

The boundary to No. 3 retains its original metal railing, which is apparently the only survival within the conservation area, the majority having been removed during the Second World War. This has provided a template for the reinstatement of railings elsewhere in the Conservation Area, most notably in King's Road. No. 3 was converted into three flats in 1975 and No. 5 into 4 flats in 1981.

Nos. 7 and 9: A semi-detached pair of two storey double-fronted houses built in 1882 in London stocks, of similar design to Nos. 3 and 5. No. 7 has a two-storey side extension whose fenestration and detailing reflects that of the main building, and No. 9 has an open carport. A low brick wall fronts the garden to No. 7 and boundary to No. 9 is a wall topped by a white picket fence, and the front pathway is of checkerboard paving. No. 7 was converted into five flats in 1989.

Between No. 9 and the junction with King's Road, the extensions to the rear of No. 24 King's Road, which were being extended during this survey, tend to dominate this part of the street.

PRINCE'S ROAD: WEST END, NORTH SIDE (even numbers)

Nos 2 and 4: A semi-detached pair of two and three storey houses built in 1883 in London Stocks with red rubbers forming flat arches, rusticated quoins and jambs to the windows. The centrally placed recessed entrance porches have rendered semi-circular arches springing from ornamental capitals. The double height canted bays have brick piers with rendered capitals and cills supported on brackets, with second floor windows within gables with decorated bargeboards. The windows over the porches have ornamental lintels and there are black tile insert string courses at first floor and second floor window head height. The paved front gardens are bounded by a low wall and No. 4 has a gable-ended garage to the side and a two-storey rear extension.

No. 6: A detached double fronted house built in 1883 in London stocks of similar design to Nos. 2 and 4 but with round-headed arches to the second floor windows and a less elaborate lintel to the window of the entrance porch. A two-storey extension was built on the left hand side in 1981 which is now covered in creeper and contains a circular window at first floor level. The front garden is partly paved and the house is screened by mature planting. In 1973 the house was converted into a ground floor flat and maisonette.

No. 6a: A recently constructed detached one and two-storey modern insertion into the rear garden of No. 26 King's Road, the two storey section have a gable facing the road. Except for a vehicular entrance, the house is concealed behind the original rear wall to No. 26 King's Road, topped by a high hedge.

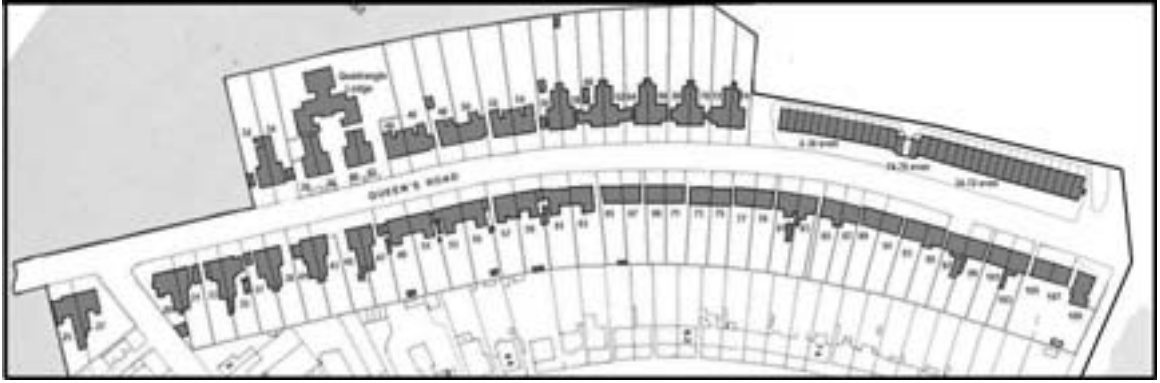
PRINCE'S ROAD: EASTERN SECTION, KING'S ROAD TO TRINITY ROAD

Streetscape Eastern Section, from King's Road to Trinity Road

The pavement finishes follow the usual pattern of ASP along the back of pavement followed by a strip of asphalt and granite kerbs. Parking is restricted to resident permit holders within prescribed bays and, while many of the front gardens are adorned with carefully trimmed hedges and pollarded trees, a large number are either totally or partly devoted to car parking. The street lamps are the usual modern bracketed variety.

