



Supplementary Planning Document  
London Borough of Merton



# South Park Gardens Character Assessment



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SOUTH PARK GARDENS  
CONSERVATION AREA

Character Assessment

London Borough of Merton  
2005

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## INTRODUCTION

### Conservation Areas

Conservation Areas were first introduced in 1967 and are defined as areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Pelham Road Conservation Area is one of 28 such areas within the Borough, and was designated by Merton Council in 1985.

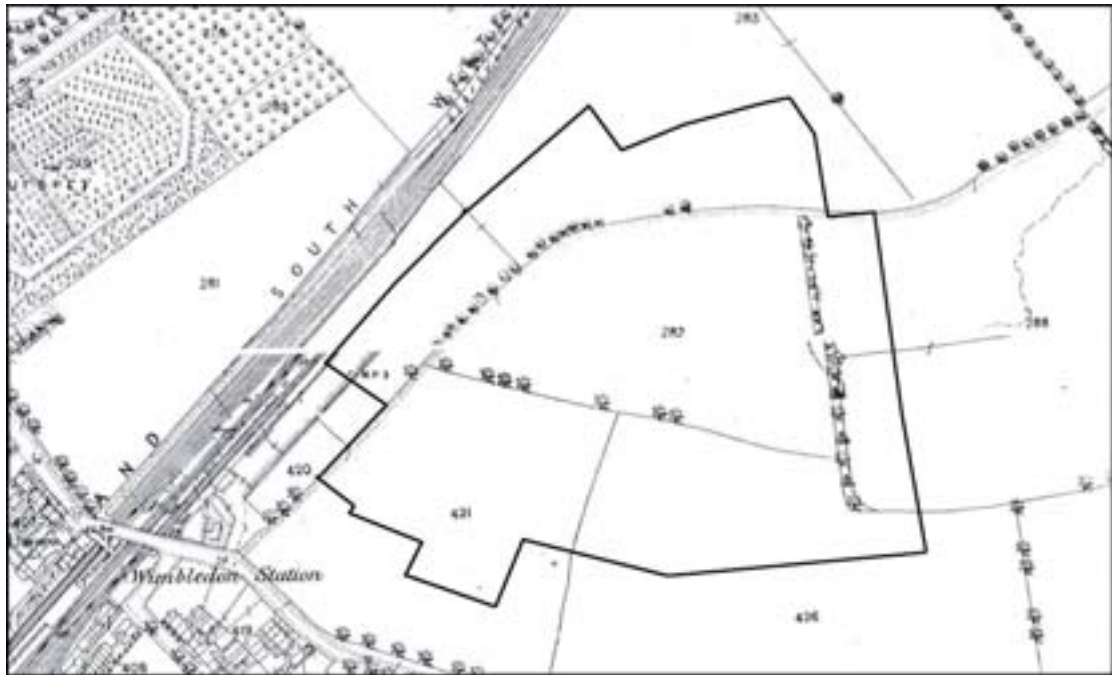
### Character Assessments

The Council is required to undertake character assessments of the conservation areas it has designated. It has already produced assessments of many of the Borough's conservation areas and this Assessment forms part of that programme.

The purpose of a character assessment is to set out the specific characteristics which merited the Area's original designation and which make it worthy of protection against unsuitable alterations or development. The assessments provide a tool to help the Council assess the impact of development proposals, and a guide for property owners and developers when designing new development, considering alterations to buildings and work to trees in a conservation area, by explaining the context to which any proposal will need to relate.

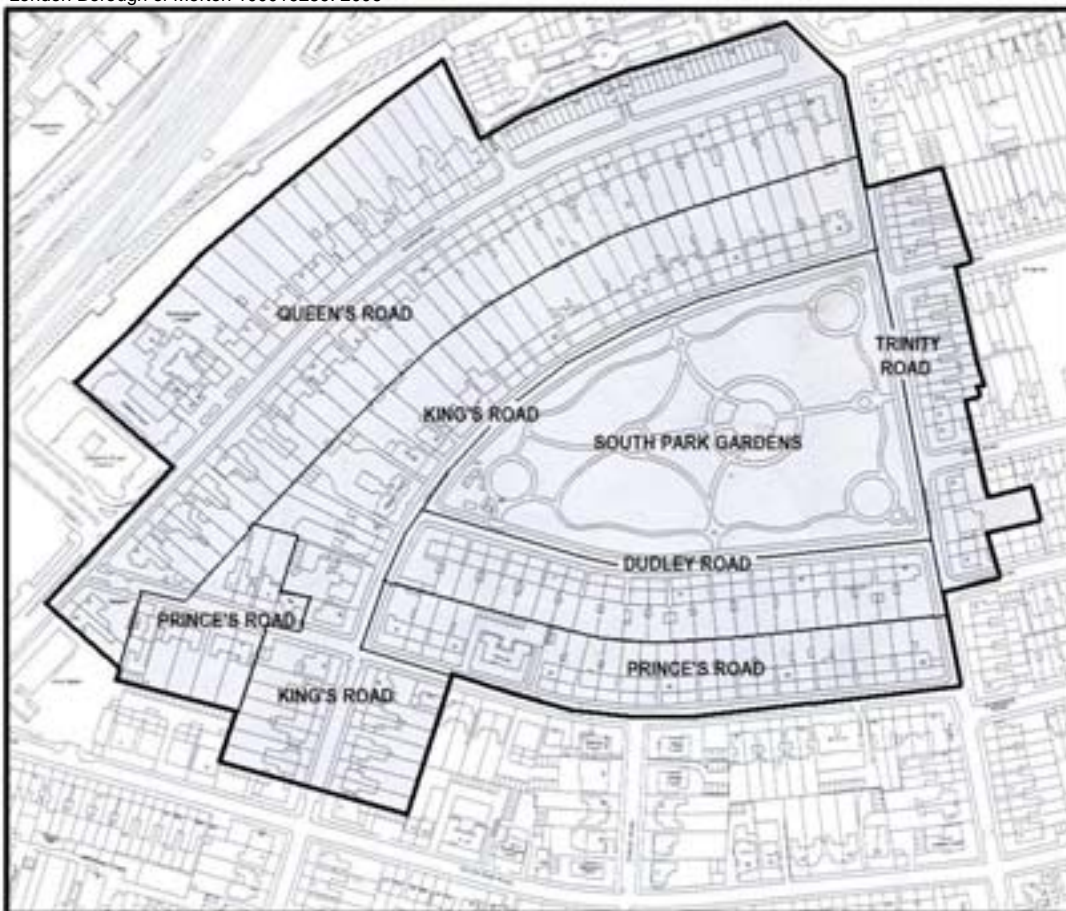
*Below: The axial arrangement of the centre of South Park Gardens*





