



12

Heaver Estate

Conservation Area Appraisal and Management Strategy

A INTRODUCTION	4
Map of the conservation area	4
The purpose of this document	5
Public consultation	5
Designation and adoption dates	5

PART ONE: CONSERVATION AREA APPRAISAL

1 SUMMARY OF SPECIAL INTEREST	8
2 LOCATION AND CONTEXT	9
3 HISTORY & ARCHAEOLOGY	10
4 SPATIAL CHARACTER	19
Introduction	19
Townscape map	19
Townscape	19
Streetscape	21
Trees and hedges	21
Green space	21
Boundary treatments	22
5 ARCHITECTURAL CHARACTER	23
Introduction	23
Building use	23
Buildings	24
Balham High Road	24
Bedford Hill	25
Bushnell Road	27
Drakefield Road	28
Dr Johnson Avenue	30

- Elmbourne Road 31
- Hillbury Road 32
- Huron Road 34
- Louisville Road 36
- Manville Road 39
- Ritherdon Road 41
- Streathbourne Road 43
- Terrapin Road 46
- Veronica Road 47
- Materials and details 48
- 6 CONCLUSION, ASSESSMENT OF CONDITION AND RECOMMENDATIONS 49**
- 7 APPENDICES 51**
- Listed Buildings 51
- Locally Listed Buildings 51

PART TWO: MANAGEMENT STRATEGY

- 1 Management Strategy 54**
- Boundary review 54
- The planning process 54
- Positive buildings 55
- Communication with residents 55
- Photographic survey 56
- Guidance on alterations to buildings 56
- Enforcement 56
- New development 57
- Listed buildings 57
- Locally listed buildings 57

Archaeology	58
Trees	58
Streetscape	59
Grants	59
Section 106 agreements	60
2 Conservation area guidance	61
3 What works require consent?	75
Heaver Estate Article 4 Directions	76
4 How to make a planning application	79