Buildings

Except for the discordant insertion of the block of modern flats at Nos. 16 to 22 and the modern semi-detached insertion at No. 56, this section of Prince's Road continues the design of those in Dudley Road and the northern part of King's Road, and consist of a row of semi-detached two storey houses of unified design, the main difference being that some are of London stocks with red brick ornamentation, while others are the reverse. Each pair of houses have central recessed porches with square applied fluted columns, ornamental capitals and curved pediments with dentil courses, and white window and porch surrounds. The double light ground floor windows adjoining the party wall have similar pediments and central rendered piers with ornamental capitals. The two storey canted bays have rendered upstands and piers with ornamental capitals and brackets, with plaques under the first floor windows. They were built between 1897 and 1899, are all locally listed and make a positive contribution to the character of the Conservation Area, with the exception of Nos. 56 and 16 to 22, which have a negative impact.



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Above, the map and left, the location map, of Queen's Rd. Right, Nos. 41 and 43, showing the attempt to integrate the two storey modern extension.



Nos. 8 and 10: In red brick with rusticated jambs and string courses in London stocks. No. 8 has a two storey extension dating from 1968 designed to blend with the main building, and a gravelled front garden behind a low brick walls and high hedge. Most of the front garden No. 10 is of concrete paviors with brick edging in a chequerboard pattern, bounded by a low wall.

Nos. 12 and 14: Of London stock with rusticated jambs and string courses in red rubbers. The front garden to No. 12 is paved with setts and has no boundary wall, and that to No. 14 is also mainly paved and open to the road.

Nos. 16 to 22: A three storey flat roofed block of 9 flats built in 1963 of London stock brick with panels of red brick and tile. The fenestration is unimaginative and the overall design is utilitarian, so that its scale and proportions conflict with those of the adjoining properties and it has a detrimental effect on the character of this part of the Conservation Area. The front garden is grassed with flower beds and pollarded trees adjoining the low front boundary wall. A driveway leads to garages at the rear.

Nos. 24 and 26: In red brick with rusticated jambs and string courses in London stocks. The front garden to No. 24 is bordered by a low brick wall and hedge, and that to No. 26 by a low wall, with heavily pollarded trees, and ornamental planting and pathway.

Nos. 28 and 30: Of London stock with rusticated jambs and string courses in red rubbers. The front gardens contain heavily pollarded tress and are bordered by low brick walls and hedges.

Nos. 32 and 34: In red brick with rusticated jambs and string courses in London stocks. The front garden to No. 32 is mainly gravelled with a wide entrance separating low brick walls. That to No. 34 contains heavily pollarded ornamental trees and is bordered by a low brick wall; it has been converted into two flats

Nos. 36 and 38: Of London stock with rusticated jambs and string courses in red rubbers. The front garden of No. 36 was being reconstructed at the time of the survey, and that to No. 38 consists of ornamental planting, a red tiled pathway and low boundary walls.

Nos 40 and 42: In red brick with rusticated jambs and string courses in London stocks, except that No. 42 has been rendered in white. The front gardens to both houses are partly paved for car parking, with open fronts, and the entrance paths are paved in diagonal black and white tiles. There is a mature silver birch in the garden of No. 42. No. 40 was converted into 2 flats in 1969.

Nos. 44 and 46: Of London stock with rusticated jambs and string courses in red rubbers. The front gardens to both houses are partly paved for vehicular access with low walls along the front boundary, and there is a pair of tall heavily trimmed trees forming the entrance to No. 46. No. 46 was converted into 2 flats, **Nos. 46a and 46b**, in 1968.

Nos. 48 and 50: In red brick with rusticated jambs and string courses in London stocks. The front garden to No. 48 was being reconstructed during the survey, and that to No. 50 consists of a gravelled parking area and a pathway of diagonal black and white tiles, and is bordered by a low brick wall.

Nos. 52 and 54: Of London stock with rusticated jambs and string courses in red rubbers. The front garden to No. 52 is entirely devoted to car parking and No. 54 partly so. No. 52 was converted into 2 flats, **Nos. 52a and 52b** in 1966.

Nos. 56 and 58: A semi-detached pair of two storey houses. The original No. 56 has been replaced by a modern double fronted house built in about 1950 of utilitarian design which is totally unrelated in scale or proportion to No. 58, which is in red brick with rusticated jambs and string courses in London stocks. No. 56 therefore appears extremely incongruous and is seriously detrimental to the unity of the streetscape and the character of this part of the Conservation Area. The front garden to No. 56 contains a heavily pollarded tree and is bordered by a wall of concrete planks which presumably are the same date – and are as unsympathetic – as the house. The front garden to No. 56 also contains heavily pollarded trees and is bordered by a low brick wall.

Nos. 60 and 62: Built in 1901 of London stock with rusticated jambs and string courses in red rubbers. except that No. 60 has been rendered in white. The front gardens of both houses are bordered in low brick walls and high hedges. That to No. 62 contains heavily pollarded trees and a gravel driveway leads to a garage at the side.