Above, the area to the north-east of Wimbledon town centre in 1870, showing the appropriate position of the Conservation Area, and below, the extent of the Conservation Area today.

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## SOUTH PARK GARDENS CONSERVATION AREA

### Location and Extent

South Park Gardens Conservation Area is situated immediately to the east of Wimbledon town centre and consists of a concentric series of roads laid out around an area of public gardens which gives its name to the Conservation Area. The roads included in the Conservation Area comprise Dudley Road, part of Trinity Road and King's Road, on the south, east and north-west sides of South Park Gardens, and beyond them, the western part of Queen's Road, to the north-west, and parts of Princes Road, to the south.

### History

The series of roads was selected for designation in 1984 because they form a good example of a picturesque late Victorian layout around a landscaped garden. The 216 or so properties along the five roads are not of a uniform design and do not all date from the same time, the earliest having been built in the 1880s and the latest in 1923. But they all have certain basic features in common which justify their inclusion within a single conservation area.

### Character

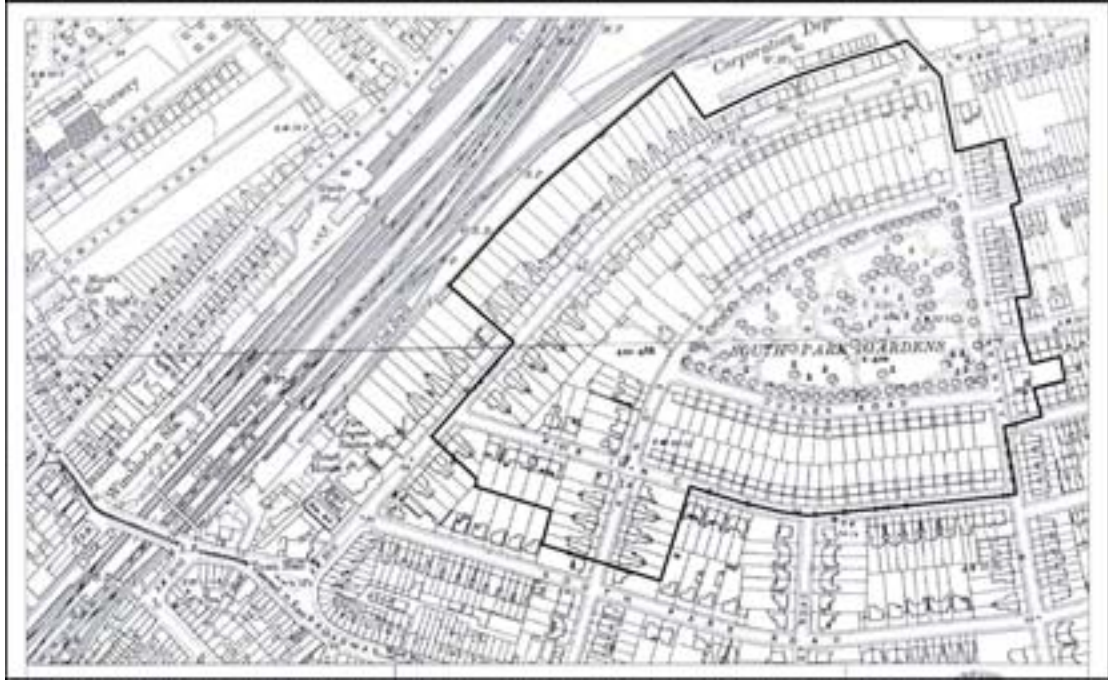
The South Park Gardens Conservation Area consists of residential development focusing on a park at its centre, and the shield shape of South Park Gardens itself, with its curving sides and the straight 'top' adjoining Trinity Road, may well have been determined by the desire to provide the optimum number houses with the most desirable views and orientation. Those with the most attractive outlook face south east on to the Park, and it was no doubt this location which determined the name of their address: King's Road. Appropriately, Queen's Road backs and follows the line of King's Road, while shielding it from the railway line to the north-west. Prince's Road runs between Queen's Road, past King's Road as far as Trinity Road, which faces on to the eastern side of the Park. However, Prince's Road does not adjoin the Park but it separated from it by Dudley Road, the only one of the four roads which does not allude to some royal or divine inspiration.

The houses in the Conservation Area consist mainly of two and three storey semi-detached villas, with some longer terraces in Trinity Road, set back from the road with small front garden areas behind brick boundary walls, and brick piers with decorative pedimented stone cappings which would originally have supported decorative metal railings. Characteristic features include patterned tiled paths, recessed front doors with tile reveals to the recesses and decorative stained glass panels to the front doors and entrance screens. Other distinctive features include contrasting coloured brick courses and door and window surrounds, decorative finials and ridge tiles to the roofs, and patterned barge boards on the gable ends.

