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Park Town Estate Conservation Area Appraisal and Management Strategy

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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 Residents and businesses in the conservation area were consulted for their views on this document in September 2010. A public meeting was held on 14 September 2010 and the documents have been amended to reflect comments that were made.

Designation and adoption dates

A.5 Park Town Conservation Area was designated on 12 September 1984. This conservation area appraisal and management strategy were approved by the Council's Strategic Planning and Transportation Overview and Scrutiny committee on 18 November 2010 and by the Executive on 22 November 2010.

PART ONE: CONSERVATION AREA APPRAISAL

1. SUMMARY OF SPECIAL INTEREST

The Park Town Estate Conservation Area was designated on 12 September 1984. The special character of this conservation area is derived from its essence of place. The Park Town Estate was a planned settlement following the construction of Queen's (Queenstown) Road from Chelsea to Clapham. The landowners and developers, Philip Flower and Severin Salting appointed the architect, James Thomas Knowles in 1863 to prepare a layout and design houses. The houses were then built over a long period between 1863 and the eve of the First World War by a number of builders, with the best buildings being designed by Knowles.

The network of north-south and east-west streets is contained by the perimeter streets to form a 'diamond shape'. Overall the streets contain tight knit narrow fronted plots consisting of long terraces, some of two, three and even four storey buildings, mainly in residential use either as town houses or purpose built flats with the appearance of terraced houses. There are two parades of shops in Queenstown Road, which provide access to local facilities and business premises.

At the heart of the conservation area is St. Philip Square with the church (1870) as its centrepiece, an important focal point. The conservation area contains a variety of architectural styles reflecting both the different builders involved and the evolving building styles and financial conditions prevailing during the lengthy period of development.

The northern edge of the conservation area is dominated by railways with the Victoria to Brighton railway crossing the Waterloo to Southampton railway at high level on brick arches, with the Victoria to Kent railway also crossing the Waterloo to Southampton line at Queenstown Road station, with a loop from this line towards Clapham Junction crossing Queenstown Road near Ravenet Street. The complexity of interconnecting rail routes gave rise to the name 'Battersea Tangle' for the rail network in this area.

2. LOCATION AND CONTEXT

2.1 The Park Town Estate Conservation Area is located to the east of the borough with Queenstown Road (A214) running north – south through it. Queenstown Road Station on the Waterloo to Clapham Junction railway line lies at the northern part of the conservation area and just beyond is Battersea Park Station with routes to Victoria and south-east London. The South London Line (proposed for conversion to the East London line) crosses over Queenstown Road near the junction with Ravenet Street.

2.2 The estate occupies a gently sloping site on the flood plain of the River Thames, just below the hill that rises to the plateau of Clapham Common. From the Heathwall Ditch, just south of Kingston (now Wandsworth) Road and the parish boundary, two water courses ran across the plain towards the Thames; these defined the outer edges of estate development and gave it its characteristic lozenge shape on plan.

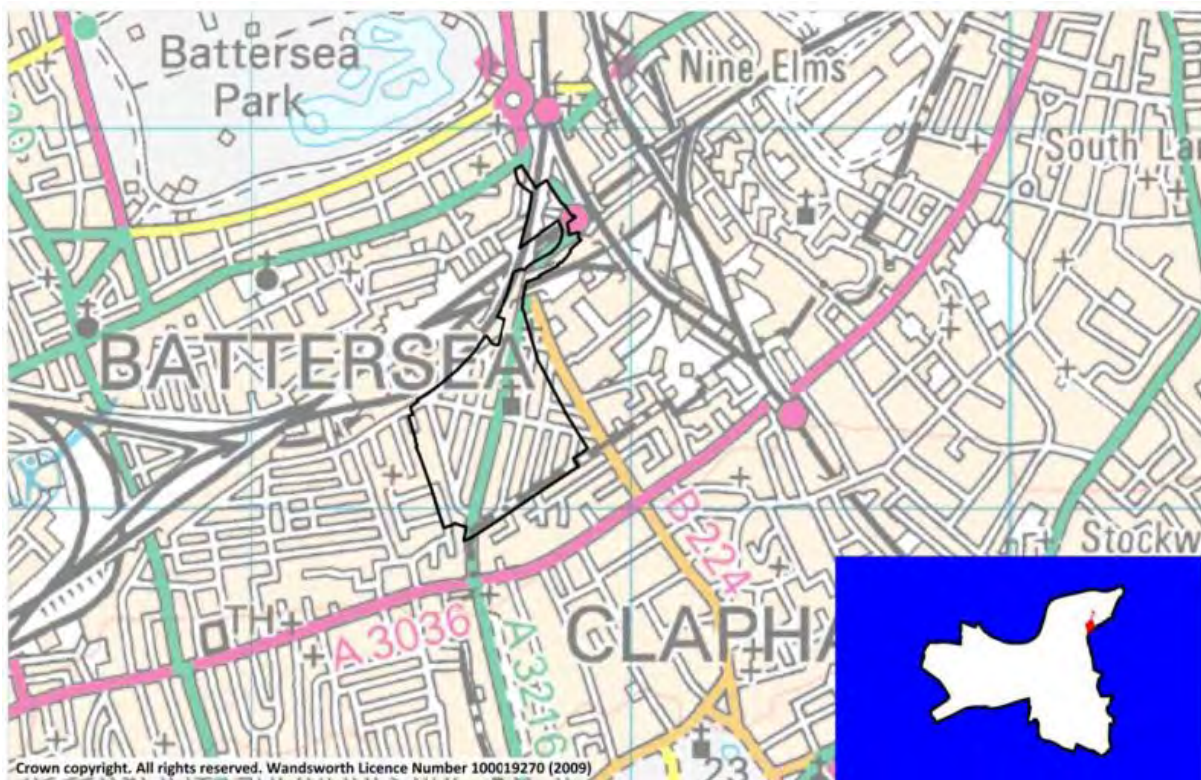


Figure 1 The location of the conservation area

3. HISTORY & ARCHAEOLOGY

3.1 Prior to development, most of the area now occupied by the estate was part of Longhedge Farm, lying between Battersea Fields, the open common land by the River Thames to the north, and the slopes above the flood plain rising to Clapham Common in the south. Longhedge Farm was land enclosed in the eighteenth century and took its name from the long hedge that formed its northern boundary along Lower Wandsworth (now Battersea Park) Road. It was part of a dairy farm and market garden area that supplied food for London.

3.2 The London and Southampton railway line was built across the northern part of the farmland in the 1830s, and further lines continued to develop across the area into the 1850s. In 1861, the London, Chatham & Dover Railway bought up a large area of land for train storage and maintenance facilities.

3.3 At the same time as the railways were being constructed, roads were also being laid out. The northern section of Queen's (now Queenstown) Road was built as an extension linking two areas of earlier development. This section derived from the 1844 plan by Thomas Cubitt to connect his own developments in Pimlico and Clapham Park, and this was opened along with the new Chelsea Bridge and Battersea Park in 1858. At this time the only connection further south was a public path through farmland which was later to become the Park Town Estate.

3.4 Echoing Cubitt's actions, the architect Sir James Knowles (1806-84) also felt it desirable to link Chelsea Bridge with the growing suburbs of Clapham, in particular with his own Cedars Estate being laid out on the slopes below Clapham Common. A wealthy financier, Philip Flower and his partners the Salting brothers acquired the Longhedge farmland for development and in 1863 appointed Knowles' son, James Thomas Knowles (1831-1908), to design the first buildings for the Park Town estate. Philip Flower, Severin Salter, Sir James Knowles and his son James Thomas Knowles, were instrumental in implementing the road link and the housing development to finance it. A letter dated 30 October 1863 from James Thomas Knowles acknowledges his commission to design houses at Park Town for Flower and Salting. Philip Flower died in 1872 and Cyril Flower, the eldest son took over his father's interest in the development.

3.5 The development of houses, roads and railways vied with each other for land. The knot of railway lines and service tracks earned the area the evocative nick-name of the Battersea Tangle. A conveyancing plan drawn for London Brighton and South Coast Railway indicates that the shells of some 90 houses under construction had to be demolished to make way for the construction of the line in the 1860s. Queenstown Road was forced to take a winding course between viaducts from Battersea Park Road to the top of Silverthorne Road. But once built, Clapham, old and new, were directly connected to the growing areas of the West End.