Queen's Road in the spring and summer, showing the contribution which the many mature trees provide to the character of this part of the Conservation Area.



QUEEN'S ROAD

Location and Character

Queen's Road forms a crescent around the western and northern boundary of the Conservation Area, which adjoins the railway line from London to Wimbledon and beyond. The properties on the western and northern side therefore form a protective barrier to this part of the Conservation Area

Streetscape

Queen's Road is a through route, connecting Wimbledon Town Centre with Haydons Road, the A218, which leads from Merton to Sumerstown. It is therefore used by a great deal of traffic, mainly private cars. But because of its width and its attractive curved form, they tend not to dominate the streetscape.

Because of its crescent form, Queen's Road is dominated by the three storey houses on its concave side, which close the vista from both ends. They are mostly three storey with pronounced gables and well planted front gardens containing mature trees. At the north-eastern end the scale changes abruptly with the properties fronting Bradshaw Close. The houses on the opposite side are similar in period and character but, because the view of them is foreshortened, they are less dominant. The front gardens on the outside of the crescent are significantly deeper than those on the inside.

Buildings

QUEEN'S ROAD: THE INSIDE OF THE CRESCENT (odd numbers)

The houses along the convex side of the crescent form several groups of varying design. Except for No. 109, at the eastern end, the houses are all semi-detached. Nos. 25 to 47 form pairs of three storey houses, and the remainder are two storey, Nos. 49 to 63 having pairs of gables on the front elevation. All the houses possess canted bay windows, which, because of the convex curve, are particularly dominant and give the houses a strong rhythm. Descriptions of each of the groups are given below.

Nos. 25 to 47: Six pairs of semi-detached three storey houses built between 1879 and 1880, of either London stocks or red bricks, most with string courses in contrasting brickwork. The ground floor has centrally placed entrance porches with canted bays to the sides; the first floor contains centrally placed single windows over the porches and either canted bays or pairs of windows over the ground floor bays; and the second floor consists of single windows over the bays within gables decorated with ornamental bargeboards. Dormer windows are positioned between the gables. The roofs are of tile or slate with ornamental ridges and tall chimneys over the flank walls. Ornamentation includes rendered mullions to the bays and semi-circular brick or rendered arches springing from rendered capital over the windows, those at first floor level having rendered infill panels. The bay windows are topped by rendered balustrades.

Nos. 25 and 27: As described above, with red brick front facades and London stock to the side walls. The front façade appears to have been refronted at some time. The first floor contains pairs of windows over the ground floor bays. Ornamentation includes rendered central mullions, semi-circular arches and infill panels. No.25 has been converted into flats and has a side garage whose gable has ornamental bargeboards similar to those of the main building. The lower section of No. 27 is used as a surgery, part of which is located in single storey side and rear extensions. The front gardens are planted and fronted by a low brick wall, and the side garden of No. 27 is used as the surgery car park. (Junction with Prince's Road)

Nos. 29 and 31: As above, of red brick throughout with ornamental string courses in brown tiles, canted bays to the ground and first floors, and red rubber brick arches to the first and second floor windows. No. 29 has ornamented windows topped by a pitched dormer to the side elevation facing on to Prince's Road, and a single-storey side extension. No. 31 has a side garage. The front and side gardens are planted and bordered by a brick wall and hedges.



Above, attempts at individuality: left, the white Nos. 57 and 59 with pale green trimmings, and right, No. 65. Below, contrasting front treatments: left, No. 57 and right, the patterned No. 77.



Below: left, the rhythm created by the bays on the convex curve of Queen's Rd; right, No. 109



Nos. 33 and 35: As above, of London stocks with two storey canted bays, brick arches to the first and second floor windows, and red brick string courses and rusticated quoins. There are single storey garages to the sides, and the paved front gardens are bordered by a low brick wall, partly rendered.

Nos. 37 and 39: As above, with two storey canted bays and ornamental doors to the front porches. No. 37 is of red brick with a painted side wall, and No. 39 is of London stocks. Both have side garages, and the front gardens are paved and fronted by low rendered block walls.

Nos. 41 and 43: As above, with two-storey canted bays, red brick string courses and rusticated quoins. No. 41 has a substantial three-storey side extension built in 1984 containing eight flats, which attempts to reflect the character of the main block by being constructed of London stocks and red brick string courses, but the fenestration is plain and poorly proportioned. The front gardens are largely paved and bordered by low brick walls and shrubs.