The curve in King's road enhances its character, highlighting the quality of the houses, while the planting along the side of the Park, opposite, closes the views to the north and west. The curve in Queen's Road has a similar effect and emphasizes the prominence of the tall houses to the north-west. Although the houses on the northern side of Prince's Road are of similarly distinguished design to those in King's Road, the buildings on the south side are less so and have not been included in the Conservation Area. Unfortunately it is the south side which is emphasized by the slight bend in the Road. The bend in Dudley Road echoes that of Prince's Road and, even though the houses face north on to the Park, their setting is extremely pleasant and they enjoy the benefit of south-facing back gardens. Trinity Road is straight and serves as a busy traffic route between The Broadway and north Wimbledon. Because it is narrow, attempts have been to slow the traffic by means of chicanes etc, but the resulting clutter has eroded its attractive character.

Queen's Road and Trinity Road are through routes, while of the other three roads mostly terminate at junctions with other residential roads within or adjoining the Conservation Area, the exception being the southern end of King's Road, which culminates in the Broadway, beyond the Conservation Area. But despite the careful layout and orientation of the roads, no attempt has been made to provide focal points at the termination of any of them, the only exception being the western end of Dudley Road, where King's Court, an inter-war block of flats, creates a focal point of questionable merit.

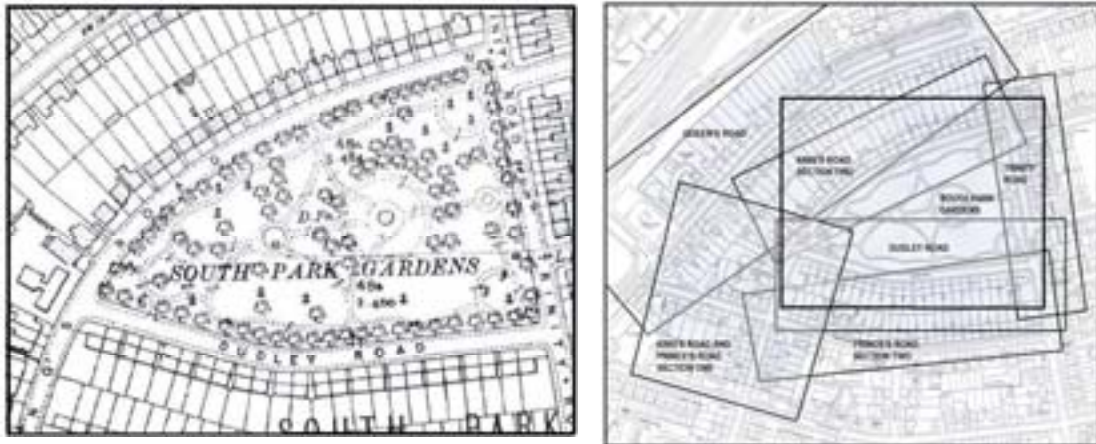




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*Above: The South Park Gardens area in 1910 and the boundary of the Conservation Area.*

*Below: Right, a key to the maps in each section of this Assessment and left, a close-up of South Park Gardens itself, from the 1910 map.*



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*Below, two views of the attractive landscaping of South Park Gardens: left, from within the Gardens and, right from King's Road*



## SOUTH PARK GARDENS

The area of c.2.4 ha (c.6 acres) now covered by South Park Gardens was purchased by Wimbledon Urban District Council in 1889 for £19,000. Work began on the layout of Gardens in 1901 and was completed at a cost of £10,000. By 1910 it had been laid out with serpentine paths, a drinking fountain and a bandstand, scattered trees and perimeter shrubberies, and named South Park Pleasure Grounds. In 1998 it was included in the national Register of Historic Parks and Gardens. According to a letter from Linda Heath-Brewer in the local paper *Your Local Guardian*:

*'The bandstand was built in 1913 and charity military band concerts were a regular event held under the rustic octagonal thatch, watched by the Edwardian spectators who could sit around the circle to watch and listen.*

*'There have been many plans to change the gardens across the years, and all have been resisted, by those who know and love the gardens. From 1907 there have been proposals to build tennis croquet and bowls facilities.*

*'Alas, many of the beautiful flower beds have disappeared. I can remember the arched rose walk leading between Trinity Gate and the bandstand.*

*'The tropical bed of spectacular design leading to a central spire in the very centre of the gardens, and the arrival of the raised carpet bed with its commemorative designs skilfully embroidered in tiny rock plants.'*

South Park Gardens are basically shield-shaped, with the 'top' of the shield forming the western side of Trinity Road, and the pointed base forming the junction of the western end of Dudley Road with King's Road. The perimeter was originally bordered by cast iron railings which were removed as part of the war effort in the 1940s, and the present boundary consists of chain-link fencing about two metres high. The present cast iron gates at the four entrances in Dudley Road, King's Road and Trinity Road, were added in 1994. The original layout has been retained and is broadly symmetrical, the only straight path forming the central axis between the eastern gate off Trinity Road, a marble drinking fountain of 1888, and a circular area of tarmac where the bandstand once stood. It was about 10 metres in diameter and was burnt down in 1959. Plans to reinstate it, together with seating, so that the Gardens could be used for concerts, pre-theatre performances and art groups, were considered in 1991, but shelved through lack of money.

The rest of the pathways are serpentine, leading around grassed areas with cut beds, most of which contain roses and occasional bedding plants, leading indirectly between the four entrances. Near the westernmost of the two entrances of Dudley Road is a grade II listed granite horse trough, and in the south-west corner is the gardener's compound, where the unsightly buildings form the only feature which detracts from the Gardens' attractive character. Although the flowerbeds may not be as sumptuous as they were during the early 20<sup>th</sup> century, they are still extremely attractive and well maintained. Some of the trees date from this period, including many of the evergreen oaks around the perimeter, which are thought to be overgrown shrubs, but the majority have been planted fairly recently. The curving paths lead indirectly between the four entrances. The Gardens are crucial to the character of the South Parks Gardens Conservation Area, and the Friends of South Park Gardens are engaged in remodelling it, including restoring the cast iron fence.