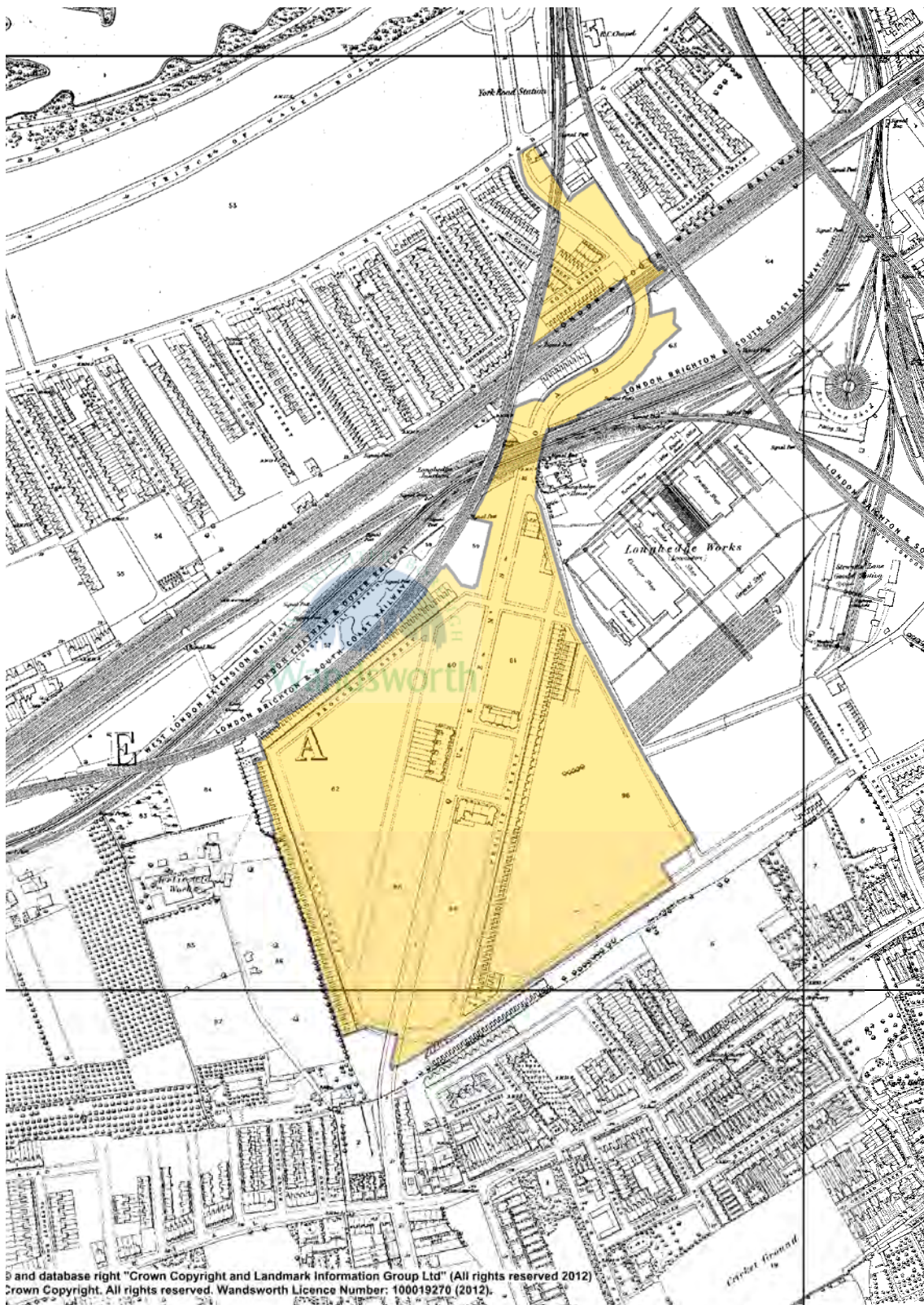


Figure 2 : This map dating from 1869 to 1874 shows the early Classical houses built along Stanley Street, Broughton Street, St Philip Square (then Queen's Square) and St Philip Street as well as houses on South Street and along Battersea Park Road

3.6 In 1865, the year the Park Town development started, Murray's Handbook for Travellers in Surrey noted that '*Battersea Fields will soon be fields no more ...[there] are to be built ... nearly 3,000 villa and cottage residences – the projectors hoping to form in Park Town, as it is to be called, a sort of Southern Belgravia, though on a somewhat humbler scale*'. The proximity to the recently opened Battersea Park perhaps also hints at the inspiration for the name of the forthcoming housing development.

3.7 Unusually for a speculative development, Flower and Knowles laid out the estate roads rather than relying on the lease purchasers to do so. Individual streets, confined within a diamond boundary, were then sold for development to different builders; hence the variety of building styles. James Thomas Knowles reserved key sites for himself and was the architect of many of the outstanding buildings on the estate.

3.8 The 1870 Ordnance Survey map shows the extent of the completed development at that time. This included Queens Square (later renamed after the Second World War as St. Philip Square) with Church Terrace (nos. 131-149 Queenstown Road) complete with long terraces in Stanley Street (later renamed Stanley Grove), Broughton Street and Phillip Street (later renamed St. Philip Street). Also complete were St. Georges, South and West Streets and properties at the Queen's Road / Battersea Park Road junction.

3.9 In 1871, 27 houses in Queen's (Queenstown) Road were sold to Alfred Tennyson (Poet Laureate) and these included the sentinel pair at the junction of Battersea Park Road.

3.10 Building progress was slow due to a number of factors including the lengthy discussions over land acquisition for the railways; the death of Philip Flower in 1872; the economic collapse the late 1860s; and the bankruptcies of some builders. However, Cyril Flower tried to continue his father's ambitions by commissioning Tom Jekyll to design two semi-detached houses, clearly intended for young professional couples in Queen's Road. These were built in 1875. Three more pairs were added in 1879-80 to designs by T. J. Bailey, the later architect for the London School Board.

3.11 Much of the later development was built for those on lower incomes with purpose-built flats being constructed to meet the demand for smaller sized accommodation for rent. The development was complete by 1916, five decades after it started with the building designs becoming considerably different to what was initially planned. However, the varied terraces still form a visibly coherent estate, largely thanks to the original street pattern laid out by Flower and Knowles' in the 1860s.

3.12 Enemy action in World War II resulted in the loss of a number of properties in Tennyson and Montefiore Streets from a V1 rocket. Properties were also damaged in Emu, Ingelow and Queenstown Roads and Robertson Street. The sites in Queenstown Road (nos. 141-147) and Montefiore Street were acquired by Wandsworth Council and laid out as temporary housing after the war and eventually as a public open space.

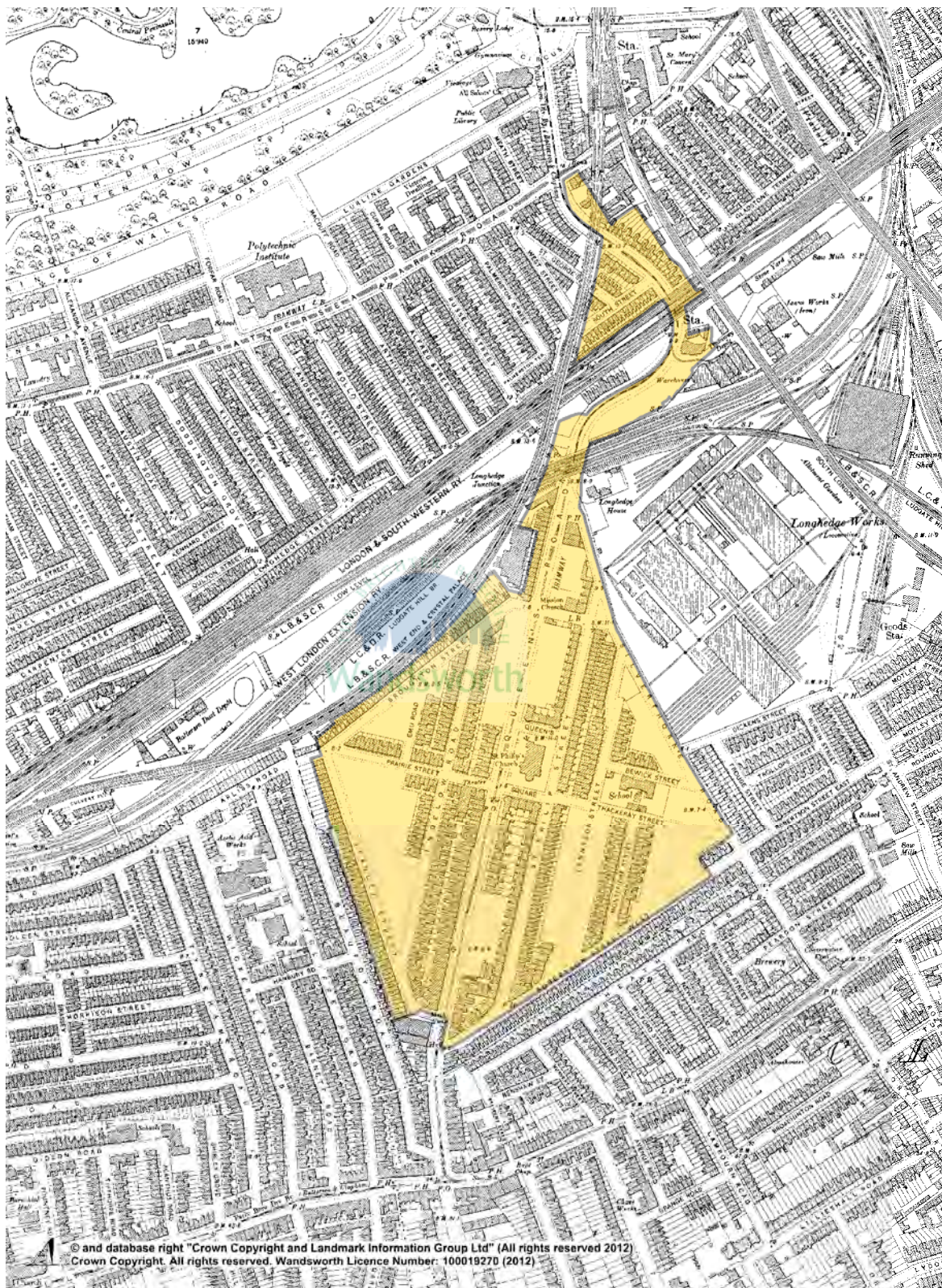


Figure 3 : The map of 1896 shows houses now built on Ingelow Street, Prairie Street, Montefiore Street, Tennyson Street and parts of Queenstown Road. The church and first school have also been built.

3.13 The earliest part of the Park Town Estate in St George’s Street and West Street was demolished in 1968 (photographs to be added) to be replaced by a new housing estate (The Doddington Estate) and with it, the historic street pattern was also completely eradicated.