Nos. 45 and 47: As above, with red brick arches to the first and second floor windows, string courses and rusticated quoins. There are garages to the side and the front gardens are paved and bordered by low ornamental brick walls and piers. No. 47 was extended at the rear and converted into 5 flats in 1988.

Nos. 49 to 63: Four pairs of semi-detached double-fronted two-storey houses built in 1883 in London stocks with two-storey canted bays at the ends topped by gables with ornamental bargeboards, ground floor canted bays at the centre, with pairs of windows over and topped by smaller gables each with a tiled infill and plain barge-board. The roofs are of tiles or slate, with tall chimneys on the flank walls and short ones over the party walls. Ornamentation includes red brick rusticated quoins to the corners and window jambs, ornamental brick string courses, brick or rendered piers to the bays and between the pairs of windows, brick or rendered upstands to the bays, semi-circular brick arches over the recessed porches springing from rendered capitals and flat brick arches over the windows.

Nos. 49 and 51: As described above, with brick front boundary walls and piers to the tarmacadamed front garden.

Nos. 53 and 55: As above, but with white painted string courses, side garages, front boundaries of brick and hedges and mature trees in the front garden of No. 55. No. 55 was extended to the side and rear in 1987 and converted into 5 flats in 1990.

Nos. 57 and 59: No. 57 has been rendered white with ornamentation picked out in pale blue, a bright yellow front door and a number plate beside the porch highlighted with a red surround. There is a very temporary looking lean-to garage, the front garden is unkempt and the concrete finish in very poor condition. It is bordered by untrimmed shrubbery. The impression is of a sadly run-down property.

No. 59 has been rendered off-white with pale green window cills. It has a single storey side extension with a steeply pitched roof, and the paved front garden contains mature planting and is bordered by a brick wall.

Nos. 61 and 63: No. 61 is similar to Nos. 53, with a side garage and the paved front garden is bordered by a brick wall and hedge. No. 65 has been rendered in white and the front garden is bordered by a low brick wall and high hedge. No. 63 was converted into 5 flats in 1964.

Nos. 65 to 107: Semi-detached double-fronted pairs of two storey houses built in London stocks in 1898 and similar to Nos. 49 to 63 but without the dominant gables. Two storey canted bays at the ends, double windows at ground floor level adjoining the party wall with single windows above and over the central recessed entrance porches. The curved pediments over the porches and double windows reflect those in the two-storey double-fronted houses in King's Road and Prince's Road. The tiled or slated roofs are separated by parapet upstands and chimneys. Ornamentation includes rusticated red brickwork to the surrounds to the curved pediments and over the ground floor windows, rendered surrounds to the porch, bay windows and other ground floor windows, rendered lintels to the first floor windows, ornamental capitals to the windows and porch, and rendered panels beneath the central first floor bay window.

Nos. 65 and 67: As above but No. 65 has with cream rendered brickwork to the front and sides, the ornamentation picked out in white. The front garden is mostly paved and bordered by a cream rendered wall and piers. The front garden to No. 67 contains heavily pollarded trees and is bordered by a low brick wall and hedge.



Above: left, Nos. 32 and 34, converted into 'The Westminster Queen Court'. Right and below: Nos. 36 to 40, converted and extended as 'Quadrangle Court'; the new development is not apparent until one is directly opposite. Right, the rear block dominating the courtyard.



Above: typical two and three storey houses on the outside curve of Queen's Road. Left, Nos. 64 and 66. Right: above Nos 44 and 46, and below Nos.60 to 74 showing the side extensions.

Nos. 69 and 71: As above. The front gardens are mostly paved and are bordered by low brick walls, No. 71 containing heavily pollarded trees.

Nos. 73 and 75: As above. The front gardens are paved and bordered by low brick walls and hedges

Nos. 77 and 79: As above. The front gardens are paved and bordered by low brick walls. No. 77 contains pollarded trees and is attractively paved with a pattern of varying coloured concrete paving and red brick strips.

Nos. 81 and 83: As above but with red brickwork and rusticated quoins and window jambs of London stocks. The gardens are largely paved, and there is a red letter box on the pavement at the junction of the party wall. Retrospective permission was granted in 1976 for use as offices.

Nos. 85 and 87: As above. No. 85 has a paved front garden containing heavily pollarded trees and is bordered by low brick walls, and No. 87 has a border of random stonework topped by a high hedge and planting. Permission was granted in 1976 to use the two ground floor rooms as offices.

89 and 91: As above, except that No. 89 is of red brickwork with string courses and rusticated quoins and window jambs of London stocks, while No.91 has been rendered in grey pebbledash. The front gardens are covered in tar macadam with no front boundary walls, and are separated by a high hedge and pollarded trees. No. 91 was converted into 4 flats in 1977.