FURTHER INFORMATION & CONTACTS

Further information	84
Contacts	88

A. INTRODUCTION

Map of the conservation area

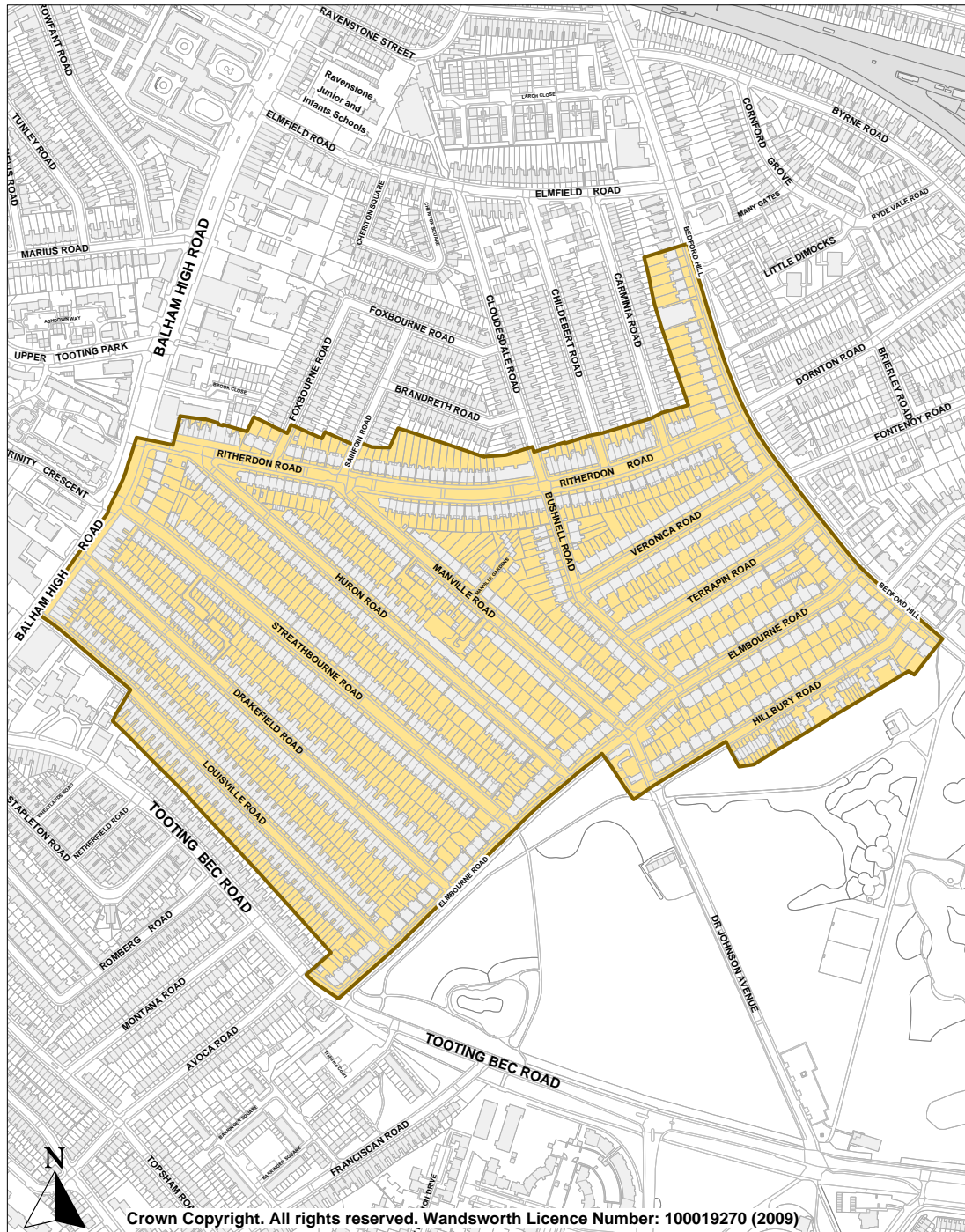


Figure 1 The boundary of the Heaver Estate Conservation Area

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 on this document in October and November 2009 and a public meeting was held at Balham Library on 30 October to discuss it. The public meeting was attended by 21 people and three other representation were made. Residents complemented the Council on our work to improve the character of the conservation area over the years. Questions were asked about a range of issues including basement extensions, hedges, railing suppliers, extensions, trees and energy efficiency. Where possible the appraisal and management strategy have been expanded or clarified.

Designation and adoption dates

A.5 The Heaver Estate Conservation Area was designated on 19 September 1978 and extended on 2 January 1986 and 24 May 1989.

A.6 This document was approved by the Planning and Transportation Overview and Scrutiny Committee on 22 February 2010 and the Executive on 1 March 2010.

Further copies are available from:

www.wandsworth.gov.uk/planning/conservation

Maps and pictures may be enlarged for clarity when viewed online.

PART ONE: CONSERVATION AREA APPRAISAL

1. SUMMARY OF SPECIAL INTEREST

1.1 The Heaver Estate Conservation Area was designated on 19 September 1978 and extended on 2 January 1986 and 24 May 1989.

1.2 The Heaver Estate was built by the developer Alfred Heaver between c.1890-1910 in a Queen Anne style. Heaver regarded this as his finest estate and it is certainly one of the highest quality areas of late nineteenth century suburban housing and flats in the borough.

1.3 The detached, semi-detached and terraced red brick houses display a much decorative detail that was added to elevate their status. A wealth of craftsmanship is displayed in the carved brickwork, distinctive multi-paned windows and front doors, both often containing stained glass; tessellated tile paths, and front gardens enclosed by low walls and decorative cast iron gates and railings.

1.4 The buildings were constructed on a grid pattern of streets with the houses fronting the streets in long rows. The highest status houses were built fronting Tooting Bec Common and the proximity to this large public open space is as important for occupants today as it was when the Estate was first built.

1.5 Houses in this conservation area benefited from the Conservation & Enhancement grants offered by the Council and in particular a project to reproduce original style railings. This has fostered much improvement to the historic appearance of the conservation area with original railings reinstated, pebbledash and paint removed and sash windows and front doors reinstated.

2. LOCATION AND CONTEXT

2.1 The Heaver Estate Conservation Area is located one kilometre south of Balham Town centre to the east of Balham High Road (A24), with its southern boundary skirting Tooting Bec Common. The eastern part of the conservation area occupies higher ground on Bedford Hill.

