built in 1937 by Cecil Masey, H R Horner and Leslie Norton with interiors by Komisarjevsky which is of particular interest. Externally it represents a massive red brick structure with a curved corner to St John's Hill/Plough Road junction with entrance doors at ground level, and first floor curved windows to upper part of foyer. Its recent transformation to form a church in the auditorium and residential flats in the rest of the building, ensures that the most significant parts of the building are retained.

St John's Road

5.33 St. John's Road developed as a thriving shopping area at the end of the nineteenth century, but a few of the earlier mid-nineteenth century buildings survive (nos.16-20). The street mainly comprises three storey Victorian Gothic terraces of red brick with decorative stone motifs to heads of first floor elliptical windows. There are no surviving Victorian or Edwardian shopfronts in this street, although details of architectural features such as corbels and pilasters do remain. Most of the later replacement shopfronts are uninspiring.



Figure 36 : Looking up St John's Road c.1913

5.34 Nos. 45-49 (Marks & Spencer), locally listed, is an early twentieth century building with ornate projecting clock. This and nos. 36-44, an International style building with decorative 'fins', are of historic interest and contrast with the Victorian buildings.



Figure 37 : International style buildings



Figure 38 : The eastern side of St John's Road

5.35 The former Arding and Hobbs department store, previously described, extends southwards along St John's Hill. It is adjoined by a terrace of late nineteenth century purpose built shop buildings which are unusual in the conservation area as they are built in stock brick. Although the gothic window detailing is similar to that seen in other terraces in

the street, the use of stock brick and their plain sloping roofs make them significantly different and contribute to the variety that is characteristic of the northern end of this street.

5.36 The three storey terraces at nos. 51-59 and 61-85 were built with integrated shops to the ground floor and were the last group in the street to be completed in the early twentieth century. They are built in red brick with horizontal stone dressings. The upper floor windows are timber sashes with the upper portion divided into six lights. At ground floor there are only vestigial remains of the once elegant shopfronts.



Figure 39 : Late nineteenth century terrace at nos 19-39 St Johns Road



Figure 40 : Early twentieth century terraces at nos. 51-29

5.37 The western side of St John's Road begins with nos. 2-14 forming the corner of St John's Hill and St John's Hill Road. The group is of three stories plus roof storey with four storeys to the splayed corner that is taller than the rest of the building. The building was designed to have purpose-built shops to the ground floor and offices to the upper floors and the shopfront proportions and the pilasters and corbels were reinstated in 2000. The red brick walls contrast with the stone decoration to windows. Originally the corner frontage was finished with a dome as can be seen in the historic photograph.



Figure 41 : Nos. 2-14 St John's Road taken c.1890.



Figure 42 : The same building today, much the same although the dome has gone and the St Johns Hill Road elevation has been extended.

5.38 South of this building are the only remaining early to mid nineteenth century buildings. Having been built as two storey houses, single storey shops were built in the gardens, around the time that the purpose built shop buildings were appearing in the late nineteenth century. Today the houses are largely obscured by two storey buildings and the shops have been badly altered, but the early buildings are locally listed for their historical value.



Figure 43 : A mid nineteenth century house can just be seen behind Greggs



Figure 44 : Nos. 48-64 have gothic detailing. Some of this has been obscured by the concrete ring beams to the corner building

5.39 Nos. 48-64 and 66-78 represent two late nineteenth century terraces of three stories plus a roof storey. They are of Victorian Gothic in style with pointed arched windows arranged in triplets and built of red brick with stone dressings to windows, eaves brackets and frame to shopfronts.

5.40 The street has however suffered some severe and unattractive alterations over the years. The brick façade of no. 74 St. John's Road has been overlaid with materials that detract from the uniform appearance of the terrace. Nos. 48-50 St. John's Road

have had concrete ring beams inserted at first and second floors which are another unsightly addition to the street. The elevations to nos. 80-82 have been painted obscuring architectural details. The corner of St. John's Road and Battersea Rise is heavily marred by nos. 93-95, the oversized fascia and cladding being particularly imposing and unattractive.



Figure 45 Details seen in the upper stories along St John's Road

Iminster Gardens

5.41 One side of Iminster Gardens is taken up with the rear elevation of Debenhams department store (grade II listed) which presents rather a dead frontage to the street as it has a service area at ground floor level. The former carpet warehouse adjoining Debenhams was demolished in 2003 and replaced by a three storey residential block of a contemporary design in yellow brick.



Figure 46 The modern terrace



Figure 47 : The rear of the department store

5.42 The north side of the street comprises two three storey terraces, which were originally a continuous terrace. The buildings have two storey canted bays to the street frontage and are constructed of gault brick with yellow bricks to window arches and stone dressings around windows and front entrances. A pair of Corinthian columns supports a decorative stone doorcase to each property. Decorative string courses of a nailhead design span the properties at each floor along with yellow bricks. Most properties have retained their original timber sash windows, and timber doors. A number of properties have retained the tessellated tile paths to the entrances, a red and black tile in a diagonal pattern with a border. Only a few brick piers with their stone caps survive the front boundaries.



Figure 48 : Victorian stock brick terrace

5.43 Nos. 17-27 may have been lost due to war damage, the 1947 Ordnance Survey map showing temporary housing. These were replaced in the 1960's by a very poor quality development that does not respect the special characteristics of the street. Whereas the Victorian terrace houses all have front gardens with paths to their front doors, the flat block has a single area of grassed amenity strip to the front and "front doors" to the rear with the car parking.

Beauchamp Road



Figure 50 : Original plain sash windows

5.44 The houses in Beauchamp Road are the same design as those in Ilminster Gardens and were added to the conservation area in 2009 in recognition of this.

5.45 The Welsh Chapel adds interest to the corner of Beauchamp Road. It is a two storey red brick early twentieth century classical composition with roof storey. It is of red brick construction retaining its original windows and railings to front and is locally listed.



Figure 49 : Original front door and tile path with coal delivery hole



Figure 51 : The Welsh Chapel

Falcon Road

5.46 The buildings in Falcon Road all date from the post second world war period. Those on the west side are of a scale consistent with the terraces of St John's Road, but lack the architectural richness and grain of the conservation area. They are rather austere with weak fenestration and detailing.

5.47 No. 155 Falcon Road represents a 1970s freestanding office building of poor architectural quality. In 2011 consent was given to demolish the building to be replaced by a hotel. Adjacent to this is the Lidl supermarket, which although outside the conservation area, nevertheless affects the setting. It has no building frontage onto Falcon Road, instead a rather austere and unsightly wall. The site is defined by a single storey building isolated within its site, and again of poor architectural quality. Its appearance adversely affects the setting of the conservation area and town centre.



Figure 52 : Falcon Road west side



Figure 53 : Falcon Road east side

Grant Road

5.48 The frontage of the station on to Grant Road forms the boundary of the conservation area. Its character is made up of the semi-circular railway arches that support the railway and platforms above, presenting a strong edge to the conservation area. The arches are used by a variety of business premises, although the area has an unwelcoming appearance.