3.14 The conservation area is not within an Archaeological Priority Area.

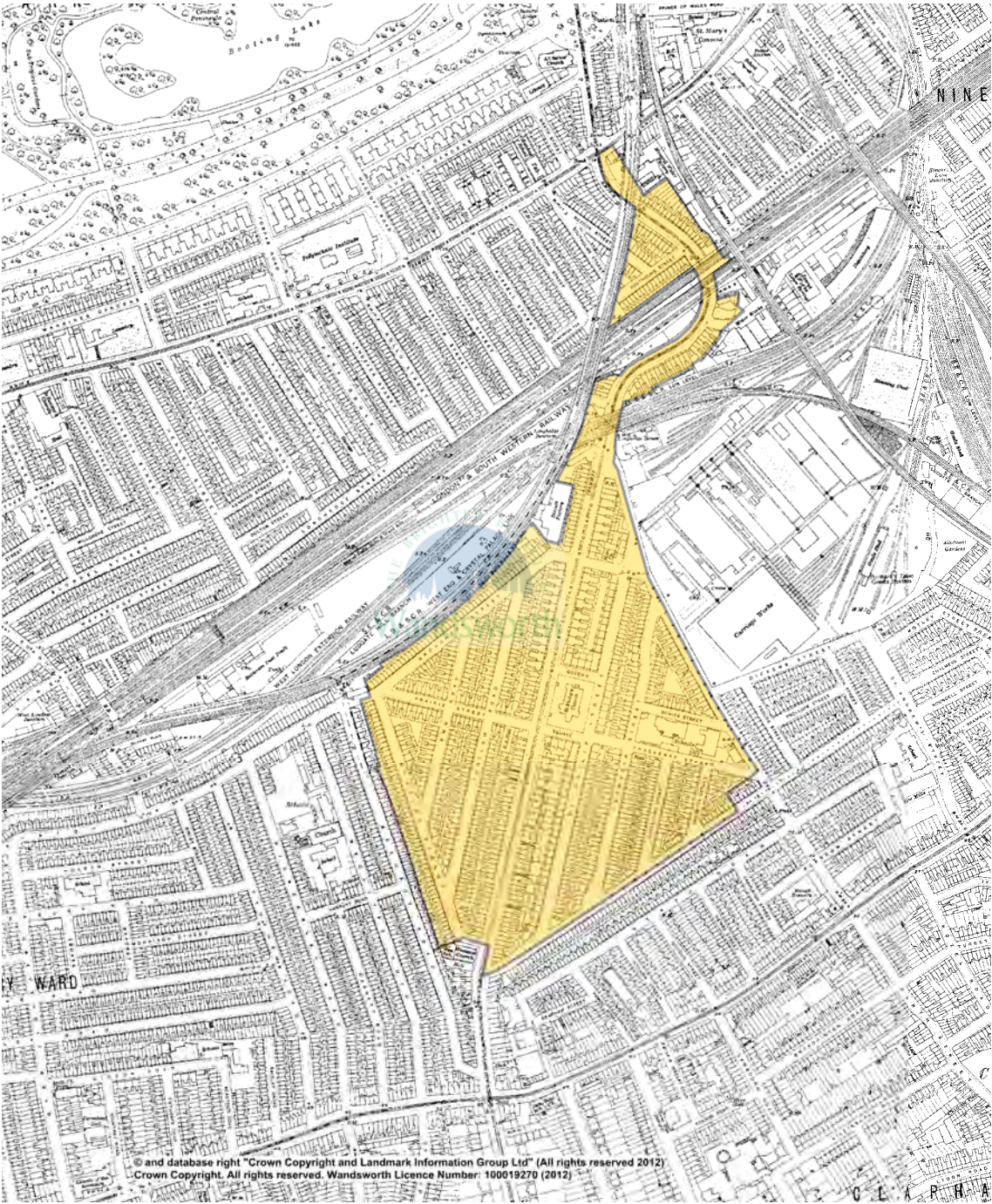


Figure 4 : This map dated 1916-19 shows the conservation area largely as seen today

4. THE SPECIAL INTEREST OF THE CONSERVATION AREA

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.

4.2 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 and spaces making a positive contribution to the character and appearance of the conservation area are discussed in this section and shown on the typologies map on page 15.

4.3 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 & Design Group.

4.4 The essential feature of Park Town Conservation Area is its layout as a planned estate to the grand concept of a single designer, James Knowles. Overlaid on this is variety in the design of individual terraces. Each street comprises one or two terraces. Subtle changes in design and detailing within each terrace are evident. This provides each street with a different appearance, based on the free use of buff, red and yellow stock bricks, some stone decoration and simple but effective elevational detailing. It is the rhythm created by repetition of the designs, combined with the variety and richness of house types, overlaid on the formal grid structure, which gives the area its character.

Townscape

4.5 The conservation area was built on Battersea Fields, part of the floodplain to the River Thames. It is therefore low lying and flat, whereas immediately to the south the land rises to form part of the Clapham ridge.

4.6 The northern part of the conservation area is dominated by railways with three bridges over Queenstown Road. High level railway arches define the northern edge to the conservation area, providing a dramatic backdrop to properties in Broughton Street, Southolm Street and Queenstown Road.

4.7 The Park Town Estate was laid out by Knowles as part of a formal plan. The streets are aligned on a north – south and east – west geometry with St. Philip Square at its focus. Queenstown Road was planned as a major route linking Chelsea with Clapham and was built to a width of 20 metres to reflect its importance. As a result the most significant buildings were planned along this route, their scale of 3-4 storeys reflecting the importance of this route. St. Philip Church is the focal point with 3-4

storey buildings grouped around it. The scale and composition of this group, together with the important London Plane trees gives spatial significance to this part of the conservation area. However, the west side of the square has lost much of its enclosure following the destruction of part of the former Church Terrace (which comprised nos. 131-149 Queenstown Road) in the Second World War.

4.8 The buildings were laid out in long terraces with small plots, having narrow plot frontages to the street, only a metre deep front gardens and small rear gardens. The original front boundary treatment with iron railings set on plinths to some streets, and low brick walls surmounted with railings to others would have been a unifying element to complement the terraces.

4.9 This tight-knit development has resulted in most of the housing having very small gardens. In several streets the 'L' shaped plan of the rear elevations leaves the property with only a yard as the rear addition wall forms the property boundary. Even some of the larger houses only have small gardens.

4.10 Silverthorne Road marks the north-eastern edge of the conservation area. Here the residential buildings form only one side of the street. On the eastern side the street lacks a street frontage and a poor sense of enclosure. This derives from the fact that the Longhedge railway works were constructed here in the later part of the nineteenth century, and some of this infrastructure survives to the present day. Here the buildings are set back from the street frontage. Some of railway lands were built over for industrial development. Here open yards are enclosed by a high brick wall to the street frontage giving an unpleasant outlook and setting to the residential properties.

4.11 Nos. 255-258 Queenstown Road are used for business premises along with the railway arches beyond. The single storey building and the open land in front of the railway arches detract from the setting of the conservation area. They provide little enclosure to the street and the signing and car parking mar the appearance of the street scene. Further south the advertising hoardings on each side of the bridge over Queenstown Road are unattractive additions to the street frontage.

Typologies map

4.12 The typologies map on the next page sets out at a glance the different architectural periods and designs that make up the special interest of the conservation area which is discussed in this document. All the coloured buildings on this map make a positive contribution to the character 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 this area should be protected and enhanced wherever possible. It would be against Council policy to allow the loss of important spaces or buildings within the conservation area.