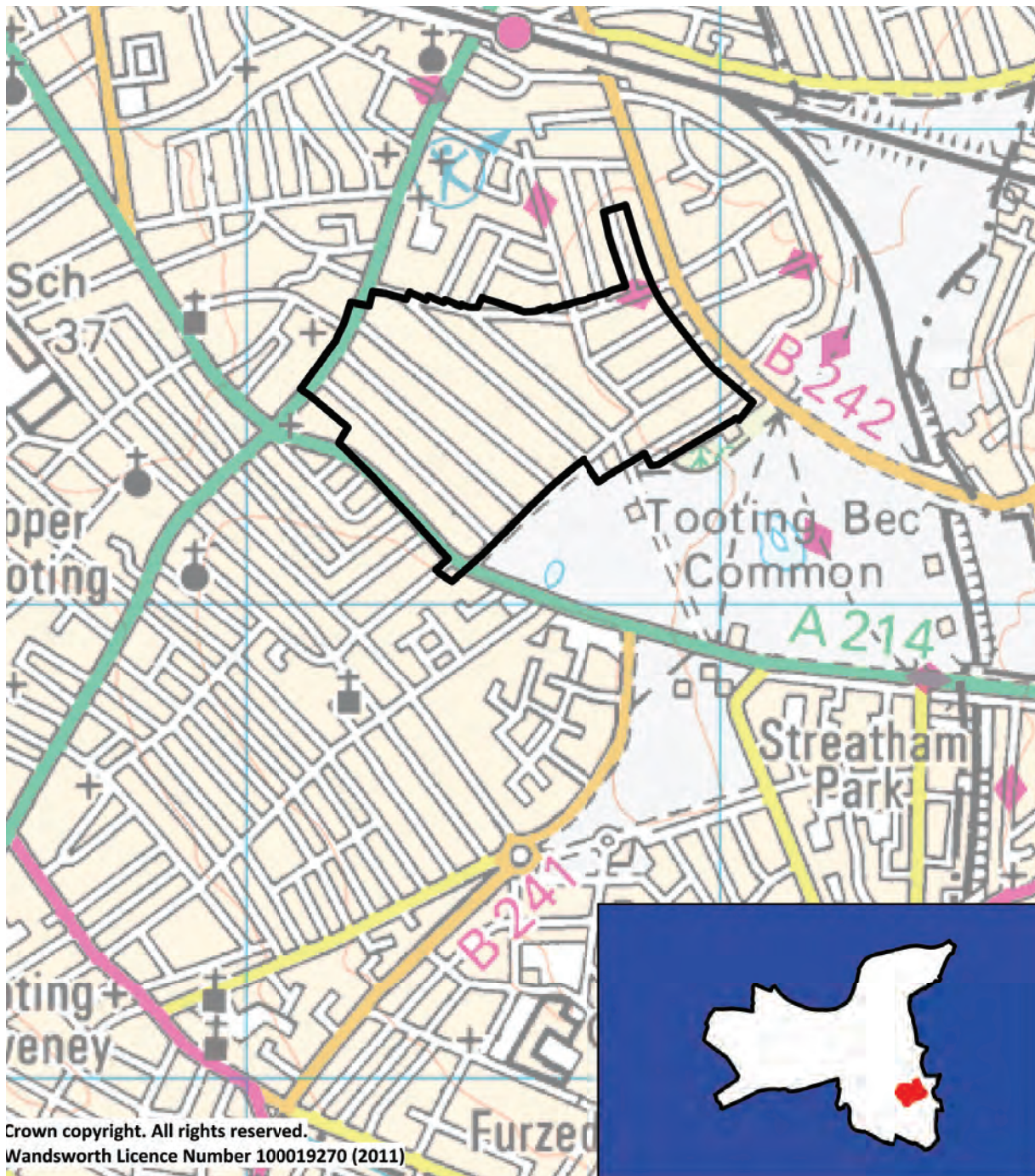


Figure 2 : The location of the Heaver Estate Conservation Area

3. HISTORY & ARCHAEOLOGY

3.1 The Heaver Estate was built on a greenfield site. The land that Alfred Heaver acquired to build on was partly farmland and partly the gardens and park of a large country house called Bedford Hill House. In developing the estate, Heaver was helping to complete the transformation of Balham from Surrey countryside to London suburb that had started slowly in the late eighteenth century and accelerated dramatically with the arrival of the railway in the second half of the nineteenth century.

3.2 The earliest known reference to settlement in Tooting dates from the year 727. Two manors in Tooting are listed in the Domesday Book: the Abbey of Bec, and the Abbey of Chertsey. Rocque's map of 1760 shows a small village at Balham on the route from London. It also shows Tooting Common with Doctor Johnson Avenue and Trinity Road planted as avenues of trees. The oak trees in the Avenue are thought to have been planted to celebrate a visit to Tooting by Queen Elizabeth I in 1600.



Figure 3 : Rocque's map from 1760 showing the settlements and fields of Balham and Tooting and Tooting Common

3.3 Balham began as a small roadside settlement in the parish of Streatham; a rural area of farms and smallholdings which continued well into the last decades of the eighteenth century. Early, modest urban growth was stimulated by changes in nearby

Clapham, where development had been creeping along the main highway towards Balham. During the 1770s fine mansions and elegant terraced properties were built in Balham Hill and by the early years of the nineteenth century, new housing was impinging on the cottages and farms of Balham.

3.4 One of these farms, owned, as was much of Balham and Streatham, by the Duke of Bedford and leased and managed by the Charrington family from 1756 had been particularly successful, stretching from Dragmire Lane (Cavendish Road) to Huron Road and from Balham High Road to the Common. When the economics of farming started to decline in the early nineteenth century, the Duke decided to sell this substantial property, thereby opening a new phase in local history and setting the fundamental circumstances for the development of the Heaver Estate.