Battersea Rise

5.49 The buildings in Battersea Rise date from the mid to late nineteenth century and step up the hill either side of the junction with Northcote Road / St John's Road. No. 68, the Thomas Memorial Church of the Nazarene is of architectural and historic interest as is the rebuilt façade of the former billiard hall.

5.50 The Northcote public house at the junction with Northcote Road helps to frame the crossing of the roads and is a significant building in the area. However the Carphone Warehouse building on the opposite corner is an eyesore.



Figure 54 : Thomas Memorial Church of the Nazarene



Figure 55 : Former billiard hall and pizzeria



Figure 56 : The Northcote pub



Figure 57 : Looking up St John's Road

Materials and details

5.51 The buildings in the conservation area are predominantly red brick with yellow stock bricks forming flank and rear elevations. Roof materials are mainly of natural slate. Joinery to shopfronts represents a mix of traditional timber with more recent alterations carried out in steel and uPVC. Windows to upper floors were originally timber vertical sliding sashes, but a number of replacements in steel and uPVC have been installed.

6. CONCLUSION AND ASSESSMENT OF CONDITION

6.1 The conservation area is generally a high quality commercial centre containing a high proportion of valuable Victorian and Edwardian buildings all of which make a positive contribution to the historic and architectural character of the conservation area.

6.2 Wessex House, 1A St John's Hill represents a late nineteenth century building in need of repair. However, consent to demolish the building and replace it with a six storey mixed use building with basement was approved in 2006. The former parcels office building is being restored and converted for an additional entrance to Clapham Junction Station.

6.3 Although the Victorian and Edwardian buildings in the area are of high quality, many suffer from neglect at upper levels and inappropriate shopfront alterations at ground floor level. Historic photographs show that most shopfronts were originally elegant in appearance and gave uniformity to the terraces. The reinstatement of shopfronts to the original design is encouraged. Such care fosters a quality shopping experience that shoppers will happily travel to enjoy and the conservation of historic buildings enhances the character of the conservation area.

6.4 A small number of buildings including 6, 48-50, 74 and 80-82 St John's Road have had severe alterations including unsightly structural work, over-cladding and painting over what should be fair-faced brickwork. Such interventions severely harm the character and appearance of the conservation area.

6.5 The conservation area contains a number of buildings of twentieth century origin that are of no special historic or architectural quality. The majority of these are situated around the main station entrance area along St John's Hill. These buildings fail to make a positive contribution to the character of the area. The area is included as a potential redevelopment site with the Site Specific Allocation Document (SSAD). Any redevelopment would need to be of a much higher quality of design that would make a real positive impact on the appearance and vitality of the conservation area.

6.6 Clapham Junction railway station is the sixth most used station in the UK and this should be reflected in a higher quality station with greater capacity and sense of arrival that it does currently.

6.7 The areas to the north of the railway and around the Lidl, Boots and Asda area all have a degraded and poorly designed public realm which could be improved. An opportunity exists to realise the development potential of these areas by repairing the urban fabric and knitting together the disparate parts of the area.

6.8 The quality of the public realm is important to the area to provide an appropriate setting to the buildings as well as a high quality environment for pedestrians. There are opportunities to enhance the character and appearance of streets by improving the

quality of the experience for pedestrians as well as improving its visual character by removing extraneous clutter, rationalizing signing, and by providing good quality materials for surface finishes and well-designed street furniture.

7. APPENDICES

Listed buildings

Listed buildings are buildings that are listed by English Heritage or the Government for the special architectural or historic interest. These buildings are important not just to the local area but to the nation as a whole and represent buildings that make the most important contribution to England's architectural history. They are therefore protected and listed building consent is required for any alteration to any part of a listed building, either externally or internally or to a curtilage structure associated with it. These consents are dealt with by the Council, who may consult English Heritage if required.

Below are the listed buildings that are within Clapham Junction Conservation Area.

Falcon Public House, 2 St John's Hill (Grade II)

Late 19th century. Purpose built hotel at corner of St John's Hill and Falcon Road. Continuous frontage to both roads. With a total of 9 varied bays wide; 3 storeys plus garret. Red brick with stone enrichments. Ground floor public house facade with stone and granite pilasters. Central entrance on curve of the corner beneath semi-circular fanlight and prominent pediment. Subsidiary entrances at each end. Elaborate stone architraves to first and second floor windows. Iron window guards and stone pediments to second floor windows only. Giant pilasters with stylised Corinthian capitals run between first and second floors, supporting heavily bracketed cornice with a panelled brick parapet and stone ball decoration. The 3 entrances are accentuated at roof level by brick gables at each end decorated with stone copings and balls, and in the centre, by a truncated pyramidal roof surrounded by an iron balcony and flagstaff. Prominent chimneys. Internally rich with cut brilliant glass behind the bar display and in partitions between the bars. Leaded lights to the draught lobby, original mirrors and full-storey cast iron columns with stylised Corinthian capitals.

Grand Theatre, 21 St John's Hill (Grade II)

1900 by E A Woodrow; built as Grand Palace of Varieties by a partnership which included Dan Leno. The building is something of a local landmark and it is now one of the few remaining suburban relics of the fin-de-siecle variety palace building boom. The exterior is robust rather than elegant; the interior, despite alteration, is unusual and interesting. Red brick with sparse stone ornament. Symmetrical 7-bay facade, 3 narrow bays on either side of a wide centre, the bays framing the centre set slightly forward and crowned by belvederes with ogee roofs. The general impression is one of large areas of machine-made brick relieved by arcaded loggias variously treated in the centre bay. The entrance canopy has been altered and the columned entrance leads to an altered foyer. The auditorium has been converted for bingo; the original stalls seating has gone and the proportions are marred by the insertion of a false ceiling, but above this the original ceiling and gallery survive. The elaborate Chinese decorative scheme is unusual

and would be impressive if restored and correctly lit. Boxes with tented 'pagoda' canopies and modelled plaster dragons, etc and a ceiling in the form of an 'inverted willow pattern plate'.

Former Station Master's Building, 54-56 St John's Hill (Grade II)

Early 19th century symmetrical. Pair. Three-storeys plus basement. Each 3-windows wide with set back end bay. Stock brick. Channelled stucco ground floor beneath band course. Ground floor square headed windows set in round headed recesses. Bracketed cornice and blocking course. Ionic pilasters to first and second floors at ends of centre bays and in centre of pair. Pilasters have lost their decorations. Entrance porch to end bays - that to No 56 in single-storey side extension.

Former Arding and Hobbs Department Store, St John's Road, (Grade II)

Department store. Built in 1910 by James Gibson in Edwardian Baroque style. Some late 20th century alterations including shopfronts and internal alterations. Structure steel frames with reinforced floors for fire protection but exterior clad in red brick in Flemish bond with stone dressings and centrepieces with Wrennaissance treatment.