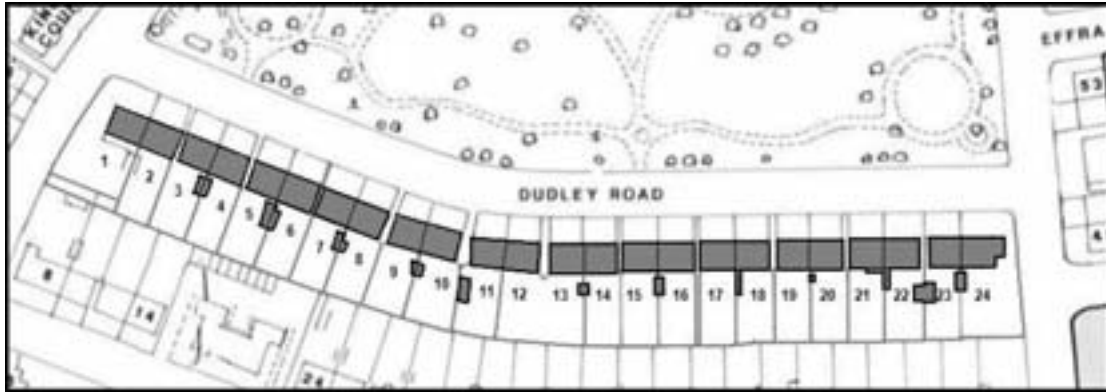
## DUDLEY ROAD

### Location and Character

Dudley Road borders the southern side of South Park Gardens and therefore enjoys the double benefit of having attractive north views into the Park and south facing back gardens. Because it is not a through road, the setting of the houses is generally peaceful and tranquil, unlike Queen's Road and particularly Trinity Road, immediately to the east.

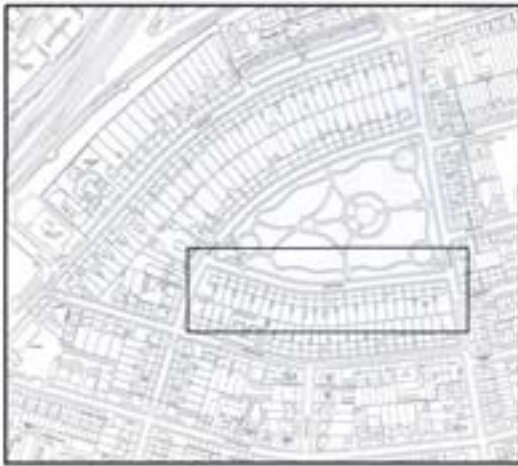
### Streetscape

Although all the houses in the road are of the same design, the slight bend in the road at its midpoint prevents it from being dull, the mature trees on the edge of the Park enhancing the vista. The road is pleasantly broad, allowing parking on both sides. The western end of the road is delineated by granite setts, forming part of the road works at the junction of King's Road and Prince's Road. The pavements consist of ASP with asphalt adjoining the granite kerbs, and the lamp standards are of Victorian design.



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*Above, map and, below left, location map of Dudley Road. Below right, a dog litter notice*



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*Above, Dudley Road from the west end showing, left, its relationship to the Gardens and, right, the large number of rear roof extensions. Below, two views of the houses in Dudley Road, showing variations in façade treatment: left, Nos. 1 and 2, and right, Nos. 13 and 14*





## Front Gardens and Boundary Treatments, Dudley Road

Most of the gardens are bordered with hedges, examples of the original paths survive at Nos. 3, 5, 21 and 22, and a number of properties retain their original front boundary walls and piers. However, a substantial proportion of the front gardens have been paved over to provide parking for cars and their boundaries removed, which has a negative impact on the character of the area.

## Buildings, Dudley Road

All the 24 semi-detached two-storey double-fronted houses are of similar design and closely mirror those lining the north-western curve of the Park along King's Road. They built in about 1901 and are all locally listed. They are of either London stock or red bricks with contrasting string courses, and slate or tile roofs. Canted double-height bays adjoin the end walls, with double windows each side of the party walls at ground floor level and single windows above.

Many of the buildings retain their original stained glass entrance doors and screens set back within recessed entrance porches, with decorative tile dado panels to the reveals. The windows are double hung sash with single panes to each sash. The double sash windows and entrance doors are surmounted by the same type of distinctive curved pediments found in other parts of the Conservation Area, such as King's Road and Prince's Road. The window surrounds to the bays and front doors, and the cills, lintels and central mullion to the other windows are rendered in white.

Further ornamentation includes rendered surrounds to the pediments and capitals to the jambs, rusticated brick jambs to the windows, and brackets to and inset panels under the first floor bays. Many of the houses have rear extensions, including mansard roofs. Variations to the general design are indicated below. All the properties make a positive contribution to the character of the Conservation Area.

**No. 1:** London stock brick with red brick string courses. It is the only property which differs significantly from the standard design, with a square brick surround to the entrance, brick surrounds to the bay windows and soldier brick lintels to the other pair of ground floor windows; the treatment gives the property a rather dull appearance compared to its neighbours and may be the result of later alterations. The house has a large single storey side extension built in the 1990s, a landscaped garden at the front bordered by a random rubble wall, brick gate piers and a hedge, and a high brick wall and side entrance gates.

**No. 2** has a landscape garden with a low rendered boundary wall and hedge.

**Nos. 3 and 4:** Red brick with London stock string courses. The front to No. 3 is largely paved and No. 4 landscaped. Both have low rendered brick walls and hedges.

**Nos. 5 and 6:** London stock brick with red string courses. No. 5 was converted into two dwellings, **5a** and **5b** in 1972. The front gardens are largely devoted to car parking and are bordered by low brick walls and planting.

**Nos. 7 and 8:** Red brick with London stock string courses. The front garden to No. 7 is landscaped and bordered with a low brick wall and hedge. That to No. 8 is largely paved, bounded by a low brick wall and pollarded trees.