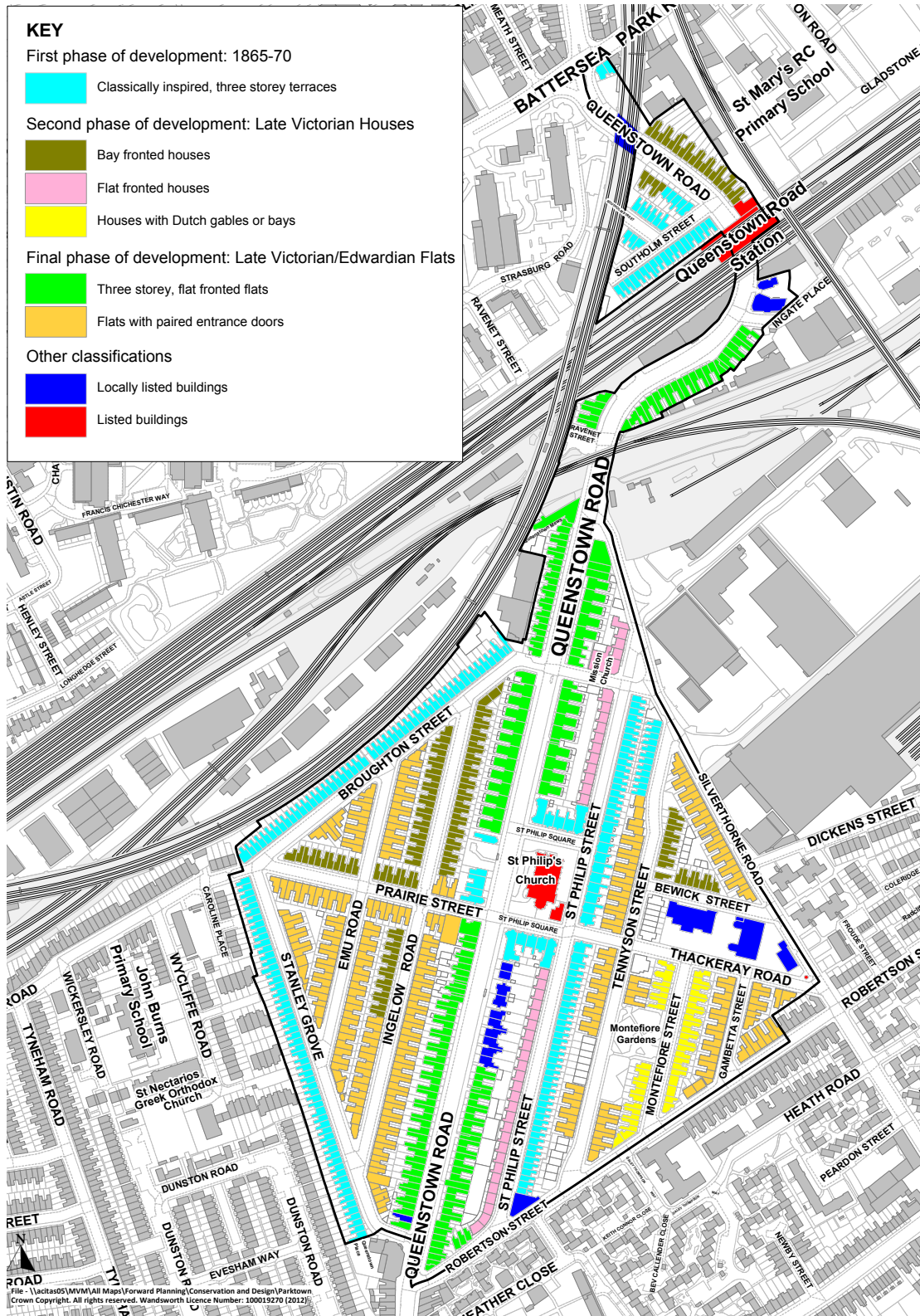


Figure 5 : This map shows building typologies in the conservation area. All the buildings marked in a colour are considered to make a positive contribution to the character of the conservation area

First phase of development: 1863-70



Figure 6 : St Philip's Church

4.13 One of the earliest parts to be developed, and the centre-piece of the estate, is St. Philip Square. The attractive, well-composed Classically inspired houses and mature trees make this a pleasant oasis in a densely developed area. The Ordnance Survey map of 1869-70 shows the part of the Park Town Estate that had been developed at that time.

4.14 St Philip Church (listed grade II) sits within the square and is an outstanding example of Victorian Gothic architecture, built in 1870 to the designs of James Knowles (Junior). Constructed of Kentish Ragstone, the church has a complex structure with a particularly attractive composition on its main public (west) face. Its strong, pinnacled tower in the

north-west corner is the dominant feature of the building itself and the surrounding streets, but the well handled porch, transept with rose window, and traceried clerestory windows are pleasing elements. The slate roofs over aisle and chancel are topped by a spire-like copper flèche.

4.15 The vicarage to St. Philip Church is a dignified two storey composition with attic storey. It is of brick construction with stone surrounds to windows and a massive stone doorcase to entrance in St. Philip Street. The doorcase forms a Gothic arch to the entrance with a panelled timber door with iron door furnishings. The windows are multi-paned casements. The building lies within the curtilage of the listed church.



Figure 7 : The vicarage

4.16 The square is in fact enclosed on all four sides by Classically inspired buff brick houses, although Queenstown Road cuts through the western side. Houses lost here in the Second World War combine with the presence of the road to reduce the sense of a formal square. Nos.131-139 and 149 Queenstown Road are the surviving houses that once formed Church Terrace, completing the square. No. 149 is the taller end pavilion, mirrored at the other end of the group, but now standing in isolation. The houses are of two

storeys with basement and attic accommodation. Defining details include the flights of steps leading up to the raised ground floor, entrance porches, mansard roof and pierced stone balconies.

4.17 The houses on the north and south sides of the square most clearly define the square with their matching design. The two groups of three storey flat fronted houses are terminated by four storey end pavilions with canted bay windows. The porches and stucco details echo the others around the square.

4.18 The fourth side of the square is in fact completed by a long three storey terrace running the length of St Philip Street without any punctuating end pavilions. The three storey houses are constructed with similar details to the others: buff brick with stucco surrounds to windows and doors; relief panels; string courses; deep eaves with supporting brackets; and porches to front entrances.



Figure 8 : Sash windows with single glazing bar and stucco detailing above



Figure 9 : Four panelled door - typical of the early houses in Park Town

4.19 Besides St. Philip Square, Church Terrace and St Philip Street, three and four storey houses were also built in Stanley Grove (west side), Broughton Street (north side), Tennyson Street (part), Southolm Street and Queenstown Road near its junction with Battersea Park Road. Nos. 177-179 Battersea Park Road form a dignified surviving pair of these 4 storey houses marking the entrance to Park Town Estate. They are of stock brick construction with rusticated quoins to corners and stucco surrounds to windows. Original railings survive at the corner of Battersea Park Road and Queenstown Road.

4.20 The houses described here were designed by Knowles (Junior) and are the grandest and largest on the estate. They represent the closest the area came to replicating the fashionable estates of Belgravia and Clapham Park.



Figure 10 : St Philip's Church



Figure 11 : St Philip Street (the church is on the left)



Figure 12 : St Philip Square - southern side



Figure 13 : Southolm Street



Figure 14 : 177 - 178 Battersea Park Road which formed the entrance to the Park Town Estate



Figure 15 : The terrace between 131 and 145 Queenstown Road, part of which was destroyed in World War II

Second phase of development: Late Victorian period

4.21 The next phase of development in Park Town was influenced by the prevailing late Victorian styles of Gothic and Arts and Crafts. From c.1870 smaller two storey terraces were built in Prairie Street, Ingelow Road, parts of Tennyson Street and Bewick Street. Here the terraced houses are arranged in semi-detached pairs of red and gault brick. They are generally of two storeys with two storey canted bays, eaves cornice, arched heads to windows with timber sash windows with each sash divided into two panes. Unfortunately a number of properties have had their original timber windows replaced by double-glazed UPVC windows.



Figure 16 : 234-268 Queenstown Road



Figure 17 : St Philip Street (north end)



Figure 18 : Dutch gables in Montefiore St

4.22 Nos. 1-8, 26-30 Montefiore Street and 7-8 Robertson Street are essentially two storey houses with projecting two storey canted and square bay windows with Dutch gables to roof. A few buildings exhibit interesting diaper patterns to brickwork below first floor bays.

4.23 Nos. 234-268 Queenstown Road represent two storey terraced houses of red and yellow brick, built 1876-77 by James Knowles. The houses have ground floor projecting canted and square brick bays and dentil cornice to parapet roof. The terrace is distinctive as groups of houses are 'bookended' by pairs of three storey gable fronted houses with square bays to the ground floor.



Figure 19 : Queens[town] Road station

buildings at Risk due to disrepair to the booking hall, although some refurbishment work to the foyer have taken place in 2009.

4.24 Queen's Road (Queenstown Road) Station was opened in 1877, but only accessed via a staircase from the street to an island platform. The gabled timber framed island buildings of today date from this period. The station was extended in 1909 with the addition of a third platform and a booking hall with entrance from Queenstown Road. The whole station was listed grade II in 2001 as a building of special architectural or historic interest. The building has recently been put on English Heritage's Register of

4.25 Some large houses were also still being built in Park Town in this period. Notably, five pairs of houses were built in Queenstown Road, south of St. Philip Square. Cyril Flower commissioned Tom Jeckyll to design nos. 114-116 and 118-120 in 1875, while T. J. Bailey, the second principal architect for the London School Board in the 1890s, was commissioned to design three pairs immediately to the south of these. Bailey's houses were constructed in 1879-80.



Figure 20 : Houses by T. J. Bailey on Queenstown Road

4.26 Nos. 102-112 were designed by T.J. Bailey in different styles based on the Queen Anne revival style also used in the design of Lavender Hill School, the smaller, Dutch gabled building. Bailey lived at 112 Queenstown Road, which shows the date 1879 in the brickwork. This is the most strongly Arts and Crafts style house in the area and in this group of houses with an asymmetrical design and variety of window types.

4.27 Tom Jeckyll's houses (nos. 114-120) have very symmetrical Queen Anne elevations and are particularly notable for their massive decorative chimney stacks and size: nos. 114-116 appear to be just two houses that are each four bays wide of two storeys plus an attic storey. Nos. 118-120 are two storey with a basement and attic storey.

4.28 Each of these five pairs is in excellent condition with their original windows, roof coverings and detailing. It is suggested that they should be added to the Council's Local List for their particular architectural interest.

4.29 Other key buildings in the conservation area from this period are the former Tennyson Street School buildings. The two three storey buildings were built in 1876 and designed in the typical Queen Anne revival style by the first principal architect to the London Board School, E. R. Robson. Some time after 1895 a third small building was built by Robson's successor, T. J. Bailey (who lived in Queenstown Road). The imposing and characterful buildings have since been converted to office / studio space. Original boundary wall and railings survive.



Figure 21 : Former Tennyson Street School building by E. R. Robson (built in 1876)



Figure 22 : Later school building by T. J. Bailey (built between 1895-1916)

Final phase of development: Late Victorian / Edwardian period

4.30 The last phase of Park Town's lengthy development took place from around c.1895 through to 1916. Housing needs were changing and large family houses were no longer required or could be afforded. Instead, the practice of building familiar terraces continued but now they contained flats rather than houses. They were still arranged as 'semi-detached pairs' but the floors were divided into flats with one flat on the upper floor and one on the ground floor. As each flat had its own front door, these terraces are distinguished by groups of four doors paired together at regular intervals in the terrace. These are to be found lining Queenstown, Silverthorne, Emu, Tennyson, and Gambetta Roads, and parts of Ingelow Road, Robertson Street and Stanley Grove.