EXTERIOR: Four storeys with nine windows to Lavender Hill front, twenty to St John's Hill front and three to the corner under the principle feature of the building, a large octagonal stone tower with florid dome to top and base with carved ovals with crown and four open pediments supported on composite columns. Below the corner cupola the second and third floors are of stone with large blank panels to the parapet, moulded cornice and architraves and second floor windows having in addition blank tablets above with swags. The remainder of the main fronts have a panelled parapet with piers at regular intervals. The third floor windows are in moulded architraves flanked by panels with the initials A and H and Swags. Second floor windows have curved open pediments, console brackets and blank panels. Lavender Hill front has a central large curved pediment on curved pilasters through second and third floors with round-headed niches with brackets and putto, keystone, swags and blank panels. Second floor window has open pediment, console brackets and carving. The St John's Hill font has two of these centrepieces, the southernmost one with an early C20 gabled extension above. The entire first floor has a continuous wooden display window with round-headed fanlights, brackets and pilasters and stone fascia above with name of shop. Ground floor shopfronts have been replaced with 1970's aluminium shopfront and canopy. The southernmost four bays of the rear elevation to Ilminster Gardens has similar treatment to the main elevations. The remainder of this elevation is set back. The central 12 bays has pilasters, plain triple wooden casements and right side ground floor windows with leaded lights and some heraldic shields which would have been part of the sales floor. Left hand side has three shutter fronts doors and canopy. Northernmost part has three round-headed windows to second floor and mullioned and transomed metal casements below. Stone rear entrance with panel with fasces and shield with the initial A and H.

INTERIOR: Originally the ground and first floors would have been the main sales floors with workrooms above, dispatch at basement and third floor levels and restaurant, called the Ardington Rooms, on the third floor. Secondary staircases with cast iron railings and some original doors, particularly on the ground floor. First floor has original plaster moulding and some cast iron columns with plumed capitals. The second floor has structural cast iron columns. The third floor has a stained glass dome, covered cornice and high relief plaster with fruit motifs and an adjoining room with segmental arched ceiling with square panels and painted over lightwell with stained glass which originally housed the restaurant. There are also plaster mouldings and plainer columns on the third floor.

HISTORY: The firm of Arding and Hobbs started as a drapery shop in Wandsworth High Street in 1867 but moved to the present site because of its greater commercial importance. The original buildings on the site of 1881-1885 were destroyed in a fire of 1909. The present Buildings were the largest and grandest department store south of the Thames. At the time of inspection early photographs of both buildings on the site were on display on the third floor.

Former Gala Bingo Hall, 58 St John's Hill (Grade II*)

Former Granada Cinema, became bingo club after July 1980. 1937 by Cecil Masey, H R Horner and Leslie Norton, with interior design by Theodore Komisarjevsky. Brick with rendered dressings. Auditorium lies parallel to St John's terminating in a high stage house 'fly tower'. Rounded profile to entrance on left-hand corner, with further rounded angles on façade facing Plough Road, inspired by contemporary Dutch modernist work. Five paired windows on first floor above main entrance surrounded by Moderne mouldings in painted render. Roundel windows at second floor level and parapet with channelled brickwork. Long line of windows on St John's Hill front lit former café (now offices). Interior. Simply decorated wind lobby leads to double-height foyer with galleries on two sides, stairs on the third side and mirrors between pilasters on the upper half of the fourth side – which gives an impression of greater space. Pilasters which composite capitals at upper level. Wrought iron balustrade to balconies and stairs. Ceiling divided by beams, suspended from which are elaborate double stage glass chandeliers whose shades have castellated tops. Upper level on auditorium side forms foyer to balcony with walls of arch-topped mirrors flanked by barley-sugar detached columns and niches. Large auditorium on two levels originally seated approximately 3,001 spectators, with elaborate classical decoration in fibrous plaster. Proscenium has triple imposed pilasters with composite capitals, surmounted by an entablature and a frieze of scrolling acanthus leaves. Stage area now accommodates extra bingo tables, but remains separately defined, reached via steps. Ante-proscenium splay walls arranged as plinth, main storey and attic with acanthus decoration extended overall from the proscenium frieze. Plinths with coupled consoles of fish-scale decoration supporting decorated frieze at string level. Main storey treated as tripartite composition with central niches (flanked by twin half-columns under segmental pediments) filled with allegorical painted panels of classical female figures to symbolise music. Flank panels in openwork

fibrous plaster mask ventilation grilles. Serpentine fronted balcony typical of Cecil Masey's work, the ends terminating in three rows of cascading 'loge' seating. Junction of ante-proscenium splay with balcony walls masked by angle features in the form of coupled round-headed niches divided by a pilaster and embellished with arabesques, masks of tragedy and comedy and with festoons in the tops. Balcony side walls with hexagonal ashlar blockwork in the plaster and three twin niches separated by colonettes with barley-sugar twists. Entrance to balcony via two vomitories against the side walls. Ceiling over front stalls area enriched with central roundel with arabesque decoration supporting large round light fitting with castellated shades as in foyer; flanking subsidiary roundels. Main ceiling over balcony with central attic section, all enriched with arabesque and scrolling acanthus. Original seating in balcony, with seat end standards enriched with classical decoration. Honeycomb decoration on rear balcony wall. Balcony soffit with coffering in rear section.

Included because of the exceptional elaboration and quality of the decoration by Komisarjevsky, the most remarkable designer of cinema interiors to work in Britain. This is his most ambitious surviving scheme in the classical mode, and is outshone only by his two listed Gothic works – at Tooting (LB Wandsworth) and Woolwich (LB Greenwich). The interior represents the culmination in the genre of the sumptuously decorated super cinema of the 1930's, a style celebrated by the promoter of this cinema, Sidney, later Lord Bernstein, as escapist and luxurious atmosphere most appropriate for a night out for the masses at the time.

Sources: David Atwell: *Cathedrals of the Movies*, 1980; Richard Gray: *Cinemas in Britain*, 1996.

Locally listed buildings

The Council holds a list of buildings that are of architectural or historical interest at a local level. These are different from buildings that are listed by English Heritage and the Government for which consent is required for alteration. There are no additional planning controls over locally listed buildings other than those that already apply to the building. However, the list is a record of some of the historic buildings in the borough that are of particular interest.

The following building is included on the Council's Local List:

Clapham Junction Station (Platforms 1-10 including the Overbridge), St John's Hill

This group comprises a single storey yellow stock brick former booking office to platforms 9/10, weatherboarded timber buildings with their pedimented windows and doorcases and modillion eaves cornices, the cast iron canopy supports with their strapwork

decoration, the fretwork edging to the canopies and the railings on platforms 2-8. The overbridge of timber with central pavilion links the platforms at high level. They were included in the local list on 8 June 1983.

The following buildings were added to the Council's Local List on 2 March 2009:

Former Parcels Office, St John's Hill

This is an Edwardian baroque building of red brick with classical stone doorcases to St John's Hill frontage. The domed roof with finial adds interest.