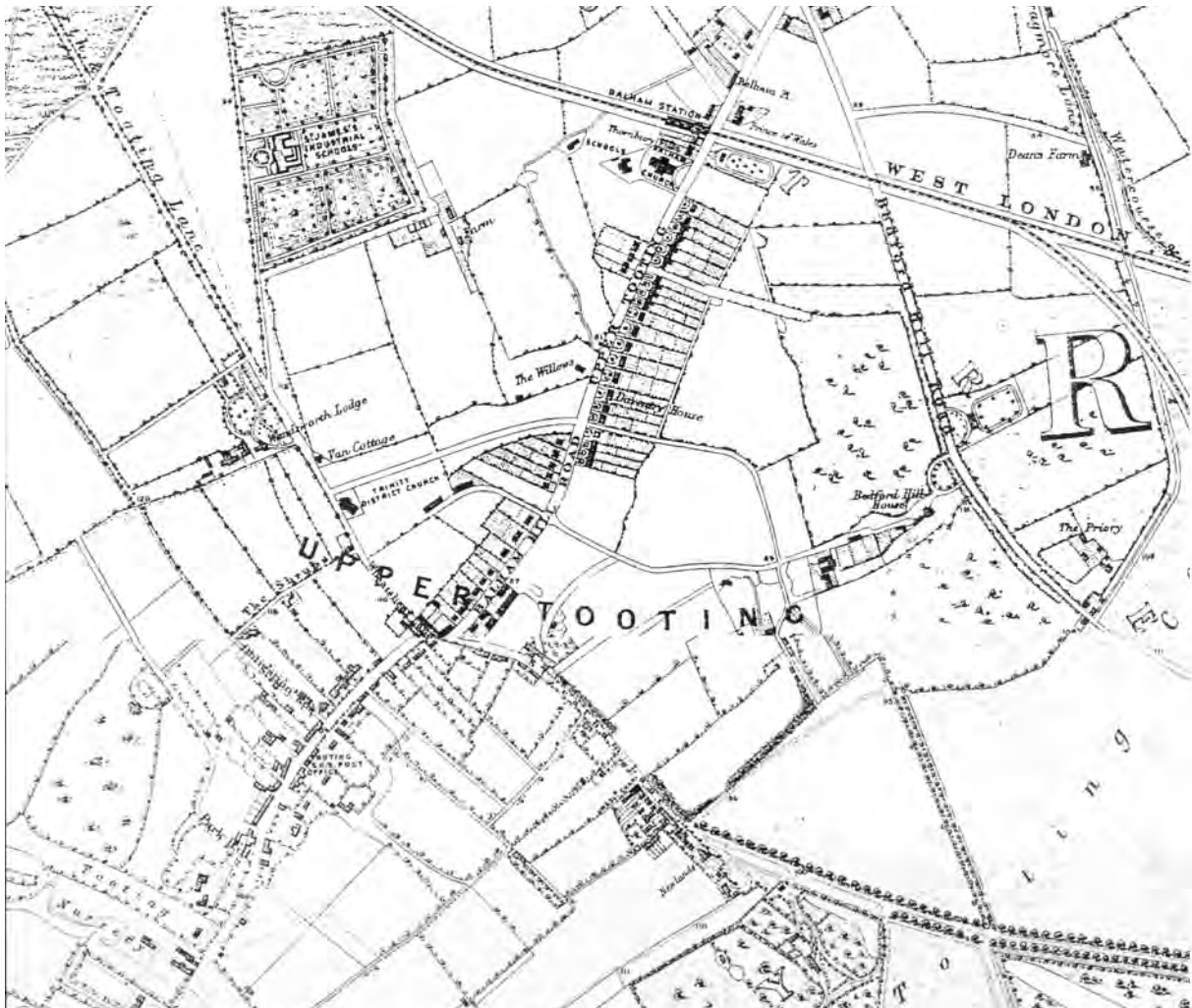


Figure 4 : Stanford's map of c.1860 showing the railway and Balham Station to the north, Bedford Hill House and Tooting Common to the east. (The houses along Balham High Road are not within the conservation area boundary)

3.5 At this time, Charrington's farm still attracted buyers who saw Balham as a place to get away from the hustle and bustle of London life yet also saw the social and business potential in what was becoming a fashionable part of South London. It was bought in 1802 by Thomas Graham, a businessman who subsequently sold to his partner, another city merchant, named Richardson Borradaile.

Bedford Hill House

3.6 By 1815 Borradaile was living in a Regency style mansion called Bedford Hill House. Access was from Bedford Hill along a lane that lay just south of the current line of Ritherdon Road and the house was sited roughly where nos. 12-18 Veronica Road now stand. To the west of the house, where Bushnell Road is now, stood the stables and other outbuildings. Around these lay various fruit and ornamental gardens, all supplied with water from the Falcon Brook.

3.7 On the far side of the brook Borradaile maintained a farm facing the Common. By the 1880's this was known as Elms Farm, from which Alfred Heaver took the name of his Elms Estate housing scheme and also Elmbourne Road.

3.8 Borradaile, having made his fortune as a merchant ship owner, was also a housing developer. By 1825 he had built ten villas north of Ritherdon Road and he built terraced houses on the site of Balham Station and at Bedford Hill. Borradaile's properties were, in most cases, leased to businessmen wishing to escape from the City to the relative tranquility of the Surrey countryside. One of these villas, later called 'Oak Lodge' and formerly part of Peacocks Garage, was lived in by Alfred Heaver in the late 1890's. Two other villas have also survived: 'Hamilton House', and 'Swan House' in the High Road.