**Nos. 9 and 10:** London stock brick with red string courses. No. 10 was converted into four flats in 1960 and in 1987 four car parking spaces were provided at the rear. They are both fronted by low brick walls and that to No. 9 is paved and has heavily pollarded trees.

**Nos. 11 and 12:** Red brick with London stock string courses. No. 12 was converted into two flats in 1956. Landscaped front gardens bordered by low brick walls, and a hedge to No. 11.

**Nos. 13 and 14:** No. 13 has been white rendered throughout, with block painted window frames and front door; the paved front garden is bordered by a low brick wall. No. 14 is of London stock with red brick string courses, and the front garden is largely paved and bordered by hedges.

**Nos. 15 and 16:** Red brick with London stock string courses. In 1972 No. 15 was converted into two dwellings, **Nos. 15** and **15a**. The gardens are largely paved and bordered with low brick walls and shrubs.

**Nos. 17 and 18:** London stock bricks with red string courses. The rendered areas of No. 17 are painted pale blue; the front garden is mainly paved and bordered with a low brick wall and shrubs. The rendered areas of No. 18 are of cream, and the front garden is paved.



Above: The southern end of King's Road, looking south from the junction with Prince's Road.  
 Below: Location map and map of the south part of King's Rd and the west part of Prince's Rd.



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Below: Left, view north from the junction with Prince's Road, and right, from the junction with South Park Road.



**Nos. 19 and 20:** Red brick and London stock string courses. The front gardens are largely paved, and bordered by low brick walls.

**Nos. 21 and 22:** London stock brick with red brick string courses. The front garden of No. 21 is planted and bordered with a low brick wall. That to No. 22 is largely paved.

**Nos. 23 and 24:** Red brick with London stock string courses. The garden to No. 23 is partly paved and bordered by a low brick wall and metal railings and gates. No. 24 has a single side extension, the rendered areas are in cream, and the front garden is bordered by a low brick wall and a hedge.

## KING'S ROAD

### Location and Character

King's Road forms a crescent stretching from The Broadway in the south to Trinity Road in the east. The road is considered in two sections: the southernmost section, between The Broadway and Dudley Road, is straight, with housing along both sides, and consists of Nos. 12 to 38 on the west side and 13 to 25 on the east. The second section, as shown on the map on page 14, follows the curving west and north sides of South Park Gardens and consists of Nos. 44 to 92. Nos. 56 to 90 (even) are all locally listed. The Conservation Area boundary does not extend as far as The Broadway but stops just short of the northern side of South Park Road.

### SOUTHERN SECTION: From Conservation Area boundary to Dudley Rd.

#### Streetscape:

This section of King's Road has little individuality or sense of enclosure, since the buildings at the southern end, in The Broadway have little impact, and to the north the road curves gradually to the right, the main visual stop to this view being King's Court. The pavements are of ASP with asphalt at the crossovers and the kerbs are of granite. Between the Conservation Area boundary and Prince's Road the pavements have been widened between the crossovers, bordered with granite kerbs and infilled with granite setts. Concrete bollards have been placed strategically to discourage car parking on the setts. The lamp standards are of Victorian design and there is a red letter box adjoining Prince's Road. There are few trees.

#### Buildings:

The houses, most of which were built towards the end of the 19<sup>th</sup> century, are mainly semi-detached. Except for Nos. 32 to 36 and King's Court, they are a series of variations on a basically similar design, those between the Conservation Area boundary and Prince's Road forming a particularly unified composition. At the southern end the front gardens to the houses on the west side are largely devoted to car parking. All the properties in this section of King's Road make a positive contribution to the character of the Conservation Area, except for Nos. 38 to 42, King's Court, whose contribution is negative because of its contrast in scale.

#### **South end, west side** (from the Conservation Area boundary to Dudley Road, even numbers):

**Nos. 12 and 14:** A semi-detached pair of three storey houses built in 1882, in London stocks with red rubbers to the rusticated corners, the arches to the entrance porches, and the first and second floor windows. Canted bay windows and adjoining entrance porches to the ground floor, and white painted barge boards to the front gables. Ornamentation includes white painted string courses at cill and window head levels, ornamental capitals to the springing of the porch and window arches, and semi-circular infill panels above the first floor windows. They were converted into flats in the 1970s, and monopitched roofed garages were added against the flank walls in the 1970s. The front boundaries are of low walls and hedges.

**Nos. 16, 18, 20 and 22:** A terrace of four three storey houses built in 1882, of identical design to Nos. 12 and 14, except that Nos. 18 and 20 are linked by three storey extensions topped by a parapet wall, built in 1978, which have been carefully designed to reflect that of the main blocks. Monopitch garages have been built against the flank walls of Nos. 16 and 22. Most of the front gardens are devoted to car parking, and the front boundary consists of a low brick wall with railings and a hedge to No. 16, an open parking area to No. 18, and ornamental balustrades to Nos. 20 and 22.



*Top row: Left, Nos. 15 and 13, adjoining the southern boundary of the Conservation Area; and right, Nos 18 to 22 showing the infill to Nos. 18 and 20. Second row: Left, No. 25, on the southern side of Prince's Road, and right, Nos. 28 and 30. Third row: Left, Nos. 32, 34 and 36, with their ornamental entrance porches, and right, King's Court. Bottom row: the Mediterranean style No. 48 and the less successful No 50, with its unsympathetic extension.*



**No. 24:** A detached house built in 1882 of similar design to Nos. 12 to 22, but two storeys and double fronted. The left hand wing has canted bays to both floors, topped by a full width barge-boarded gable, and the right hand wing has a canted bay to the ground floor and a small gable over the first floor windows. A large monopitch extension was built against the right hand flank wall in 1991. The front garden is devoted to car parking, the side boundary being open and the front boundary consisting of low brick walls with red rubber copings.