27 St John's Hill

The Territorial Army's Battersea headquarters building was built around the turn of the twentieth century in brick and stone with projecting first and second floor canted bays. Classical engaged pilasters link first and second floors to a heavy decorative stone cornice with castellated parapet crowning the roof. Decorative iron railings to the front survive.

29-45 St John's Hill

This group of late nineteenth buildings comprises a terrace of shops with upper floor accommodation. The buildings step up the hill away from the town centre. The windows are arranged in three bays with the central window to first floor having a triangular pediment. Ornate eaves brackets to parapet terminate the roofline.

2-14 St John's Road

A terrace of four storey late nineteenth century buildings of red brick, divided into six bays. First floor windows have ornate stone arched pediments and pilasters to windows, and on the second floor the windows have triangular pediments. The pilasters and corbels to the shopfronts to nos. 2-4 were reinstated around 2000.

16-22 St John's Road

These four properties represent early nineteenth century buildings that predate Clapham Junction as a shopping street. They are two storey and individual in character. The shopfronts were added in the late nineteenth century though much altered since.

88-100 St John's Road

A terrace of seven, four-storey late nineteenth properties of red brick construction with decorative triangular pediments to first floor windows and arched pediments to second floor windows and ornate pilasters and corbels to shop fronts. No. 98 has a French Renaissance Style natural slate tower to roof with decorative railings atop, reinstated in 2000.

Marks & Spencer, 45-49 St John's Road

This Art Deco 1930's building has retained much of its original frontage, notably the brass shopfront wings at each side of the main entrance with curved glass, and also the steel fluted columns. A projecting clock above fascia is a local landmark and an architectural feature of interest. Original metal windows. Rendered and painted.

Welsh Chapel, Beauchamp Road

The building was built in 1897-98 by J Ivory & G O Davies and extended in 1926. It is of two storeys with roof storey and is constructed of red brick in a Classical Style. It has round arched windows to side elevation with a stained glass memorial window to Lloyd George's daughter, Mair, who played the organ in the church. Iron railings to the front have been retained.

Temperance Billiard Hall, 66 Battersea Rise

No 66 represents a rebuild of the former frontage to the Temperance Billiard Hall. Distinctive green tiled facade and octagonal dome. Originally c1940s

Thomas Memorial Church of the Nazarene, 68 Battersea Rise

Neo-classical church. Stucco fronted and painted light blue. Roof hidden behind cornice and balustraded parapet. Four arched sash windows to front and small portico over entrance door.

Northcote Public House, Northcote Road

Victorian corner pub of three storeys in stock brick with parapet roof. Distinctive first floor sash windows: tripartite group alternate with plain single sash windows. All windows two over two glazing. Pub frontage in brown tiles. Slim gold fascia displaying name "Northcote" in black lettering. Elevations to Northcote Road and Battersea Rise.

PART TWO: MANAGEMENT STRATEGY

1. Introduction

1.1 The Council has a duty under section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to formulate and publish proposals for the preservation and enhancement of conservation areas. This section therefore outlines both what the Council does to preserve or enhance the character of Clapham Junction Conservation Area and what residents and businesses can do.

1.2 The issues discussed here were discussed during the public consultation on this document. Following this, the management strategy was approved by the Executive on 2 March 2009.

Boundary review

1.3 Part of the appraisal of the conservation area included a review of the boundaries of the conservation area. A number of areas immediately outside the boundaries were found to contain buildings that were similar in character, style and quality to those within the conservation area. The following areas were added to the conservation area on 6 July 2009:

- The former Granada Cinema, St John's Hill,
- Houses in Beauchamp Road,
- Buildings at the crossing of Battersea Rise and St John's Road

Recent strategies for Clapham Junction

1.4 In 1998 an Urban Design Framework was produced for the town centre and conservation area which provided a basis for securing funding in partnership with English Heritage under the Heritage Lottery for improvements to buildings in the conservation area. A number of shopfronts were improved by reinstating architectural features that had previously been lost as well as providing better quality shopfronts.

1.5 The Unitary Development Plan adopted in 2003 for the borough set out proposals for Clapham Junction town centre. It promoted development on railway land together with improved access to the station and interchange facilities.

1.6 In March 2005 the Council launched a '10-point plan' for improving public transport links at Clapham Junction. This involved proposals for a new station entrance on St John's Hill and improved interchange connections associated with proposals from Network Rail and Transport for London. At the same time interest in developing a retail and housing scheme at Clapham Junction with provision for a new station was being considered. A new '10 point plan' was launched in 2010 to improve connections, passenger facilities, the station environment and station capacity.

1.7 In March 2006 the Council announced plans for an exemplar scheme to improve the pedestrian environment and facilities at Clapham Junction.

1.8 The Core Strategy for the Borough was adopted in October 2010. This sets out the policies for Clapham Junction which aim to enhance its role as a major transport interchange and creating a new station fit for the 21st century with enhanced retail and employment opportunities together with new residential development and enhancement of the public realm. The Site Specific Allocations Document (SSAD) sets out a strategy for the town centre with reference to particular development sites.

Public Realm

1.9 The quality of the public realm is important to the area to provide an appropriate setting to the buildings as well as a high quality environment for pedestrians. There are opportunities to enhance the character and appearance of streets by improving the quality of the experience for pedestrians as well as improving its visual character by removing extraneous clutter, rationalizing signing, and by providing good quality materials for surface finishes and well-designed street furniture.

1.10 The Council carried out a public consultation in 2007 on the Clapham Junction Exemplar, a study that proposed new and widened footways, more direct, convenient and safer road crossings, and better facilities for bus passengers and cyclists, centred on the main crossroads at Falcon Road, Lavender Hill, St. John's Road and St. John's Hill. The proposed improvement was dependent on some traffic being diverted away from the centre to use Falcon Lane to enable pedestrian improvements at the main junction to take place. This scheme is now being implemented following clear public support from residents and the business community.

1.11 The southern boundary of the conservation area is the junction of St John's Road with Northcote Road. This area has been subject of a study in 2007, which concluded that the area needed to promote its specialist retail character and to improve the public realm. The junction of St John's Road and Northcote Road with Battersea Rise is heavily trafficked and difficult for pedestrians to cross. The study suggested that improvements to this junction for pedestrians should be considered.

Clapham Junction Station

1.12 The increasing importance of Clapham Junction railway station as an interchange warrants the creation of a station fit for the twenty-first century. Growing passenger numbers mean that its existing conditions have become cramped due to overcrowding. In terms of footfall around 35 million people use Clapham Junction Station each year and its usage is sixth in the UK, and higher than King's Cross in Central London. More than 1700 trains use the station every day. It needs first class facilities for passengers, be inclusive in design, as well as being a quality civic building.

1.13 A scheme to provide lifts to each platform to make the station fully inclusive was completed in 2011. A new station entrance using the former Parcels Office is to open in 2011 with cycle and taxi facilities in Brighton Yard. Improvements to the station will include extending the platforms to allow 10-car trains to serve the station and help relieve over-crowding. The Overground service from Surrey Quays to Clapham Junction is due for completion in 2012 as part of an orbital rail network around central London. This will increase passenger numbers interchanging at the station.