4.31 Being the widest road and the main thoroughfare, Queenstown Road comprises mainly three storey terraces built in red and yellow brick, mostly divided into flats with pairs of doors at street level. A number of properties had single storey shop fronts added before 1895 to serve local needs. Nos. 149-177 have two storey square projecting brick bays with pairs of windows to each floor of each bay of 6-over-2 panes. Nos. 122-160 on the east side of the road are of the same design. Most properties have retained their timber sash windows to the original design, although a few have been unfortunately replaced with UPVC windows.

4.32 South of St. Philip Square, Queenstown Road comprises two long terraces on each side of the road, nos. 43-129 and 36-100. Within these two groups nos. 43-65 and 109-129, and 36-49 comprise terraces of shops. Only nos. 36-48 lie within the Queenstown Road / Lavender Hill Local Centre for which the use as shops is protected by the policies contained in the Council's Development Plan. Being part of the historical development of the estate, all the shops are important to the character of the conservation area.

4.33 No. 109 has been converted to residential use and detracts from the character and appearance of an otherwise continuous group of shops

4.34 The retail shops and business units help to define the character of Queenstown Road, by animating the street frontage, none more so than the restaurant on the corner of Robertson Street with its *al fresco* eating and dining facilities.

4.35 Of the shop frontages no.45 represents an excellent example that has retained most of its original architectural features. The shopfront (see photo to be added) has a central recessed entrance with panelled stall risers to each bay. The shop windows have a clear lower portion with six panes above, and the timber entrance door is similarly designed. The shopfront is framed with pilasters to each side with decorative corbels. A slim timber fascia panel with cornice above completes the picture. Signing has been tastefully achieved with individual lettering to fascia panel and windows. It is suggested that this building be added to the local list.



Figure 23 : Flats on Ingelow Road



Figure 24 : Two pairs of original doors the flats on Tennyson Street



Figure 25 : Terrace on Queenstown Road



Figure 26 : A pair of original doors to the flats in Queenstown Road seen on the left



Figure 27 : Traditional shopfronts on Queenstown Road (southern end)



Figure 28 : No. 45 Queenstown Road - original shopfront (locally listed)

4.36 Elsewhere in Queenstown Road there are businesses, which have their entrances from the streets, but extend behind the residential properties. These are nos. 60-62. 76 and 92 Queenstown Road. The premises are used for storage, offices and an engineering works and are not visible from the street.

4.37 The terraces (nos. 43-129 and 36-100), are made of up pairs of buildings, and apart from the shops comprise two storey projecting square bays with bottle-balustrade above first floor bay and porch. Each bay has a pair of timber sash windows at ground and first floor, with a further pair at second floor. A single sash window is featured at first and second floor above a pair of entrance doors. All timber sash windows have eight lights to the upper portion of the upper sash, with a plain sash below. This design is also reflected in the timber panel doors. The terraces are finished at roof level with a brick parapet, which conceals the roof.

4.38 Nos. 65-111 Silverthorne Road are more domestic in scale, comprising a two storey terrace made up of pairs with a flat to ground floor and one to first floor, each having its own entrance door to the street. The terrace is of yellow stock brick with red brick used for details around windows and doors. The doors are timber panelled with glazed upper parts. The low pitched roofs are covered in natural slate with chimneys arranged central to each pair. Timber sash windows have the upper part of the upper sash divided into three, and the lower part, and lower sash into two (see photo to be added).



Figure 29 : 18-24 Tennyson Street

4.39 The typologies map indicates many other similar terraces which can be seen at Emu Road, Stanley Grove, Tennyson Street, Gambetta Street, Roberston Street and Ingelow Street with various window and door designs typical to those streets. The appearance of some properties have unfortunately been marred by alterations, notably pebbledash or replacement windows. Although harmful to the character and appearance of the area is not so widespread as to result in irrevocable damage as to merit removal

from the conservation area. It should be noted that flats do not benefit from permitted development rights and such alterations require planning permission or risk enforcement action by the Council.

4.40 Post World War Two development within the conservation area consists of rebuilding some of the terraces ravaged by bomb damage. These include 20-25 Montefiore Street and nos. 5-10 and 18-24 Tennyson Street. Nos. 20-25 Montefiore Street provides a sensitive infill development built in 1998 which replicate the original building design of canted bays and gables.

Boundary treatments

4.41 Original railings survive St. Philip Square and at 178 Battersea Park Road. These are in the form of painted cast iron standards with a Fleur-de-Lys finial, some also having decorative intermediate finials. Each standard is set separately in a low stone plinth. This type of railing would have featured at the Classical terraces in Stanley Grove, Broughton Street, St. Philip Street, Tennyson Street, Southolm Street and Queenstown Road.



Figure 30 : Fleur de Lys railings on St Philip Street

4.42 Elsewhere such as in Robertson Street, Silverthorne Road, Prairie Street, and Ingelow Road front boundaries were originally characterised by low walls surmounted by railings. All the railings were cleared away for the Second World War effort and many of the boundary walls have been changed, lacking the uniformity and coherence of the original street frontages.



Figure 31 : Original railings and stone pillar seen at nos. 131 and 145 Queenstown Road

4.43 A 2 metre high brick wall marks the north-east side of Silverthorne Road providing an austere frontage.

Streetscape

4.44 The streetscape of Park Town Estate is characterised by its strong grid, which runs north-south and east –west centred on St. Philip Square. The streets then intersect at the perimeter streets which run at right angles and form a 'diamond' shape, a name often attributed to the Estate.

4.45 Queenstown Road is the widest street and was intended from its beginnings to be the main thoroughfare linking the West End with Clapham. It is around 20 metres wide compared to the other streets, which are 12 metres wide. Its buildings also reflect its civic importance.

4.46 The streets were constructed using large granite kerbs and York Stone for pavement surfaces. York Stone has survived in St. Philip Street and Broughton Street. Elsewhere granite kerbs have been retained but York Stone has been replaced by 900 x 600 paving slabs in Emu, and Ingelow Roads, and in Stanley, Tennyson, Southolm



Figure 32 : Original York stone paving seen in St Philip Square and Broughton Street

and Prairie Streets. In Queenstown Road these have been replaced again with 400 x 400 paving slabs and intermittent red concrete blocks. In Montefiore Street the footways have a rather patchwork appearance with a combination of red and grey rectangular blocks and 900 x 600 paving slabs.

4.47 Original granite setts have been retained at the entrances to Queenstown Mews, 1a Broughton Street and the entrance to 274-276 Queenstown Road, which leads into Patcham Terrace. The granite setts add to the character of the area.

4.48 Around the Broughton Street and Queenstown Road junction there is a plethora of street furniture including guard railing, bollards and signs. There are considerable lengths of guard railing adjacent to the Queenstown Road below the railway bridge near Ravenet Street, but this is required for safety reasons due to the carriageway being much lower than the footways.



Figure 33 : K2 telephone kiosk on Thackaray Street



Figure 34 : A traditional lamp post in St Philip Square

4.49 Ravenet Street (formerly Russell Street) forms a pedestrian link to the Rollo Estate and also to Battersea Park. The route is crossed by two railways, the high level arch carrying the Victoria to Clapham Junction railway and the lower level arch carrying the 8 tracks between Waterloo and Clapham Junction. The footway for pedestrians is dark and foreboding.

4.50 At the corner of Queenstown Road and Battersea Park Road a diagonal pedestrian phase has been incorporated to facilitate pedestrians crossing. However, the guard railings, signing and waymarking detract from the character and appearance of the junction.

4.51 Around St. Philip Square traditional lamp columns in a Victorian Style have been erected, which are appropriate to the scale and character of the square.

4.52 Near Queenstown Road Station the west side of the footway has been converted to a cycle route for safety reasons, though few cyclists appear to use this route.

4.53 There are a few examples of historic street furniture that have survived, most notably K2 type telephone kiosk in Thackary Road, which is grade II listed. Nearby at the junction of Broughton Street and St. Philip Street is a good example of an Edwardian post box.

4.54 On-street parking exists in the streets and this is covered by a controlled parking zone. Off-street parking is almost non-existent because the existing front gardens are insufficient in size that would allow off-street parking.

Trees and green space

4.55 There are few street trees in Queenstown Road, though most of the streets do contain a variety of species of tree, notably Norway Maple, Pillar Apple, Whitebeam, Cherry and Hawthorn. The London Plane trees planted around St. Philip Square are noteworthy. Their scale and size help to reinforce enclosure to the streets, define the square and give a special amenity to the street scene.

4.56 There are three green spaces within the conservation area. The largest is the small park and play area in Montefiore Street. The site was initially used for temporary housing following the loss of the buildings due to enemy action during World War two and then these were taken down and the site was laid out as public open space. The play facilities were replaced in 2008-09 as part of an improvement scheme by Wandsworth Council. There are a number of important trees on this site.



Figure 35 : The park on Montefiore Street

4.57 The site of 141-147 Queenstown Road was formed following the loss of four buildings due to enemy action in World War two. The buildings originally formed a unified terrace comprising nos. 131-149 Queenstown Road. No. 149 now stands in

isolation from the rest of the terrace. Temporary housing was erected on the site initially but was taken down and the site laid out as open space. It provides a small informal open space and the few trees contribute to the street scene, but the loss of the buildings appears like a set of teeth with some missing. The original buildings were part of a set-piece providing enclosure to the west side of St. Philips Square.



Figure 36 : Small gardens and few trees in Broughton Street

4.58 Gardens to properties are very small, only about a metre deep at the front and only around 5 metres at the rear. This effectively precludes the planting of large trees. Front gardens are often concreted over and used to store refuse bins. A number of original Victorian tiled paths have survived. These are of red and back diamond shaped tiles in Emu and Queenstown Roads.

Views

4.59 The most important view is the one down Queenstown Road towards Battersea Power Station, whereby the chimneys to the building, a London landmark, dominate the view.