3.9 Borradaile died in 1835 and his estate was taken over by family members. Bedford Hill House and the estate of some forty acres of park and pasture land, was eventually sold to William Cubitt, brother of the well known builder, Thomas Cubitt. Soon after acquiring the estate, Cubitt enlarged the house and landscaped the grounds, using the Falcon Brook to feed a large fish pond with an island in the middle occupying what are now the rear gardens of houses at the south end of Manville and Huron Roads.

3.10 Cubitt's view of the Surrey countryside was marred by the building of a railway embankment through Balham to Streatham Hill, constructed for the West End and Crystal Palace Railway during 1855. The opening of Balham Station on the 1st December 1856 brought pressure to release land for speculative house building, gathering momentum as the demand for housing increased. In nearby Battersea the population rose from 6,617 in 1841 to 168,907 by 1901, such was the scale and pace of conversion from open fields to housing development. By the time the Cubitts had left Bedford Hill House and the new occupant had arrived, the transformation at Balham from a rural settlement to a suburb was well under way.

3.11 In January 1865 the Metropolitan Board of Works approved expenditure of £30,000 to cover over, deepen and redirect the length of Falcon Brook from Balham to the River Thames. Ritherdon Road follows its route as it makes its way underground from the direction of Manville Road towards Balham High Road. The brook, now an integral part of the local drainage and sewerage system, approached the Heaver Estate from Dr Johnson Avenue, where it marked the parish boundary between Streatham and Tooting.

3.12 Over the years, housing development had advanced up Bedford Hill. Following the planning of the Bedford Hill Estate from 1868, came the formation of Ryde Vale, Cornford and Byrne Roads, creating by the 1880's a typical suburban townscape.

3.13 At the bottom of Bedford Hill, the shops of Hildreth Street were part of the commercial townscape that was being built along Balham High Road. Nearby, 'costermongers' had established themselves, starting what later became Bedford Hill Provisions Market, which eventually moved to Hildreth Street.

3.14 Throughout these years, the last occupants of the house were the family of James Brand, a City of London merchant. Prominent in local society, they entertained many notable people, among them politicians, businessmen and artists. But by the 1890's they had left.

3.15 For a time, Bedford Hill House lay empty, a remnant of early Balham, with the houses of the Heaver Estate gradually encroaching upon its lawns and gardens. By 1897, with the building of Veronica Road, it was finally demolished.

Alfred Heaver - The Bedford Hill, Heaver and Elms Estates

3.16 As the 1880s unfolded street after street was added to what was becoming the new urban Balham. By 1900 Balham had effectively merged with the surrounding districts of Clapham, Streatham and Tooting. During these years, when outer London seemed to be one large building site, there were fortunes to be made by enterprising developers.

3.17 One such developer was Alfred Heaver. Born in Camberwell in 1841 he started his career as a carpenter. His first efforts as a builder were in Battersea during the late 1860s where, in partnership with a man called Edward Coates, he built two small properties in Beverley Road.

3.18 Heaver continued housebuilding on a limited scale, until by the late 1870s he had obtained sufficient capital and expertise to develop houses in Belleville and Wakehurst Roads. At this time Heaver, his wife Patience, and their children were living at Bennerley Road. Following this development, Heaver went on to grander things, building over the next twenty years properties and estates at Fulham, Battersea, Wandsworth, Clapham Junction, Tooting and Balham.

3.19 It was at Balham that Heaver was to build what he regarded as his finest estate, a development that expressed his ideas of modern design and housing. His own publicity claimed it to be 'the finest estate in London'. It was centred on Ritherdon Road, a broad thoroughfare planned as the main access road to the estate. Although Ritherdon Road had been laid out by 1888 across the parkland of Bedford Hill House, the construction of buildings did not begin until 1890. Heaver contracted a builder called F. Peacock to erect six houses at the western end, of which three were occupied by 1892. Further building along Ritherdon Road proceeded gradually and did not pick up until 1893 when forty-eight houses were erected by Peacock and L.E. Hookway, another builder. Construction continued until 1898 when the shops and flats of Ritherdon Parade were erected near the junction of Balham High Road. These were by L.S. Rogers, a successful builder who, like Heaver, was to leave his mark on the townscape of Balham.