1.14 Given the strategic importance of the station there is a need to improve the way it functions and the realisation of any development in St. John's Hill would need to contribute to providing better facilities for passengers. Any development would also need to improve the retail offer to Clapham Junction and enhance the character and appearance of the conservation area.

The planning process

1.15 Planning is an inclusive process where any interested party is entitled to give an opinion. All planning applications in conservation areas are advertised in the local press so that anyone can make a comment.

1.16 In determining planning applications, the Council must take into consideration all material considerations as well as the views of the public and other consultees. For large developments in conservation areas or alterations to listed buildings, those consultees may include English Heritage or a number of national amenity societies, such as the Georgian Group, Victorian Society or Twentieth Century Society. You can see how the Council consults people in its Statement of Community Involvement which is available on the website or from the Planning Policy Group (see contacts).

1.17 We must also consider national policies set out by Government. For conservation areas the guidance is set out in Planning Policy Statement 5: Planning for the Historic Environment.

1.18 The Council's policies are set out in our Development Management Policies Document which is available on our website or from the Planning Policy Group. Where planning permission is required, it is Council policy to grant permission where alterations or development would sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of the heritage asset itself and the surrounding historic environment. If an application has been refused permission, the applicant has the right to appeal to the Planning Inspectorate who will reconsider the application.

1.19 Planning authorities may control small scale alterations to family houses by making an **Article 4 direction**. This serves to control alterations which are harmful to the historic character of conservation areas such as installing uPVC windows and front doors, concrete roof tiles, laying hard surfaces across front gardens, and other unsympathetic alterations.

1.20 See the sections on what works require planning permission and conservation area guidance for information that is specific to this conservation area.

Positive buildings

1.21 The Government's guidance, Planning Policy Statement 5: Planning for the Historic Environment, defines heritage assets as follows: "A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are valued components of the historic environment."

1.22 Significance is "the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic" which can be further divided into aesthetic, evidential and communal values.

1.23 Positive buildings are those considered to have significance and contribute to the special character and appearance of the conservation area. All positive buildings, listed buildings and locally listed buildings in the conservation area are shown on the townscape map in the appraisal along with green space that is also considered of importance.

1.24 The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. Conservation is the process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

Communication with residents

1.25 Conservation area status is registered as a local land charge. When a person or a solicitor carries out a land charge search when a someone buys a property, this information will be given.

1.26 When the boundaries of a conservation area are changed, the Council will inform those affected by writing to them directly and placing an advert in the local press.

1.27 Before carrying out any works affecting the external appearance of a building, owners are advised to check with the Planning Service if they are in a conservation area. The onus is on the owner to find out this information and ignorance is no defence should any matter be the subject of legal action.

1.28 From time to time the Council may distribute leaflets to the conservation area to give information to residents. The Council will consult residents of conservation areas on possible changes to the conservation area or when reviewing character appraisals in accordance with English Heritage's guidelines and our Statement of Community Involvement.

1.29 All conservation area maps, appraisals, management strategies and guidance are published on the Council's website. Officers can print copies of these documents for those who do not have access to the internet or have other difficulties downloading them. These documents can be downloaded from the following web page:

www.wandsworth.gov.uk/planning/conservation

Grants

1.30 The Council operates a Conservation & Enhancement Grant Scheme to offer financial incentives to owners of historic buildings to reinstate lost features or remove unsightly later additions. Anyone is eligible for these grants, but the key criterion is that the work will make a significant impact in conserving and enhancing the heritage significance of an important area or building. Examples of possible grant aided works include:

- removal of paint, render or pebbledash from a brick elevation;
- replacement of boundary walls, railings, gates and fences to the original design;
- reinstatement of original style windows or original roof material;
- reinstatement of shopfront elements.

1.31 Grants offered are normally between 25% to 50% of the 'eligible costs'. Eligible costs are for the actual conservation or enhancement work - not routine maintenance, conversion, alteration or modernisation which may be going on at the same time. More information can be found on our website:

[www.wandsworth.gov.uk/
Home/EnvironmentandTransport/PlanningService/Conservation/grants.htm](http://www.wandsworth.gov.uk/Home/EnvironmentandTransport/PlanningService/Conservation/grants.htm)

1.32 Grants are also available for commercial premises and are dealt with by Council's Economic Development team. See contact details at the end. Other grants for renovation or improvement of houses are dealt with by the council's Environmental Services team. Ring the Grants Helpline on 020 8871 6127.

1.33 Outside the Council, grants may be available from English Heritage, the Heritage of London Trust and other similar bodies, mainly for listed building projects. See their websites for details or look at the Funds for Historic Buildings website for other grant aiding bodies: www.ffhb.org.uk

1.34 Conservation grants offered in this area will be targeted at those properties mentioned in the following paragraphs. The grant budget is limited and owners are encouraged to contact the Conservation & Design Group at the earliest opportunity to secure funding. The team may also be able to offer advice on other grant sources.

Town Centre Improvement Scheme

1.35 The Town Centre Improvement Scheme provides loans and grants to businesses to refurbish and improve their premises. It is designed to make a difference to the business and add value to the property as well as improving the immediate local area.

<http://www.wandsworth.gov.uk/Home/CommunityServices/Businesssupport/Towncentregrants.htm>

1.36 The Council successfully bid for Heritage Lottery Funding in 1998 and a partnership grant scheme operated for three years, during which several enhancement schemes were funded, mainly to improve shop fronts. Although this scheme ended in 2001 there is an opportunity to consider a joint initiative with the Economic Development Office, who also fund schemes in the town centre.

Guidance on alterations to buildings

1.37 Officers in the Conservation and Design Group can give informal advice on carrying out sensitive works to historic buildings and can often give details of specialist craftsmen if needed. If you are considering any external works in the conservation area you are advised to contact them to discuss your proposals before making a planning application.

1.38 To give you advice, officers will often need to see a photograph of your building and a sketch of the works proposed, unless the works are very simple and easy to explain, when a telephone conversation may suffice.

1.39 Other basic guidance on works that are appropriate in the conservation area are given in the section "Conservation Area Guidance".

Site specific guidance

1.40 The fine Victorian and Edwardian buildings represent the distinctive character and appearance of the conservation area. The protection of the retail use to ground floors in the town centre is crucial to maintaining the vitality and vibrancy of the shopping

experience in the area. Whilst the appearance of some shops within the retail frontage has been achieved in the past there are still a number of buildings where enhancement opportunities exist. The following buildings in particular would benefit from enhancement:

Shopfronts in general

1.41 Where shopfronts have lost original features, they would benefit from careful reinstatement. Possible lost architectural features include decorative corbels, pilasters and cornices. Grant assistance may be available from the Borough Planner's Service and Economic Development Office to help with this.