Figure 37 : View from St Philip Square towards Battersea Power Station

4.60 Views within the conservation area focus upon St. Philip Church and the square within which it forms part.

4.61 Glimpses into the granite sett courtyard beneath the arches to the Victoria to Clapham Junction railway show the surviving small scale domestic buildings adjacent to Patcham Terrace.

4.62 Views out of the conservation area along Broughton Street and Silverthorne Road are marred by the industrial landscape of the former railway lands to the east.

5. CONCLUSION AND ASSESSMENT OF CONDITION

5.1 Many properties in the conservation area are owned by the Peabody Trust, who have ensured that the properties they own are well maintained and retain most of their original architectural features. Peabody owns properties in Stanley Grove, Broughton Street, St. Philip Street and Queenstown Road. Elsewhere, most original architectural features, such as original doors and windows survive intact.

5.2 The infill development in Montefiore Street has picked up on the essential character and appearance of the street through the gables and bay windows and makes a positive contribution.

5.3 The main threat to the character and appearance of the conservation area arises from insensitive alterations to buildings. These involve replacement of timber sash windows in an array of styles and materials most notably including UPVC, replacing timber doors in a different type, painting, rendering and pebbledashing external elevations, and erecting an assortment of walls and piers.

5.4 These alterations are mainly confined to Ingelow, Silverthorne Roads. This is primarily due to the fact that in Ingelow Road, many of the houses are single family houses where currently there are no planning controls over the types of alterations referred to above. Similarly with maisonettes and flats, whilst planning permission is required to alter windows and doors, it is not required for painting brick facades. Moreover, some properties were altered before the area was designated a conservation area. Furthermore, there have been changes in the General Permitted Development Order and alterations, such as pebbledashing and rendering of brick facades was only brought under control since 1 October 2008.

5.5 Due to the small size of front gardens it is not possible to lay out front garden areas for car parking and therefore front gardens are not marred by vehicular parking. All car parking is on-street, which is within a controlled parking zone.

5.6 Queenstown Road (A3216) is a major through route carrying high volumes of traffic and is also a bus route. Silverthorne Road is secondary road (B224) and also carries a high volume of traffic. Silverthorne Road provides access to the industrial areas including cement works, bus depot and food distribution business and carries a high proportion of heavy vehicles. This can be a source of noise and pollution.

6 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.

There are three listed buildings within the conservation area. Pictures of these buildings can be found in the conservation area appraisal in part one of this document. The listed buildings are:

St. Philip Church, St. Philip Square

Grade II

1869 by J T Knowles (later Sir James Knowles). The church is of Kentish rag in early and later Middle-Pointed style. It has nave and aisles, transepts and apsidal chancel and a low tower at the liturgical south-west. There was to have been a tall spire. The tower has angle buttresses with turrets and at the high bell stage lofty traceried openings. The 6-bay north aisle has stepped buttresses to the piers between the windows and a parapet above of blind arcading. The south aisle is similar but of 4-bays only, with a gable south porch having clasping buttresses. The south transept has angle buttresses, a 2-lancet window and a rose window above. The north transept also has a 2-light window. The 7-bay apsidal chancel has stepped buttresses and continues the line of the parapet of blind arcading. The interior is reminiscent of Gilbert Scott's work, with lavishly carved foliage and apse with geometrical tracery. The east windows are 1954, by T D Randall of Faithcraft.

Vicarage and boundary wall to St Philip Church

These are curtilage structures associated with the church and therefore deemed to be part of the listed building. This means that listed building consent is also required for works to these buildings. The vicarage is a two storey brown brick house with stone dressings, hipped roof and gothic entrance. It was probably built at the same time as the church. The ragstone wall surrounding the vicarage and church also forms part of the significance of this group.

Queenstown Road Station, Queenstown Road

Grade II

Railway station. 1877 and 1909 for the London and South Western Railway. Yellow stock brick with a red and glazed brick front and a slate roof to the street building. Timber framing with a corrugated asbestos roof to the island platform building.

Street elevation: 1909. Two storeys with a brown glazed brick plinth and red brick above in the 'Old English' revival style. The central door is pedimented and is surrounded by an 8-light timber mullioned window with three transoms. On the left is a 2-light window flanked by plain brick pilasters and on the right by a taller 2-light window. Frieze with L.S.W.R QUEENS ROAD STATION on it. Above this is a narrower second storey flanked by rusticated pilasters and crowned by a broken pediment containing a blind tympanum. Below this is an 8-light window. To the right of the building the station was originally entered under the bridge through a semi-circular headed arch with moulded surround.

Interior: The 1909 building contains the Booking Office and has the ticket windows etc. all complete and painted in the colours of the Southern Railway. A brick subway leads to the island platform.

Island platform: 1877. This has a gabled timber framed structure, which is carried on twelve pairs of square timber posts with decorate cast iron brackets supporting king post trusses and a central lateral girder. The canopy is open at the north end but to the south has a simple boarded building with blocked windows and doors, the windows being 3 over 3 pane sashes. This building incorporates five of the canopy posts. The end wall at the head of the staircase has the ticket office window and the south end wall a plain doorway. The canopy has a plain unfretted valance.

Disused platform: This runs in front of the 1909 building and runs over the railway bridge with rear windows onto the street. Plain canopy carried on steel trusses. When built it was known as the 'Up Windsor' platform.

History: This station was opened as Queens Road in 1877 and was then only the surviving island platform reached by a staircase from the street though an archway under the bridge. It was built as a part of the works involved in the widening of the approach lines to Waterloo. The station was served by the trains of two companies, the L.S.W.R's Windsor line services and the L.N.W.R's Willesden service. This station was extended by the addition of a third platform and a new booking hall etc. in 1909. This third platform remains but is now disused. British Rail renamed the station Queenstown Road in 1980.

K2 telephone kiosk, Thackeray Road

Grade II

Telephone kiosk. 1927. Designed by Giles Gilbert Scott. Cast iron. Square kiosk of K2 type with domed roof, perforated crowns to top panels and glazing bars to windows and doors.

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 buildings were added to the Council's Local List by the Council's Executive on 22 November 2010.



Picture 1 : School by Robson

The former Tennyson Street School Buildings

Thackaray Road

These three buildings formed the original Tennyson Street School. The buildings were built at different times and using different detailing. The two western buildings were built in 1876 and were designed by the first principal architect for the London School Board, E. R. Robson. They are built of yellow

stock brick with red brick dressings. The ground and first floors have retained their large 8 and 12 pane vertical sliding sash windows with hinged opening lights above.

The smaller building to the east of the site was built between 1895 and 1916 as an extension to the main school. This small building was designed by the second principal architect to the London School Board: T. J Bailey, who lived locally in Queenstown Road. It is a two storey, yellow stock brick construction with red brick to the window surrounds and quoins. It has two Dutch gables to the Silverthorne Road frontage. The vertical sliding timber sash windows are arranged in 12 panes. Decorative iron railings to the street frontage survive.



Picture 2 : School by Robson



Picture 3 : School by Bailey

London, Brighton & South Coast Railway Bridge

Queenstown Road, south of junction with Battersea Park Road

The cast iron facings and parapet form an interesting original architectural feature to bridge, which constructed around 1865 for the London, Brighton and South Coast Railway. It is only the northern half of the bridge that is of interest.



Figure 38 : Railway Bridge

45 Queenstown Road

The shopfront has a central recessed entrance with panelled stall risers to each bay and a front door to the living accommodation above. The shop windows have a clear lower portion with six panes above, and the timber entrance door is similarly designed. The shopfront is framed with pilasters to each side with decorative corbels. A slim timber fascia panel with cornice above completes the picture. Signing has been tastefully achieved with individual lettering to fascia panel and windows. (Photograph in part one).

Nos. 102-104 Queenstown Road

Designed by T.J. Bailey, second principal architect to the London School Board. Built between 1870 and 1895. A pair of yellow stock brick houses with slightly projecting bays finished with very distinctive Dutch gables. Red brick has been used for surrounds to windows, bays, and string courses. At first floor each pair has a large tripartite window crowned with triangular pediment to central portion. The window to the central portion is divided into six panes to each timber casement, with flanking three pane windows. All have multi-paned transom light above with leaded lights and coloured glass. A brick central chimney crowns the roof.



Figure 39 : Nos. 102 - 104 Queenstown Road



Figure 40 : Nos. 106 - 108 Queenstown Road

there are three windows to each pair with 6-over-6 panes with transom light. At attic storey each pair has triple gabled dormers, again with timber sash windows of 6-over-6 panes with transom. The steeply pitched roof covered in plain clay tiles is crowned by a central massive red brick chimney.

Nos. 106-108 Queenstown Road

Designed by T.J. Bailey, second principal architect to the London School Board. Built between 1870 and 1895. A pair of three storey symmetrical Queen Anne revival houses with full attic storey. They are constructed of yellow stock brick with red brick used for window surrounds and corners. The ground floors of each pair are divided into two arched bays, with large window and entrance door. The timber sash window to ground floor bay is 12-over-12 panes, whilst at first floor



Figure 41 : No. 112 Queenstown Road

covered in plain clay tiles with central chimney.

Nos. 110-112 Queenstown Road

Designed by T.J. Bailey, second principal architect to the London School Board. Date given in brickwork on the building: 1879. A pair of Queen Anne revival / Arts and Crafts style houses of three storeys with attic storey to 110 and a gabled front to no. 112. The whole is constructed in yellow London Stock brick with red brick used around windows and panels to gable front. Ground and first floor windows to no. 110 are 12-over-12 timber sashes, whilst those to the attic storey are timber casements. The first floor windows and entrance porch have a central key stone to no. 110. The first floor to no. 112 has a large slightly recessed French window with balcony railings and a large circular stained glass window divided into nine segments, a square central segment surrounded by eight segments. The whole is covered with a steeply pitched roof

Nos. 114-116 Queenstown Road

A pair of large two storey houses with attic storey by architect Tom Jeckyll, commissioned in 1875. They are Queen Anne / Neo-Georgian in style, built in red brick with a dark purple brick to window and door surround. Symmetrical elevation. The roof is covered with plain clay tiles, with four hipped dormers and three massive chimneys, the central one being a pair. The doors are timber divided into four panels. The windows are timber sashes, the upper ground floor ones being 9-over-9 and the first floor being 4-over-4.