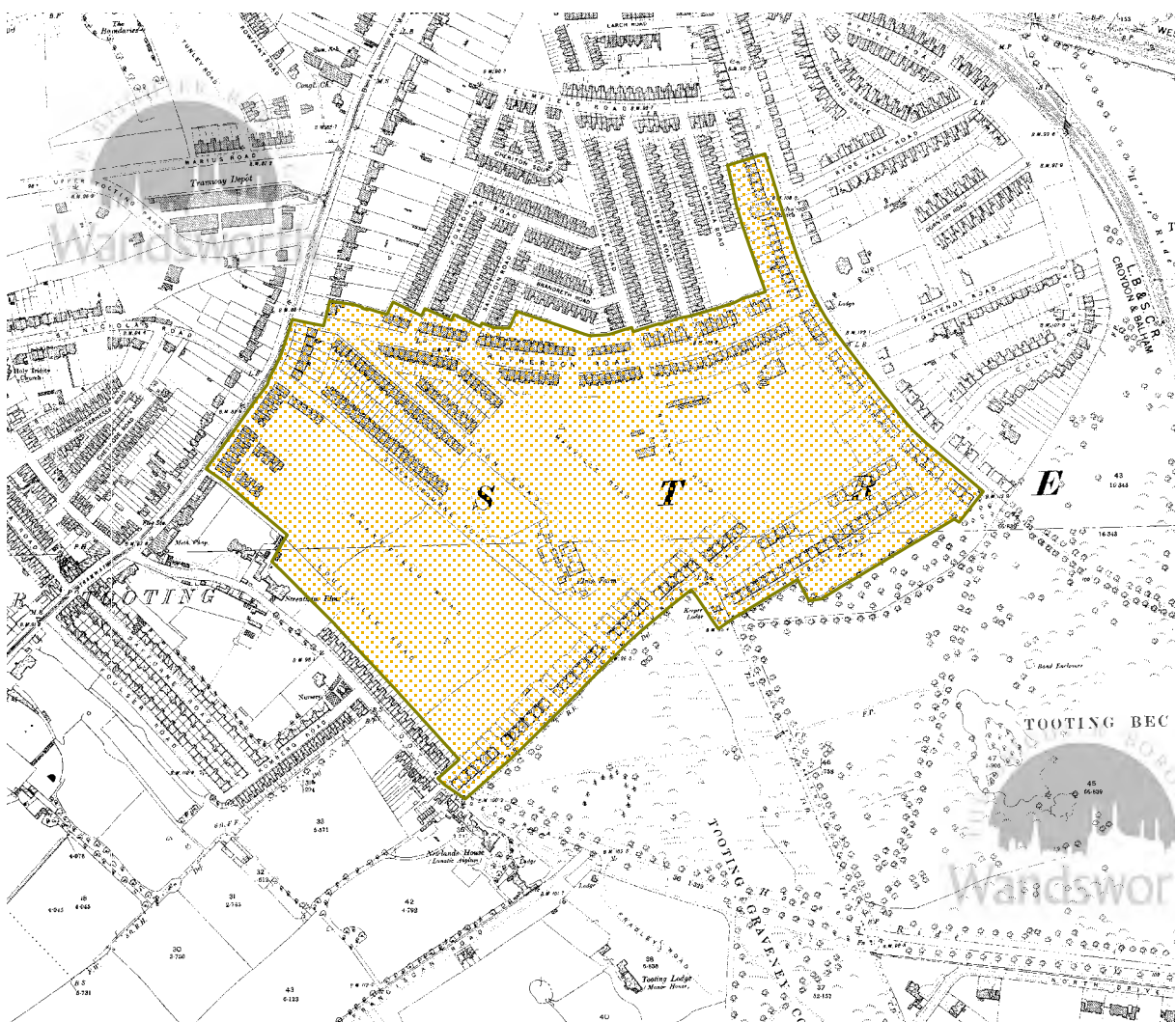


Figure 5 : The Ordnance Survey map of 1896 shows the development by Alfred Heaver beginning

3.20 Plans had been laid in 1888 for the development of what was originally called the Elms Estate, with Heaver applying to construct three new roads. This estate, comprising Louisville, Drakefield and Streathbourne Roads, was laid out across the lands of Elms Farm and the grounds of 'Streatham Elms', a large eighteenth century mansion in Tooting Bec Road, to which Alfred Heaver and his family moved from Brixton Hill in 1889. They employed six domestic servants, a coachman and gardener. The site of the mansion, which was demolished during the 1960s, is today marked by a block of flats called 'The Elms'.

3.21 Streathbourne Road and Drakefield Road were completed by 1890, with Louisville Road two years later. Clearly now operating on a substantial scale, in December 1890 Heaver got permission to lay out six new streets north of Ritherdon Road as part of the new Bedford Hill Estate.

3.22 In 1889 Heaver started to build twenty-two houses on Bedford Hill. The design of these houses is attributed to Charles J Bentley, a developer in his own right who had built a number of shops and flats at the bottom of Bedford Hill and in Hildreth Street. William West was the building contractor. The construction of the first houses in Elmbourne Road started from the Tooting Bec Road end in 1890/91 and these together with Hillbury Road were of a similar style and appearance.

3.23 Veronica Road (originally to be called Corisande Road), and Terrapin Road had by 1897 been laid out and the usual facilities of gas, water and drainage put down prior to construction. The remaining outbuildings of Bedford Hill House, some of which may have been used as site workshops and offices, were demolished in 1899 to make way for Bushnell Road. Within seven years these roads had been completed along with nearby Huron Road, which was built mainly by William West from 1892, and Manville Road which was started in 1893.