(Junction with Prince's Road.)

**No. 26:** A two storey double fronted detached house built in 1882 of similar design and a mirror image to No. 24, but with the left hand wing comprising canted bays to both floors topped by the original sloping roof. The front garden is bordered by a low brick wall, piers and a hedge, and a detached house, facing on to Prince's Road, built in the rear garden, faces on to Prince's Road.

**Nos. 28 and 30:** A pair of semi-detached two storey double fronted houses built in 1884, of similar design to No. 26 but with barge-boarded gables over each of the two-storied canted bays. The boundary consists of low brick walls and piers and hedges except at the north end to No. 30, where the boundary has been left open to permit access to a gravel driveway past the side of the house to a row of six garages at the rear. They were converted into seven flats in 1958 and extended at the rear in 1996.

**Nos. 32, 34 and 36:** Three single-fronted two storey houses built in 1903 with two storey canted bays in white render under pitched roofs. The roof and first floor bays are supported on ornamental brackets and the corners of the bays have ornamental capitals. The rendered porches to the recessed entrance doors are decorated with arches, keystones and ornamental capitals. The front boundary consists of low walls and hedges interrupted by parking spaces.

**Nos. 38 to 42, King's Court:** King's Court consists of a four storey block of flats of classically 1930s design unrelated to that of the adjoining houses which closes the view westwards along Dudley Road. It was built in 1933 and presumably replaces the original Nos. 38, 40 and 42 King's Road, constructed at the turn of the century. The otherwise flat façade contains two wide flat-topped canted bays, one each side of the entrance. The ground floor is of red brick with a slightly projecting central brick entrance, the first and second floors of white render, and, except for the canted bays, which are of render, the top floor consists of a steeply sloping Mansard roof. The front boundary consists of a low brick wall topped by a high hedge, with ornamental piers each side of the central entrance. Car parking is provided at the rear. The scale and design of King's Court conflict with that of the surrounding property.

#### **KING'S ROAD: SOUTH END, EAST SIDE (FROM THE CONSERVATION AREA, BOUNDARY TO DUDLEY ROAD, odd numbers):**

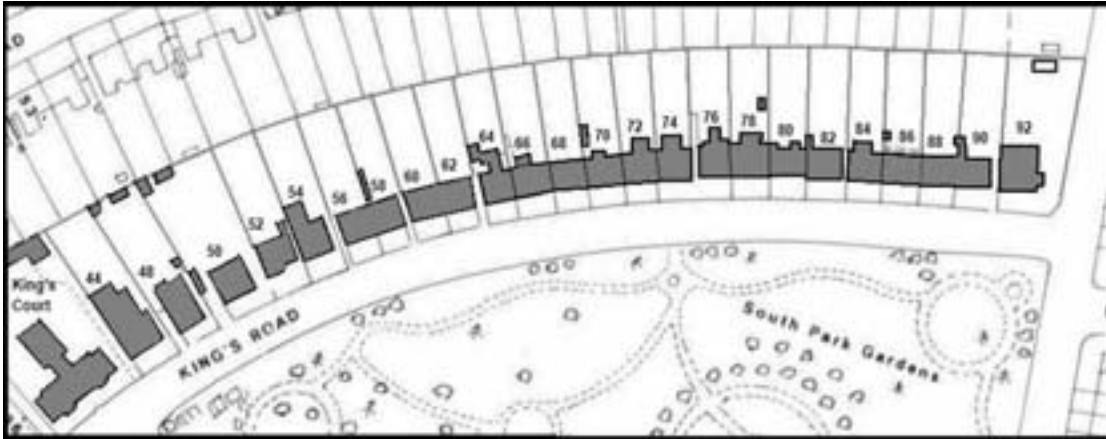
**Nos. 13 and 15:** A pair of three storey semi-detached houses of similar design to Nos. 12 and 14, opposite, and built at the same time. Garages have been built at the side, and the front garden includes some planting and is bounded by a low brick wall.

**Nos 17 and 19:** A pair of three storey semi-detached houses of similar design to Nos. 12 and 14, with garages at the side built in 1995 and 1984. No. 19 was converted to flats in 1974 and offices in 1984. The front gardens are paved and are bordered by a low brick wall.

**Nos. 21 and 23:** A pair of three storey semi-detached houses of similar design to Nos. 12 and 14, with monopitch roofed garages at the side. The paved front gardens are bordered by low brick walls and railings.

**No. 25:** A two storey detached double-fronted house of similar design to No. 24, opposite, with a large single-storey gable-roofed extension on the north side built in 2000. The front garden is paved and is bordered by a low brick wall.

(Junction with Prince's Road. There are no more houses on the east or south sides of King's Road, the section between Prince's Road and Dudley Road consisting of the flank walls to the end houses in these two roads.)



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*Above and below right: map and location map of the northern section of King's Road. Below, No. 52, a rather plain addition to King's Rd. Bottom, view north-east along King's Rd.*



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## KING'S ROAD: NORTHERN SECTION: DUDLEY ROAD TO TRINITY ROAD

### Streetscape:

This section of King's Road forms a pleasant curve, the view from both directions being closed by the trees within South Park Gardens. The pavement continues the mixture of ASP and asphalt, with the latter being used at crossovers and along the kerb. The lamp standards are also of the same Victorian design. Many of the front gardens have mature planting.

### Buildings:

The houses, which were mainly built around the turn of the century, are all of two storey and are mainly semi-detached or terraced. As with the section to the south, they are basically variations of a similar design to those in Dudley Road, including the original stained glass entrance doors and screens, set back within recessed entrance porches with decorative tile dado panels to the reveals. They enjoy a particularly attractive view to the south-east on the South Park Gardens. Nos. 56 to 90 are all locally listed and make a positive contribution to the character of the Conservation Area. No. 44 also makes a positive contribution, while the contribution of Nos. 48 to 54 is neutral because, although they are not so architectural distinguished as the other houses in this part of King's Road, they are sympathetic in scale.