Nos. 6-14, 48-50, 74 and 80-82 St John's Road

1.42 These properties would benefit from enhancement to shopfronts (6-14, 48-50 and 80-82), the facade of no. 74 where Bakelite cladding obscures brick detailing.

Enforcement

1.43 In carrying out its planning function, the Council may take enforcement action against unauthorised developments or alterations that harm the character of the conservation area where planning permission would be required.

1.44 Anyone can report breaches of planning control or officers may see these whilst carrying out their daily work. If you wish to report a breach, contact the Planning Enforcement Group using the address and telephone numbers given at the end of this document or the following webpage:

[http://www.wandsworth.gov.uk/faqs/1003/
planning_enforcement/answer/158/
how_can_i_report_a_breach_of_planning_control#a158](http://www.wandsworth.gov.uk/faqs/1003/planning_enforcement/answer/158/how_can_i_report_a_breach_of_planning_control#a158)

Listed buildings

1.45 Listed buildings are buildings of special historic or architectural interest that have been listed by English Heritage or the Government. English Heritage is responsible for adding new buildings to the statutory list, whereas the Council is responsible for dealing with listed building consent which is required for alterations.

1.46 Any works of alteration or demolition that affect the special architectural or historic interest of any listed building must first be granted listed building consent by the local planning authority. This requirement applies to all parts of a listed building including internal and external fixtures and fittings and any structures within the curtilage of the listed building.

1.47 If you think a building should be listed, you may write to English Heritage. Their website (see Contacts) gives details of what information they need and what factors they will take into consideration when dealing with the application.

1.48 Listed buildings are shown in Appendix 1 to the conservation area appraisal.

Locally listed buildings

1.49 The Council holds a list of buildings that are of special architectural or historical interest at a local level and therefore important to the borough. These buildings may (or may not) be of sufficient heritage significance to be added to the statutory list by the Government and English Heritage and are therefore different to statutorily listed buildings. There are no additional planning controls over locally listed buildings other than those that already apply to the building.

1.50 Locally listed buildings in this conservation area are shown in Appendix 2 and on the townscape map in the conservation area appraisal.

1.51 The full Local List can be seen on our website:

[www.wandsworth.gov.uk/downloads/200129/
locally_listed_buildings](http://www.wandsworth.gov.uk/downloads/200129/locally_listed_buildings)

Archaeology

1.52 Where a development falls within an Archaeological Priority Area as set out in the Council's Local Development Framework, a detailed archaeological assessment will be required before applications are determined. In some cases, excavation or preservation of finds may also be required.

Trees

1.53 Trees are an essential part of the character of the conservation area and it is important that all trees and particularly the mature trees are retained and managed.

1.54 All trees in conservation areas are given protection by the conservation area designation. Trees may also be protected by Tree Preservation Orders, both in or outside a conservation area. The Council must be notified of any works to any tree in a private garden in the conservation area and can make a Tree Preservation Order in response to these notifications if it is necessary to prevent the loss of an attractive healthy tree.

1.55 The following guides are available on the web page below

- Trees and the Law
- Tree Care
- Tree Planting

- Tree Surgeon's contact details
- Our Tree Strategy

www.wandsworth.gov.uk/downloads/200023/conservation (scroll to bottom of web page).

1.56 The Conservation & Design Group can give advice on trees on privately owned land in conservation areas (tel 020 8871 6631) and Leisure & Amenity Service's tree officers can advise on trees on Council owned land (tel 020 8871 6370).

Streetscape

1.57 The conservation and highways teams in the Council are working together to prepare a streetscape manual which will set out how the Council carries out works to streets across the borough. This will include the preservation of original features such as paving slabs, granite kerbs and granite setts or the reinstatement of these where possible. It will also cover how new works such as traffic calming, new signage, etc, could be carried out sensitively and by using traditional style materials and appropriate colours and finishes.

New development

1.58 It is against Council and Government policy to allow the demolition of heritage assets which contribute to the significance of the conservation area unless there are exceptional circumstances.

1.59 The townscape map in the conservation area appraisal shows buildings and spaces (such as gardens and other green space) which are important to the character of the conservation area and should therefore be retained and looked after.

1.60 Development may be possible where buildings or spaces are not considered to be positive contributors and in these cases the Conservation and Design Group will be able to offer advice on suitable design options if contacted at an early stage.

1.61 Basic principles for new development are given in the guidance section later in this document.

Section 106 agreements

1.62 Section 106 Agreements are legal agreements between the Council and a developer that form part of a planning permission. These agreements often include a payment by a developer that the Council may use for local improvements which will benefit the public. If there are no large developments foreseen in this area, future section 106 contributions in neighbouring areas could be made to the Council's Conservation & Enhancement grant fund for use in this conservation area.

1.63 Any future development around Clapham Junction town centre will be expected to make financial contributions towards improvement of the station and to improve the streetscape within the conservation area.

2. Conservation area guidance

Shops

2.1 The fine Victorian and Edwardian buildings represent the distinctive character and appearance of the conservation area. The protection of the retail use to ground floors in the town centre is crucial to maintaining the vitality and vibrancy of the shopping centre. Whilst the appearance of some shops within the retail frontage has been achieved in the past there are still a number of buildings where enhancement opportunities exist. This involves reinstating lost architectural features to shopfronts such as corbels, and cornices.

2.2 This conservation area appraisal contains information on the elements that are important to the character of the area that should be retained or reinstated. These include traditional style shopfronts, sash windows of the appropriate design, good signage of appropriate size and materials as well as corbels, window surrounds and many small decorative details that combine to make the buildings special.

2.3 The Council has produced a document called 'Shopfronts: A Guide to Good Design' which gives advice on the features and details of good quality shopfronts and is available from the Council offices or from our website.

Upper storeys

2.4 It is important to maintain upper storeys as well as shop frontages, not only to protect the character of the conservation area, but also so that visitors enjoy their shopping experience and feel happy to spend time in a safe and attractive environment.

2.5 Upper storeys should still be read as uniform terraces with matching sash windows and masonry. Stucco detailing around windows should be painted in the same off-white colour throughout the whole terrace, whereas stone or terracotta detailing and banding should be left unpainted and cleaned when the opportunity arises.

2.6 Windows are key feature which can easily conserve or harm a terrace. All sash windows should be made of timber and care should be taken to copy the window design that was originally installed in the terrace, such as the eight over one configuration in the brick and stone terraces or plain sashes in the gothic terraces. The Conservation & Design Group can provide help and clarification on this.

Houses

2.7 The terraces of houses in Ilminster Gardens and Beauchamp Road have characteristics which should be looked after in order to retain the character of these two streets. Distinctive elements of these houses include slate roofs, timber sash

windows, heavy panelled front doors and yellow stock brick. Their front gardens are small but contain historic features such as tiled paths and coal delivery holes which add to the historic richness of the houses.