3.24 Heaver built other "Heaver style" houses in Trinity, Dalebury and Crockerton Roads as well as the Bedford Hill Estate of Foxbourne, Sainfoin, Brandreth, Cloudesdale, Childebert, Carminia and Elmfield Roads. He also developed houses along the edge of the Elms Estate in Tooting Bec Road, and in Dafforne and Foulser Roads.

3.25 Rents on the Heaver Estate covered a wide range: some suited the incomes of small shopkeepers and businessmen, artisans and clerks, but the majority were built to attract professional workers, particularly those in the City.

3.26 For the more affluent, the estate offered a range of house sizes and locations with the highest rents at £80 a year. For this, a desirable double-fronted house could be obtained in Hillbury Road, with a pleasant view overlooking the Common and the estate tennis courts.

3.27 The larger, more prestigious houses, which in the main lay towards the Common, were by and large occupied by professional people, those with private incomes or retired naval and military personnel. George Heaver, one of Alfred's sons lived at Hillbury House, No. 1 Hillbury Road from 1901 until the late 1920's.

3.28 In Ritherdon, Drakefield, Veronica, Manville or Bushnell Roads, rents were in the middle of the range. Depending on whether the house was single or double-fronted, of two or three floors, with or without extra bedrooms or a conservatory, the rents started at £45 rising to £70 a year on a standard lease of three years, prevalent throughout the estate.

3.29 Publicity for the Estate always mentioned the advantages of Tooting Bec Common. They proclaimed the beauty of the open space, its exclusiveness and that it was never overcrowded, and was away from main roads. Most of the roads were planted with trees, which were maintained by the estate office, and many gardens had been well landscaped, with a variety of shrubs.