**No. 44:** A detached double-fronted house in pale London stock and slate roof built in 1923, with a two-storey canted bay to the left and a two storey square bay to the right. The ground floor quoins and window and door surrounds are of white render with rusticated edges, and there are recessed brick panels beneath the first floor windows.

**No. 46:** There is no number 46.

**No. 48:** An unusual insertion to the row of houses. The façade to this two storey white rendered house is dominated by a two storey semi-circular bay on the left side topped by a semi-turreted roof. To the right is a projecting porch with the front door at the side and a circular window facing the street. The flat roof to the porch supports a small balcony surrounded by ornamental railings and topped by a light metal glazed canopy. The garden wall, of piers and curved walls, is also rendered white. Although unusual in its context, the house is not unsympathetic in scale and character.

**No. 50:** A double-fronted house built in 1922 with two storey faceted bay windows each side of a projecting openwork timber porch. A wide two storey extension was constructed on the left side in 1998, the ridge of its roof being the same height as that of the main building. The ground floor to the extension houses a garage and the first floor is recessed to create a shallow balcony. The front boundary wall is of random rubble. The house is of little architectural distinction, and the extension and boundary wall detract from its appearance. The impact is however softened by mature exotic planting in the front garden.

**No. 52:** A double fronted insertion built in 1933, of pale red brick and tiled roof, with a projecting wing under a gabled roof. The front boundary wall is of brick. It is a rather plain building of little architectural distinction, softened by mature planting.

**No.54:** A double fronted detached house built in 1900 and converted into two flats in 1960. Its design is a permutation of Nos. 24 and 44, with a two storey square bay to the left, a ground floor canted bay to the right and gables of varying size on each side. The white rendered window surrounds on the square bay are rusticated. A low brick wall forms the front boundary.

### **Nos. 56 to 90 (even):**

A series of similar semi-detached double fronted houses built between 1898 and 1901 in London stock stretching almost all the way to the end of King's Road. The houses are of generous width, elegantly proportioned with a wealth of ornamental features. Except for rooflights in the roof slope, there appear to have been few later alterations. They are a further permutation of Nos. 34 to 36 and, to a lesser extent, other houses in the street. Their features include two storey canted bays at each end of the pair whose white rendered window surrounds are decorated with capitals and whose first floor bays are supported on brackets; plaques are inserted between the ground and first floor windows. The central porch and double light windows to the ground floor are surmounted with distinctive curved ornamented arches in white render and the white rendered door and window surrounds have ornamental capitals. The passages between each pair of houses are too narrow to accommodate garages or driveways so that many of the front gardens have partially given over to car



*Above: Typical locally listed houses along the north-western side of King's Road, facing on to South Park Gardens. Top: left, Nos.60 and 62; right, Nos. 56 and 58. Second Row: left, Nos. 72 and 74, showing the rendered finish to No. 72; right, the 'Tudorbeathen' No. 92. Below, King's Rd. from the eastern end with South Park Gardens on the left and No. 92 on the right.*





parking. They are all locally listed, Nos. 56 to 70, having been built in 1898, Nos/ 72 to 78 in 1899, and Nos. 80 to 90 in 1901. Minor variations to Nos. 56 to 90 are indicated in the following descriptions of individual properties:

**Nos. 56 and 58:** Red brickwork with yellow stocks to the sides of the windows and forming string courses at the level of the head and cills to the first floor windows. Low brick boundary wall with open areas for car parking. Boundaries: No. 58 has a low brick wall and ornamental railings with open area for car parking.

**Nos. 60 and 62:** Pale stock brickwork with red brickwork to the sides of the windows and forming string courses at the level of the head and cills to the first floor windows. No. 60 was converted into flats in 1955 and 1962, and back into a single dwelling in about 1985.

**Nos. 64 and 66:** Red brickwork with yellow stocks forming string courses at the level of the head, centre and cills to the first floor windows; white rendered base to the lower half of the ground floor. No. 64 was converted into flats 1974, and No. 66 was converted into a rest home in 1983. Low brick boundary wall with open areas for car parking.

**Nos. 68 and 70:** Pale stock brickwork with red brick string courses at the head, centre and cill of the first floor windows. No. 70 has prominent security bars to the windows. Front boundaries: No. 68 has low brickwork with opening to gravelled parking space and No. 70 has a low white rendered wall with high hedges and a tiled pathway to the entrance and no off-street parking area. No. 68 is adorned with creeper, and No. 70 is hidden by mature hedges.

**Nos. 72 and 74:** No. 72 has been rendered in a pale red which reflects the colour of the red brickwork to No. 74 but which robs the façade of much of its character. Although the rendered window surrounds have been retained the string courses at the head centre and cill of the first floor windows, extant on No. 74, have not been replicated on No. 72. The rendered surrounds and ornamental work to No. 74 have been painted off-white. It is adorned with creeper and has a low brick boundary wall with open areas for car parking.

**Nos. 76 and 78:** Pale stock brickwork with red brick string courses at the head, centre and cill of the first floor windows. No. 76 was converted into two flats in 1948. Low brick boundary wall with open areas for car parking.

**Nos. 80 and 82:** Red brickwork with yellow stocks forming string courses at the level of the head, centre and cills to the first floor windows. Boundary of low brick wall and hedges and no off-street parking areas.

**Nos. 84 and 86:** Pale stock brickwork with red brick string courses at the head, centre and cill of the first floor windows. White rendered base. Low brick boundary wall with open areas for car parking.

**Nos. 88 and 90:** Red brickwork with yellow stocks forming string courses at the level of the head, centre and cills to the first floor windows. Boundary: No. 88 has a low brick wall and hedge and no off-street parking area; No. 90 has a low brick wall, mature planting and a gravelled parking area.