Figure 42 : Nos. 114 - 116 Queenstown Road

Nos. 118-120 Queenstown Road

A slimmer version of nos. 114-116 of two storeys plus basement and attic storey. Tom Jeckyll was commissioned to design these in 1875. Purple brick string courses and triangular pediments to porches and massive red brick central chimney stack. Windows are timber sashes, with 9-over-9 panes to upper ground floor and 6-over-6 to first floor.



Figure 43 : Nos. 118 - 120 Queenstown Road

220-220a Queenstown Road

Four storey Classical composition in red and yellow brick, with the yellow brick being used for surrounds to windows and string courses. The buildings were constructed between 1870 and 1895. The front entrance has a Classical doorcase in timber with a triangular pediment and dentil cornice. The current windows are casements, but the originals were most probably timber sashes. The rear parts of the building are of similar size, but constructed in stock brick with simpler details. The two buildings have been linked at roof level in recent years.



Figure 44 : 220 and 220a Queenstown Road



Figure 45 : The Queen's Arms

the timber sash windows is a decorative valence.

The Queen's Arms, 139 St. Philip Street

This is a three storey building in the Classical Style by J. T. Knowles and built around 1865-1870. It is constructed of yellow London stock brick. The ground floor has five bay frontage to St. Philip Street framed by engaged pilasters. On the corner of Robertson Street a single bay is flanked by two Doric columns, possibly an original entrance. The pilasters and columns support a cornice which acts as a string course, which runs through as part of a single storey ground floor projection to the Robertson Street frontage. It has timber sash windows to first and second floors with dentil cornice separating first and second floors with dentil cornice to parapet roof. Above all

PART TWO: MANAGEMENT STRATEGY

1. MANAGEMENT STRATEGY

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 Park Town Estate Conservation Area and what residents and businesses can do. The management strategy was made available for public consultation in September 2010 and was approved along with the conservation area appraisal on 22 November 2010.

Boundary review

1.2 As part of the appraisal process, the boundaries of the Park Town Estate Conservation Area have been reconsidered. Although minor changes could be made, these were considered largely unnecessary for the preservation or enhancement of the conservation area.

The planning process

1.3 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.

1.4 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).

1.5 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.

1.6 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.

1.7 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.

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

Heritage assets and positive buildings

1.9 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."

1.10 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.

1.11 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 typologies map in the appraisal along with green space that is also considered of importance.

1.12 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.

1.13 be heritage assets that are not designated as listed or locally listed buildings, but

Communication with residents

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

1.15 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.

1.16 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.

1.17 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.

1.18 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

Guidance on alterations to buildings

1.19 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.

1.20 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.

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

Enforcement

1.22 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.

1.23 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

Listed buildings

1.24 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.

1.25 If you think a building should be listed, you may write to English Heritage giving details of the building and why you think it should be listed. Further details are available from them, see their details at the end of this document.

1.26 Listed buildings in this conservation area are shown in Appendix 1 and on the typologies map in the appraisal.

Locally listed buildings

1.27 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.

1.28 The following buildings in Park Town Conservation Area are on the Council's Local List. These are:

- London, Brighton & South Coast Railway Bridge, south of Battersea Park Road and crossing Queenstown Road
- 45 Queenstown Road (shop)
- 102-120 Queenstown Road
- 220 & 220a Queenstown Road
- The Queen's Arms Public House, 139 St. Philip Street
- Former Tennyson Street School, Thackeray Road

1.29 For a detailed description of these buildings see Appendix 2 to the conservation area appraisal.

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

www.wandsworth.gov.uk/downloads/200129/locally_listed_buildings

Archaeology

1.31 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.

1.32 The Park Town Conservation Area does not lie within an Area of Archaeological Priority.

Trees

1.33 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.

1.34 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.

1.35 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/508/tree_preservation_orders

1.36 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

1.37 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.

1.38 There are York Stone footways in Broughton and St. Philip Streets which should be retained. Elsewhere in the conservation area footways have been paved in small rectangular paving blocks and we recommend that these should be replaced with traditional format paving slabs over time.

New development in the conservation area

1.39 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.

1.40 The building typologies map in the conservation area appraisal shows buildings and spaces which are important to the character of the conservation area and should therefore be retained and looked after.

1.41 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.

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

1.43 The Council's Site Specific Allocations Document (SSAD) sets out sites for future development in the borough and is available on our website. The Patcham Terrace site contains some elements within the Park Town Conservation Area which include the positive buildings at 177-179 Battersea Park Road, the London, Brighton & South Coast railway bridge (locally listed) and the granite sett courtyard beneath it on Queenstown Road.

1.44 For this site the main proposal by Network Rail is for a mixed use development involving commercial and residential use, with a pedestrian link between Battersea Park Road and Queenstown Road Stations, and better use of the railway arches.

1.45 The site of nos. 141-147 Queenstown Road represents a gap site within the street frontage, and the original terrace (Church Terrace) comprising nos. 131-149 enclosed the west side of St. Philip Square. This could provide an opportunity to repair the street frontage by reinstating the lost part of the terrace.

1.46 The industrial area adjoining the conservation area to the north-east is subject to a separate study to investigate how to make better use of the industrial area, improve accessibility within the area and the appearance of the public realm (streets and open spaces). Of particular importance will be the treatment of the frontage to Silverthorne Road and any proposals to improve this.

Grants

1.47 The Council's Conservation & Enhancement grants budget was suspended in response to the Government's Comprehensive Spending Review of 2010. No further grants will therefore be offered until further notice. Any changes to this situation will be announced on our website.

1.48 Town Centre Improvement Grants and Business Improvement Scheme grants remain available for small businesses mainly to improve commercial premises and shopfronts. These are available from the Council's Economic Development Office (contact details at the end). Grants to bring empty homes back to a habitable standard are also available from Environmental Services and further details of these is available from the Grants Helpline on 020 8871 6127.

1.49 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

1.50 Any grant aided work carried out in the conservation area should comply with the guidance in this appraisal and management strategy and any issues arising from this should be discussed with the Conservation & Design Group to avoid problems.

Section 106 agreements

1.51 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 and it is recommended that these are used for conservation area enhancements where possible.

1.52 Currently there is only one site identified within the conservation area where development is envisaged that would likely to involve any section 106 contribution which is Network Rail's Patcham Terrace site to the north of the conservation area. Any funding available could be used for public realm improvements.

2. Conservation Area Guidance

2.1 Looking after the special character of the Park Town Estate Conservation Area is a partnership between all those who live, work and use the area, the various departments of the Council, and also the Peabody Trust. There are many things you can do, such as looking after original features where they have survived, reinstating lost features or removing unsightly intrusions to improve not only your property but the value and appearance of the overall area.

2.2 Conservation areas are all sensitive to change and even a minor change can have a detrimental effect on the overall character of the area. We recommend that alterations should differ as little as possible from the original style and fabric of the building. The guiding principle for all buildings in conservation areas is to repair and maintain rather than replace. If replacement is unavoidable, then an exact replica of the original is always best. This section aims to give some basic guidance on the building elements that are important in the conservation area and can often be controlled by the Council's Planning Service.

Reinstatement of missing features

2.3 Throughout this section and the character appraisal you will find items in your conservation area that are important to the character of the area, but may be missing from your property. Wherever possible, try to reinstate missing features from decorative stucco detail, through to timber framed windows and doors. Grants may be available to help you do this. See the Grants paragraph in the previous section.

Windows

2.4 Windows are generally vertical sliding single-glazed timber sashes, with the patterns distinctive to the different terraces in the streets in the conservation area. It is important that these types of window are retained in the conservation area to maintain the unity of the houses. Where lost, owners are advised to reinstate this type of window taking care to faithfully replicate the details and dimensions such as the width of glazing bar and the design of the horns.

2.5 The installation of windows of a different pattern, design and construction material, such as aluminium should be avoided, Upvc windows usually fail to replicate original detail sufficiently and are also not recommended. Double-glazed timber windows to match the original type can usually be obtained, however, installing new airtight windows can cause damp in traditionally constructed buildings and therefore the correct ventilation would be necessary.

2.6 Old windows lose heat through the glass and through gaps between the frames, however they can easily be overhauled and draughtproofed and some companies specialise in this (ask the Conservation & Design Group for details). Installing secondary

glazing matches the regulatory requirements for new windows whilst retaining the original windows. Even the use of shutters, blinds or curtains has been proved to reduce heat loss by between 41-58%. English Heritage provides advice in their publication *Energy Efficiency in Traditional Buildings* and have published *Research into the Thermal Performance of Traditional Timber Sash Windows*. See their websites www.english-heritage.org.uk

Front doors

2.7 Front doors include the following types: four panel timber doors with two upper panels glazed and four solid timber panels (Ingelow Road); four panel timber doors with two upper panels glazed and two panel solid timber doors (St. Philip Street) and four panel solid timber doors (Southolm Street and St. Philip Street); seven panel timber doors with upper five panels glazed (Silverthorne Road); eighteen panel timber doors with 6 solid lower panels and 12 upper panels glazed (Queenstown Road); eight panel timber doors with two solid panels and six upper glazed panels. See photographs below to check out your door type. Read the character appraisal to find out what the original door type for your street or house is. Alternatively, look at your neighbours' front doors. If you are part of a pair of houses, see what your next door neighbour has. Find other houses in your street that have the same original features as yours and ask a joiner to copy their door, if original. Doors are usually painted timber and modern materials such as upvc are out of keeping.