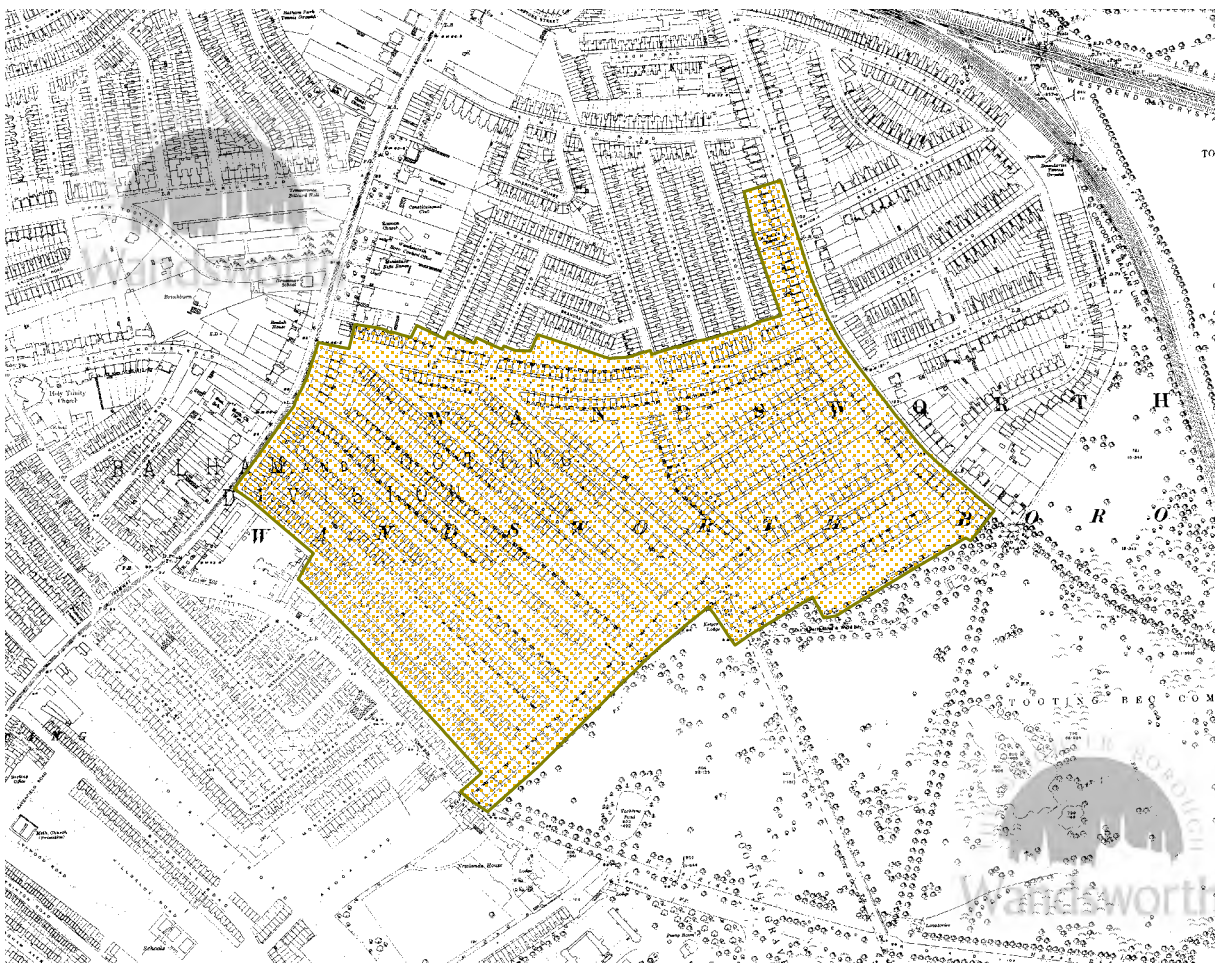


Figure 6 : Ordnance Survey map of c.1916-19 showing Heaver's Estate complete

3.30 In Streathbourne Road individuality was offered with the naming of houses. You could choose to live in such places as 'Combhaven', 'Seacroft', 'Cedarlea', 'Fairholme' or 'Westbeech', with the name proclaimed on a terracotta plaque set on the front of the house; and not missing a sales point, the name was repeated in a decorative stained glass panel above the front door.

3.31 This romantic use of names may also apply to some of the road names. For example, Hillbury alludes to the island mound that was raised when the artificial lake was dug for Bedford Hill House. Elmbourne refers to Elms Farm and to the Falcon Brook which runs under the road. In the word 'bourne' we have the Old English name for a stream, which is also found in Streathbourne Road - Streatham Bourne, another reference to the Falcon Brook. Two other Old English words make up the name Ritherdon; 'rither', also meaning a stream and 'dun', a hill, and again referring to the mound. These contrived names appealed to the Victorian sense of history and belonging, but for the remaining road names we can possibly attribute them to the fanciful invention of the builder or developer.

3.32 In 1901 Alfred Heaver, now living near Dorking in the Surrey countryside, was murdered by his brother-in-law, James Young who it seems, had harboured a grievance against him for many years. But this was not before he had completed the Estate that many regard as one of the finest examples of late nineteenth century suburban development in London.

Second World War and after

3.33 During the Second World War starting in 1939, Balham suffered numerous bombing raids. The Estate suffered damage from early raids caused by high explosive and incendiary bombs aimed at nearby railway installations and industrial properties along the High Road. A number of properties in Ritherdon Road were hit during this period, including the shops by the High Road which suffered varying degrees of blast damage. Houses in Elmbourne Road and Bedford Hill were also affected.

3.34 Few places escaped damage whether complete destruction or just blown out windows. The worst of the bombing came in the summer of 1944 with the arrival of the V1 flying bomb. Two fell on the Estate causing casualties and considerable destruction. The area around no. 30 Streathbourne Road was destroyed, with the blast damaging the backs of houses in Drakefield Road. Several houses



Figure 7 : An early advert for the new estate proclaiming it the "finest estate in London" and "adjoining the lovely Tooting Bec Common"

in the vicinity of no. 57 Huron Road were destroyed and many more damaged. When the war ended in 1945, approximately 250 properties had been destroyed or damaged on the estate.

3.35 Other than bomb damage, the most noticeable change was the removal of the decorative iron railings and gates from the fronts of houses. The ironwork collected went towards the war effort and resulted in the loss of one of the unifying features of the estate. The only areas where railings survived are around basements and balconies where they were retained for safety reasons.

3.36 After the war, reconstruction started with the erection of prefabricated housing units, known as 'prefabs' on the cleared bombsites that dotted the estate. These temporary buildings were used to house displaced families during the war. Clusters of prefabs with their small gardens and narrow pathways were placed across the estate, notably in Manville and Huron, Streathbourne and Drakefield Roads. The prefabs were planned to last for about ten years, but remained a feature of the estate until the 1960s, when they were replaced by blocks of Council flats and houses.

3.37 These additions were designed without real reference to the existing architectural style. Subsequent development has shown more sympathy for the architecture of the estate, especially since designation as a conservation area. The Crest Homes houses in Hillbury Road built in 1989 on part of the former tennis courts although modern in style, do reflect the architectural character of the estate.

Archaeology

3.38 The frontages to Balham High Road are in an Archaeological Priority Area since Balham High Road marks the alignment of 'Stane Street', the Roman Road that linked Chichester with London.

3.39 Stane Street, sometimes called 'Stone Street', is the modern name given to an important Roman road in England that linked London to the Roman town of Noviomagus Reginorum or *Regnentium* renamed Chichester by the conquering Saxons. Stane is simply an old spelling of 'stone' which was commonly used to differentiate paved Roman roads from muddy native trackways.

3.40 A number of first-century pottery fragments and coins have been found along the road, including Samian ware of Claudian date at Pulborough. The earliest coins found are of Claudius (41-54 AD), with others of Nero, Vespasian, Titus, Domitian and Nerva (96-98 AD). This is consistent with the road being in use by 60 to 70 AD, possibly earlier.