2.8 Unfortunately very few original walls remain, but these have been found to have been built in stock brick to match the house walls and to have had a stone coping above which would have held cast iron railings. The low walls in Beauchamp Road step up the hill with a curved coping which is an attractive detail. Hedges and planting always improve and soften the extensive hard surfaces in built up areas and help to conceal bins to provide an attractive setting to each house.

2.9 When restoring these houses, care should be taken not to over-restore them by cleaning the brickwork to a bright yellow. This can remove the protective skin that builds up over time on old bricks and it also makes the cleaned house stand out and disrupt the uniformity of the terrace. When cleaning, it is advisable to use steam or water and to avoid chemicals, and to ensure that the new pointing is set back from the brick.

New buildings

2.10 There are a number of sites in and immediately surrounding the conservation area where new development could improve the urban environment and would be welcomed. These sites are not shown as positive on the townscape map in the conservation area appraisal. If you wish to develop one of these sites, you are advised to contact the Conservation & Design Group to commence pre-application discussions. All new development should conserve and enhance the character of the conservation area and its setting.

3. What works require consent?

3.1 Additional planning controls exist within conservation area and this section explains what works will require consent. Most 'material alterations' to buildings that are not houses require planning permission. Some works to houses will require planning permission from the Council. For further information on these or any other planning matter please contact us using the contact details given at the end of this document.

Works to maisonettes, flat blocks and houses converted to flats:

3.2 These buildings do not benefit from permitted development rights and therefore most external alterations will require planning permission, including:

- Changing windows and front doors
- Reroofing and altering chimneys
- Cladding or rendering external walls
- Laying out a hard surface in the front garden
- Altering boundary treatments

Works to houses that require planning permission in the conservation area:

3.3 This list is intended as a guide and is not exhaustive. Works not mentioned here may nonetheless require planning permission and you are therefore advised to check with the planning service at an early stage to avoid delays to your project or even enforcement action.

3.4 You may also apply to the Council for a Certificate of Lawful Development which will confirm that planning permission is not required.

3.5 The following works require planning permission:

- Any roof extension
- Any side extension
- Any extension to the front of a house
- All rear extensions over one storey and beyond the rear wall of the original house
- Cladding in stone, artificial stone, pebbledash, render, timber, plastic or tile
- Installation, alteration or replacement of a chimney, flue, soil or vent pipe to an elevation fronting a highway or to a side elevation
- Installation, alteration or replacement of an antennae or satellite dish on a part of the house that is visible from a highway
- Garden buildings, enclosures or pools built in the front garden or within 2 metres of a boundary or over 2.5 metres high or that takes up over 50% of the curtilage
- Hard surfaces in front gardens, unless they are less than 5 square metres or are porous or water runs off into a porous area

- Boundary treatments (fence, wall, railings, etc) over 1 metre high adjacent to a highway or 2 metres elsewhere.
- Air source heat pumps
- Wind turbines.

Works to commercial buildings

3.6 Buildings that are not houses do not benefit from householder permitted development rights. This means that most external alterations will require planning permission. Some common alterations requiring planning permission are given below:

- Any alteration or extension to a building including roof extensions and windows, where a material alteration is involved.
- All changes to shopfronts require planning permission. This includes any external security shutters.
- Advertisements to shopfronts may require planning permission depending on size. All illuminated advertisements will require consent.

Conservation area consent

3.7 Conservation area consent only applies to demolition and is required as follows:

- Demolition of a whole building or substantial part of a building in a conservation area
- Demolition a boundary treatment (fence, wall, railings, etc) that is over 1m high adjacent to a highway or over 2m high elsewhere.

Works to trees

3.8 All trees in conservation areas are protected and consents required are as follows:

- For trees in conservation areas, the Council must be given six weeks notice of any works including pruning and felling
- For trees covered by a Tree Preservation Order, an application must be made to do any works including pruning and felling and this application takes eight weeks
- Separate forms for both cases are available on our website or from the Planning Portal.

Further information can be found at

www.planningportal.gov.uk

or contact Wandsworth's planning teams on 020 8871 6636

or the Conservation & Design Group on 020 8871 6631 / 6646

4. How to make a planning application

4.1 This is a brief guide to applying for planning permission. Planning officers are available to answer simple queries between 9.00 - 5.00 at the One-Stop counter on the 5th floor of the Town Hall Annexe on Wandsworth High Street. If you have a more complicated query or you wish to discuss development at your property you may need to make an appointment to see a planning officer and a conservation and design officer. Such a meeting will only be granted when you have submitted initial sketches for discussion and the matter cannot be adequately discussed over the telephone.

Application forms

4.2 You should make your application through the Planning Portal (see web address below) which has all the relevant forms and guidance. If you don't have access to the internet please come in to the One Stop counter (as above) to collect a form or telephone us (see Contacts).

www.planningportal.gov.uk

4.3 Forms are also available to print from our website:

www.wandsworth.gov.uk/Home/EnvironmentandTransport/PlanningService/Planningapplications/plappforms.htm

Making your application

4.4 For all but the simplest alterations, you are advised to appoint a qualified architect or other competent person with experience and understanding of conservation issues.

4.5 To apply for planning permission you must submit the correct application form (often the householder application form alone) and submit scale drawings showing the existing and proposed plans and elevations. Each application form gives guidance on what plans are required. For applications to replace doors or windows, it is usually sufficient to include a photograph to show the existing, but the drawing for the proposed must be to scale of 1:50. It must show how the window will open and close. This is best shown in a cross section.

Design & access statements

4.6 All applications for planning permission in conservation areas must be accompanied by a Design and Access Statement which should set out the design concept for your proposal. Thinking about what is important about the building before you actually decide on the design should help you to choose a scheme that will conserve or possibly even enhance its appearance.

4.7 The statement should include a description of the building as well as an assessment of the impact of your proposal on its character and appearance. We welcome photographs or sketches that will help to illustrate your proposals. If it involves a lot of change to an important building (especially a listed one), a detailed Statement of Heritage Significance may be necessary.

4.8 The Design and Access Statement does not need to be long. Often a few short paragraphs will do. Your statement could start by answering the following questions:

- Is the building listed, locally listed or shown as a positive building in the conservation area character appraisal?
- Why is the building considered to be of heritage value? Hopefully the conservation area appraisal will tell you the answer to this question
- What are its main important features and does it have any interesting details?
- What original materials were used? e.g. brick, stone, timber
- Has it already been altered or extended?
- Are there any original features missing that could be reinstated? Restoring them could count as enhancement.

4.9 The Design and Access Statement should then go on to explain how you think the alteration or extension that you want permission for has been designed sympathetically to suit the building and preserve (or enhance) its appearance.

Planning policy

4.10 All applications are determined in accordance with Council policy as set out in our Development Management Policies document which is available on our website. The conservation area appraisal and guidance given in this document will also be taken into consideration when determining applications. Further policy guidance is given in Planning Policy Guidance Statement 5: Planning for the Historic Environment and the practice guide associated with it, available from English Heritage's website (see Further Information).

Pre-application advice

4.11 You are welcome to ask for advice on your proposed development before making your application.

How long does it take?