**No. 92:** A detached two storey double-fronted house with a tiled roof dating from the early 20th Century. The ground floor is of red brickwork and the first floor of off-white render. The left hand side has a canted bay and the right hand side a square bay, both of two storeys topped by gables. There are several 'Tudorbeathan' ornamental features: fake half timbering to the gables, with ornamental profiles to the barge boards, diamond-shaped timber decoration to the first floor and timber inserts at the sides of the first floor windows, and an ornamental barge board to the projecting glazed porch. Two garages were erected in 1975 with access off Trinity Road. Boundary of low brick wall and hedge.

## PRINCE'S ROAD

### Location and Character

Except for a slight curve at its mid point, Prince's Road is straight and runs from Queen's Road in the west to Trinity Road in the east. It is considered in two sections: the western part between Queen's Road and King's Road, contains houses Nos. 1 to 9 on the south side and Nos. 2 to 6 opposite; and the remainder, covers houses numbers Nos. 8 to 62 even on the north side.

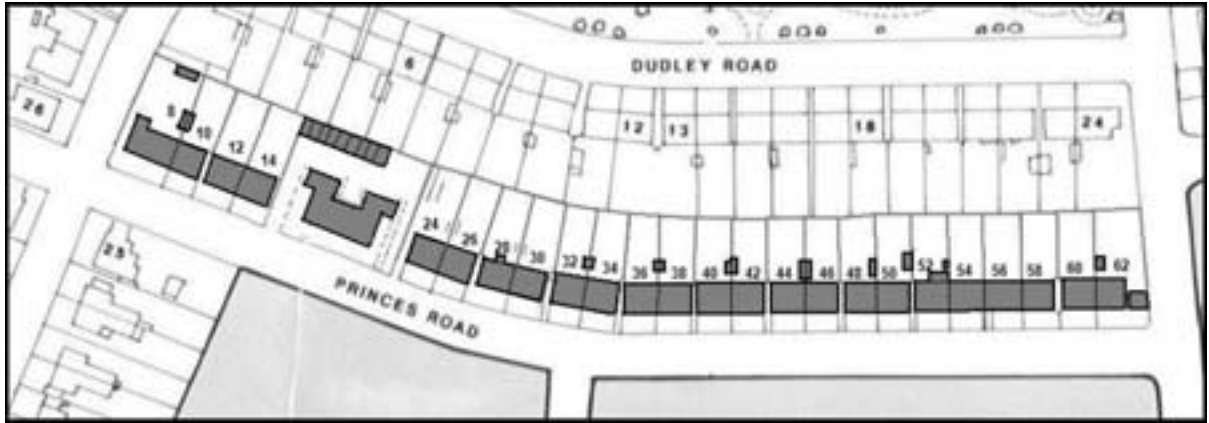


*Above: the landscaping and view from the western end of Prince's Road. Below: left, Nos.2 to 6 Prince's Road, and right, the unsympathetic block of flats at No. 1 Prince's Road.*



*Below: Left, Nos. 2 to 6 Prince's Road, and 6a, built in the rear garden of Nos. 26 King's Road, and right, the rear extensions to No. 24 King's Road, seen from Prince's Road.*





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*The location map and eastern section of Prince's Road. The western section is shown in the map on page 10.*



## PRINCE'S ROAD: WEST SECTION: QUEEN'S ROAD TO KING'S ROAD

### Streetscape

The junction with Queen's Road, at the western end, is carefully landscaped: the road is narrowed to one lane, paved with concrete blocks and planting, protected by a low rail, has been generously provided on each side. Access is forbidden from Queen's road, and then only for emergency vehicles, a locked post being positioned centrally.

The only jarring features are the pair of no entry signs and the double yellow lines to each side (these features appear somewhat superfluous in view of the central post). Obtrusive road markings in Queen's Road, immediately adjoining the landscaping, detract from the character of this part of the Conservation Area. Since the eastern side of this part of Queen's Road lies partly within the Conservation Area, ways should be considered of reducing the impact of the road signs. The stretch of paving in this section of Prince's Road consists of ASP at the back of the pavement with a strip of asphalt adjoining the granite kerbs. Most of the houses are provided with driveways and the front gardens to Nos. 7 and 9 have extensive mature planting.

### Buildings, West end, south side: (odd numbers)

The buildings in this section make a positive contribution to the character of the Conservation Area, with the exception of No.1, which has a negative impact, and No. 6a and the large rear extension to No. 24 King's Road, whose impact is neutral.

**No. 1:** A detached three storey flat roofed block of six flats built in 1974 of dull red brick and a full width concrete lintel at first floor level. The left hand side of the ground floor is open to provide access to four garages at the rear. The fenestration is horizontal in emphasis and the extremely utilitarian design detracts from the character of the Conservation Area. The front area is bordered by a hedge.

**Nos. 3 and 5:** A semi-detached pair of two storey double-fronted houses built in 1882. The design is similar to the detached houses at the junction with King's Road, with two storey canted bays adjoining the flank walls, topped by ornamental gables, single storey canted bays adjoining the party wall, smaller gables over the first floor windows, and a semi-circular arched recessed porch. No. 3 has been rendered in cream but No. 5 retains its original finish of London stocks, with red rubbers to the lintels, jambs and rusticated quoins. Details include capitals to the window mullions and brackets to the cills to the bay windows. No. 3 has a single storey lean-to garage on the flank wall and No. 5 has a rear access way. The front boundary to No. 3 and 5 consists of a low wall. The wall to No. 3 is topped with metal railings, and shrubbery, and the pathway is of checkerboard paving.



*Above: Left, No. 8 Prince's Road, showing its sympathetically designed two storey side extension and, right, Nos. 52 and 54, showing the unfortunate extent of hard paving. Below, a Nos. 24 and 26, typical pair of the carefully maintained houses in Prince's Road.*



*Below: the two discordant modern inserts into Prince's Road: Nos. 16 to 22 & No. 56.*