Roofs

2.8 Roofs are generally natural slate in the conservation area and should therefore be recovered in slate when renewal is needed. Keep as many good slates as you can as these can usually be used again. Roof extensions should be designed to complement the character of the house. Generally there are very few roof extensions and this may be due to insufficient height within the roof space due to low pitched roofs.

Chimneys

2.9 Chimneys should always be retained and rebuilt if they have become unstable. These are the terminating features of houses and their existence gives a satisfying rhythm to a street.

Front gardens and boundaries

2.10 Front gardens and their boundary treatments represent a small area of open space that is part private and part public. The planting in gardens is important in creating a softening effect on the surrounding buildings. Front gardens should therefore be kept planted and hedges are recommended. Boundary treatments were originally iron railings on a plinth or surmounted on a low wall. It is inappropriate to replace an original

boundary treatment with an inappropriate one even to raise the height of the boundary as these disrupt the uniformity of the street. Grants to reinstate original boundary treatments are available.

Extensions

2.11 The character appraisal identifies that back gardens and yards in the conservation area are extremely small. This makes the rear of properties particularly sensitive to alterations and extensions in terms of their potential impact on neighbouring properties in view of the close proximity of windows to neighbouring buildings.

2.12 Alterations involving extensions and roof additions to the rear, and particularly roof terraces and balconies can impact on neighbouring properties in terms of overlooking and be visually invasive. In these circumstances it is essential that any proposal does not have a detrimental impact on the enjoyment of neighbouring properties.

2.13 As most properties within the conservation area are flatted accommodation there is no permitted development and therefore planning permission would be required for this work.

Shopfronts

2.14 All early shopfronts of historic value should be retained and looked after. The character appraisal indicates some of the shopfronts of value, but others may exist. Traditional materials such as timber are recommended in the conservation and many shopfronts currently offer the opportunity for improvement. Historic shop surrounds, including narrow raked fascia boards, tessellated thresholds and carved console brackets and pilasters should always be kept and repaired.

New buildings

2.15 It is Council policy to protect the buildings that make a positive contribution to the character of the conservation area and these are shown on the typologies map in the conservation area appraisal.

2.16 Where there are opportunities for new buildings that do not involve the loss of a positive building or a space that is of value to the character and appearance of the conservation area, a new building may be acceptable. The appraisal gives details of the characteristics that are special to the conservation area and these characteristics, such as scale, mass, height, quality, and visual interest should be echoed in a new building.

2.17 Only buildings of the highest quality that will enhance the character of the conservation will be recommended for approval and all proposals for new buildings should benefit from discussions with the Conservation and Design Group before submission.

Gas and electricity meters

2.18 Exterior gas meter boxes are of three types; built-in, surface-mounted, and semi-concealed. They can be painted an appropriate colour to match the external appearance of the building. Surface-mounted boxes tend to be visually obtrusive and are not recommended for use on historic buildings. Semi-concealed boxes are preferred. Developers involved in conversion of houses to flats are advised to agree meter positions at the time the conversion is contemplated and to show them on plans submitted with planning applications. Normally, meter boxes can be sunk into the ground and the larger pre-payment ones can be split to have the electronic tokens operative on the inside with the meter box sunk into the ground externally.

2.19 Electricity meters are similar in nature and wherever possible their installation inside the building is the most desirable position.

Sustainability and energy efficiency

2.20 Looking after existing buildings is an inherently sustainable act as old buildings embody the energy that was used to create the materials and build them in the first place. Traditional buildings function in a different way to modern buildings. Unmodernised houses lose naturally generated moisture through windows and doors that are only loosely sealed; through open fire places; and also by occupants airing the house daily. When sealing an old building to prevent heat loss it is important not to impede ventilation which will eventually cause damp problems.

2.21 However, old buildings can be unnecessarily draughty and it is sensible to prevent excessive heat loss before considering installing micro generators such as solar panels and wind turbines. It is also wise to carry out all energy saving measures possible to avoid generating energy needlessly. When thinking about where to locate such equipment it remains crucial to conserve the appearance and character of the conservation area and street as a whole. Obvious discreet and unobjectionable locations include rear roof slopes, back gardens, shed roofs or even valley roof slopes that are concealed by a parapet.

2.22 The need to conserve energy does not have to conflict with the need to conserve the character of the conservation area. If both requirements are considered in a balanced manner, it should be possible to achieve both objectives without harm to either.

2.23 Finally, it is useful to remember not to focus all your efforts on reducing energy loss in the home and forget about other areas of your family's life. Plane journeys, car use, food and commodity miles are all equally important. Work out your carbon footprint at <http://carboncalculator.direct.gov.uk> and find more advice on energy saving at www.climatechangeandyourhome.org.uk and www.energysavingtrust.org.uk.

Planning permission

2.24 Many of the works mentioned in this section will require planning permission. Please contact the Conservation and Design Group to discuss your proposal before carrying out works and check whether planning permission is required. Enforcement action will be taken against unauthorised and harmful works. See the section "What works require consent" for further information.

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 development control teams on 020 8871 6636

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

4. How to make a planning application

4.1 This is a brief introduction to making a planning application for works to a building in the conservation area.

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 at Wandsworth Council's town hall extension on Wandsworth High Street to collect a form or telephone us (see Contacts).

www.planningportal.gov.uk

Making your application

4.3 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.

4.4 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. For applications to replace doors or windows, it is usually sufficient to include a photograph to show the existing door or window, but the drawing for the proposed item must be to scale of at least 1:50.

4.5 When we receive your application we will allocate a case officer who will deal with your application and be your main contact. If you have an agent, correspondence will be automatically conducted with your agent unless otherwise requested.

Pre-application advice

4.6 You are welcome to ask for advice on your proposed development before making your application. From 1st April 2012 the Council will charge a fee for giving pre-application advice. The fee for a small householder application such as an extension will be £100. Further information can be found and the pre-application request made through our website.

4.7 Planning officers are available to give basic information between 9.00 am - 1.00 pm on a drop in basis at the One-Stop counter.

Design & access statements

4.8 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 draw up your proposals should help you to choose a design that will conserve or possibly even enhance the building's appearance.

4.9 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.

4.10 The Design and Access Statement does not need to be long if it is for a small proposal. You could start by answering the following questions:

- Is the building listed, locally listed or shown as a positive building in the conservation area 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? eg. 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.

4.11 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.

4.12 If these guidelines are followed for a small proposal, a separate Heritage Statement is unlikely to be necessary. Heritage Statements are usually only required for large or complex schemes and for substantial works to listed buildings.

Planning policy

4.13 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.

4.14 Government guidance is given in Planning Policy Statement 5: Planning for the Historic Environment and the separate practice guide associated with it. These are both available from English Heritage's website.

4.15 Other parties will be consulted for their views on your proposals and these may include neighbours and amenity groups as well as other Council services such as the Conservation and Design Group.

When will I get approval?

4.16 It takes eight weeks to process most planning applications (or 13 weeks for major applications). However if the correct information is not provided, the application cannot be validated and you (or your agent) will be told, within 10 days, what information is needed. The 8 or 13 week period only starts when all the necessary forms, drawings, documents and signatures have been received.

Building control

4.17 Approval under the Building Regulations is a separate requirement and you should check this with the Council's Building Control Service before carrying out your works (See Contacts for details).

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

Understanding Historic Buildings: A Guide to Good Recording Practice by English Heritage (Product code 51125) 2006

Books

The Park Town Estate and the Battersea Tangle by Priscilla Metcalf (London Topographical Society) 1978

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

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

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

Life and Labour of the People in London by Charles Booth, (Macmillan and Co.)

London County Council Bomb Damage Maps 1939-45, ed A. Saunders & R. Woolven (London Topographical Society)

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)

Suburban Style: The British Home from 1840-1960 by Helena Barrett & John Phillips (MacDonald & Co)

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

The Edwardian House Explained by Trevor Yorke (Countryside Books)

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

The Old House Handbook, A Guide to Care and Repair by Roger Hunt and Marianne Suhr (published in association with SPAB)

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

Website / Phone number

www.planningportal.gov.uk

Planning Aid for London

www.planningaidforlondon.org.uk
020 7247 4900

Funds for Historic Buildings

www.ffhb.org.uk

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

Organisation

Wandsworth Historical Society

Website / Phone number

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/LGNL_Services/Leisure_and_culture/Records_and_archives/

The Battersea Society

Email: planning@batterseasociety.org.uk
Website: 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 Group	020 8871 6646 or 6631
Conservation & Design Group (trees on private land)	020 8871 6631
Planning Enforcement Group	020 8871 6643
Building Control	020 8871 7620
Economic Development Office (shopfront grants)	020 8871 6203
Environmental Services (grants)	020 8871 6127
Wandsworth's Local Studies Centre	020 8871 7753
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
Arboricultural Service (trees on Council land)	020 8871 6370

This document was approved by the council's executive on 22 November 2010. Further copies are available on our website.

www.wandsworth.gov.uk/planning/conservation

If you have difficulty understanding this document or require further information, please contact:

e-mail: boroughplanner@wandsworth.gov.uk

**Address: Wandsworth Council
Planning Services
Conservation & Design Group
Town Hall, Wandsworth High Street
Wandsworth, SW18 2PU**

Tel: 020 8871 6646

**Or visit our website at:
www.wandsworth.gov.uk/planning**



Technical Services Department
Wandsworth Council