4.12 It takes eight weeks to process most planning applications. If the correct information is not provided the application cannot be validated and your agent or you, the applicant, will be notified of this within 10 days. The 8 week period only starts when the application has been validated.

4.13 When the application is received it is allocated to a planning officer who will be your case officer and main contact. You, the applicant, or your agent can contact your case officer at any time. If you have an agent, correspondence will be automatically conducted with the agent unless otherwise requested. The case officer will be responsible for consultation on the application which includes consulting neighbours and liaising with the Conservation and Design Group.

Building control

4.14 Approval under the Building Regulations is a separate requirement and you should check this with the Building Control Service as well as the Planning Service before carrying out your works. See Contacts.

FURTHER INFORMATION & CONTACTS

Further information

Council publications

The Council publishes a number of useful guidance documents which can be found on the following web page. (Scroll down the web page to find 'Supplementary Planning Guidance'):

www.wandsworth.gov.uk/downloads/200074/planning

Publication	What it contains
What is a Conservation Area?	Basic information about conservation areas
Do it in Style	A guide to the care, repair and adaptation of your home
Making More of Your Loft	Design guidance on altering your roof
Shopfronts: A Guide to Good Design	Designing new shopfronts and retaining historic ones
Design Guidelines for the Conversion of Shops to Residential Use	How to convert shops sensitively
Hardstandings for Cars	How to design car parking space sensitively
Residential Basement Extensions	Guidance on lightwells
Tree Strategy for the Borough	The action plan for trees in the Borough
Tree Care	How to look after your trees
Trees and the Law	What tree works require permission
Tree Planting	How to plant trees

Government & English Heritage publications

Many of the following documents are available from:

www.english-heritage.org.uk

www.planningportal.gov.uk

Planning: A Guide for Householders

Planning Policy Guidance Note 5: Planning for the Historic Environment. 2010
Guidance on Conservation Area Appraisals, English Heritage (Product code 51185) 2006

Guidance on the Management of Conservation Areas, English Heritage (Product code 51184) 2006

Conservation Principles: policies and guidance for the sustainable management of the historic environment by English Heritage (Product code 51393) 2008

Energy Conservation in Traditional Buildings by English Heritage (Product code 51367) 2007

Climate Change and the Historic Environment by English Heritage (Product code 51392) 2008

Building Regulations and Historic Buildings by English Heritage (Product code 50900) 2004

Books

Buildings of Clapham by Roger Armstrong

Change at Clapham Junction, The Railways of Wandsworth & South West London by Tim Sherwood (Wandsworth Council, 1994)

A Stitch in Time: Maintaining your Property, available from The SPAB

Building Conservation Directory. Available from Cathedral Communications 01747 871717 or www.buildingconservation.com

Conservation of Historic Buildings by B.M. Fielden (Architectural Press)

The Elements of Style, An Encyclopaedia of English Architectural Detail, edited by Stephen Calloway (Mitchell Beazley)

Informed Conservation by Kate Clark. Available from English Heritage

Old House Care and Repair by Janet Collings (Donhead) www.oldhouse.info

Period House: Complete Care, Repair and Restoration by Albert Jackson and David Day (English Heritage & Collins)

Structural Repair of Traditional Buildings by P. Robson (Donhead)

The Buildings of England: London South by Cherry and Pevsner (Penguin)

The English Terraced House, by Stefan Muthesius (Yale 1982)

The Victorian Society Book of the Victorian House by Kit Wedd. Available from the Victorian Society

Victorian Architecture by R. Dixon and S. Muthesius (Thames & Hudson)

Useful organisations and websites

Organisation

Planning Portal

Planning Aid for London

Funds for Historic Buildings

Website / Phone number

www.planningportal.gov.uk

www.planningaidforlondon.org.uk
020 7247 4900

www.ffhb.org.uk

Organisation

Website / Phone number

HELM: Guidance on the historic environment from across the country compiled by English Heritage

www.helm.org.uk

English Heritage

www.english-heritage.org.uk

- London Region
- Customer Services (publication requests, etc)

020 7973 3000

0870 333 1181

Georgian Group

www.georgiangroup.org.uk

087 1750 2936

Victorian Society

www.victoriansociety.org.uk

020 8994 1019

Twentieth Century Society

www.c20society.org.uk

020 7250 3857

Society for the Protection of Ancient Buildings (SPAB)

www.spab.org.uk

020 7377 1644

SAVE Britain's Heritage

www.savebritainsheritage.org

020 7253 3500

Images of England: Details and pictures of listed buildings nationwide

www.imagesofengland.org.uk

Pastscape: information on archaeological and architectural heritage

<http://pastscape.english-heritage.org.uk/>

Climate Change and Your Home: information about energy efficiency in old houses

www.climatechangeandyourhome.org.uk/live/homepage.aspx

Building Conservation Directory: Articles and specialist craftsmen

www.buildingconservation.com

01747 871717

Work out your carbon footprint

<http://carboncalculator.direct.gov.uk>

Heritage Gateway: comprehensive national and local historic environment resources

www.heritagegateway.org.uk

Wandsworth History Society

www.wandsworthhistory.org.uk

Public Archives

Wandsworth Heritage Service

Battersea Library
265 Lavender Hill

SW11 1JB
Tel: 020 8871 7753

Email: heritage@wandsworth.gov.uk
See the Council's website for opening times.

London Metropolitan Archive

40 Northampton Road
Clerkenwell
London
EC1R 0HB

Website: http://www.cityoflondon.gov.uk/Corporation/LGNS_Services/Leisure_and_culture/Records_and_archives/

Battersea Society

www.batterseasociety.org.uk

Contacts

**Wandsworth Council
Borough Planner
Town Hall,
Wandsworth High Street,
London, SW18 2PU**

Tel: 020 8871 6000

Email: boroughplanner@wandsworth.gov.uk

Council Contacts

General planning enquiries	020 8871 6636
Development Control	020 8871 7657
Conservation & Design	020 8871 6646 + 6631
Enforcement	020 8871 6643
Building Regulations	020 8871 7620
Economic Development Office (shopfront grants)	020 8871 6203
Environmental Services (grants)	020 8871 6127
Clapham Junction Town Centre Manager (Ms Lorinda Freint)	020 7627 3182
Local business association	Contact Conservation & Design
On Street Services Office (to report street defects, graffiti, refuse & recycling problems)	www.wandsworth.gov.uk/Home/EnvironmentandTransport/StreetDefects/default.htm
	or
	020 8871 6708

This document was approved by the council's executive on 2 March 2009. Further copies are available on our website.

www.wandsworth.gov.uk/planning/conservation

If you have questions about this document or if you need it in an alternative format (e.g. Braille or audio tape) please call (020) 8871 6646.



Technical Services Department
Wandsworth Council

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Old photographs and some old maps courtesy of Wandsworth Heritage Service

Designed and produced by the Corporate Communications Unit and the Conservation & Design Group, Wandsworth Council DTS.1843 (03.11)