93 and 95: As above. The front gardens are in tar macadam and are bordered by a low brick wall.

97 and 99: As above. The front gardens are in tar macadam with red brick boundary walls and a centrally placed mature tree.

101 and 103: As above. The front gardens are neatly paved and grassed, are bordered by walls and piers of London stock brickwork with a red brick string course, and the garden to No.103 contains mature planting. There is a bus stop and shelter outside No. 101.

Nos. 105 and 107: As above, but of red brick with London stock string courses, quoins and window jambs. The front garden to No. 105 is grassed and bordered by a brick wall and hedge, with mature planting at the junction with the garden to No. 107, which is paved in setts and partly bordered by a low brick wall and hedge. No. 105 was converted into flats and a maisonette in 1993.

No. 109: A detached two storey house dating from 1902 in grey render and surrounded by a high wall and mature planting which obscures it from both Queen's Road and Trinity Road.

QUEEN'S ROAD: THE OUTSIDE OF THE CRESCENT (even numbers)

The buildings which form the outside of the crescent of Queen's Road basically comprise three groups. The houses at the southern end consist of three pairs of three storey houses, Nos. 32 to 42; the next three pairs, Nos. 44 to 54, are two storey; and the next five pairs, Nos. 52 to 74, are three storey. All the houses have prominent gables, the two-storey ones being double-fronted. Beyond these late nineteenth century houses is a row of properties converted from a single storey industrial building with a three storey central entrance fronting Bradshaw Close, originally the site of a Corporation Depot. Almost all the properties make a positive contribution to the character of the Conservation Area - although several of the larger extensions somewhat compromise their contribution - the exception being the rear development Quadrangle Lodge, whose contribution is neutral because it is set well back from the street frontage.

Nos. 32 to 42: Three pairs of semi-detached three storey houses built in about 1880 and of similar design to Nos. 25 to 47 opposite (qv).

Nos. 32 and 34: Similar to Nos. 25 to 47, with double height canted bays, and centrally positioned dormers with ornamental bargeboards. The two properties have been combined and extended to form the 'The Westminster Queens Court'. The two storey wings on each side attempt to blend sympathetically with the main block, using similar London stocks and rusticated quoins and stringcourses of red brick and pitched dormers, but, like, No. 41 opposite, the fenestration is plain and poorly proportioned. The front garden is devoted to car parking and the rear garden has been developed with further accommodation.

Nos. 36, 38, 40 and 42: These four properties, which are similar to those above, have been combined to form 'Quadrangle Lodge'. The houses have been converted into apartments and a two and three storey development was built at the rear in 1985 around a central courtyard.



The Queen's Road Depot, now Nos. 76 and 78 Queen's Road and 2 to 72 Radshaw Close. Above, the western arm from Queen's Road. Below: the main entrance from Queen's Road and Radshaw Close. Bottom: the western arm from Radshaw Close, and the eastern end.



The two storey white rendered link blocks, with their single storey pitched roofed extensions, are pleasantly domestic in scale, but are dominated by the symmetrical three storey block at the rear, which is in pale yellow brick with red brick string courses and central balconies and a dominant gable in diagonal timber. The design is ingenious and the central courtyard is attractively landscaped, but the rear block is unsympathetic in design and scale to the nineteenth century houses at the front of the site.

Nos. 44 to 54: Three pairs of semi-detached two-storey double-fronted houses built in 1883 of similar design to Nos. 49 to 63, opposite, in London stocks with two-storey canted bays at the ends topped by gables, and ground floor canted bays at the centre, with pairs of windows over and topped by smaller gables, each with a tiled infill. The roofs are of tiles or slate, with short chimneys over the party walls. Ornamentation includes red brick rusticated quoins to the corners and window jambs, ornamental brick string courses, semi-circular brick arches over the recessed porches springing from rendered capitals and flat brick arches over the windows.

Nos. 44 and 46: As above, the landscaped front gardens being bordered by low brick walls. The garden to No.44 contains mature planting, that to No. 46 being heavily pollarded. No. 46 was converted into four flats in 1976.

Nos. 48 and 50: As above. No. 48 has an ornamental paved pathway, with spiral shrubbery on each side, bordered by a low brick and hedge. No. 50 has a side garage and a landscaped front garden, including a Monkey Puzzle Tree, bordered by a brick wall.

Nos. 52 and 54: As above, the paved front gardens being bordered by low brick walls and hedges, No. 54 containing heavily pollarded trees.

Nos. 56 to 74: Five pairs of semi-detached three storey houses built in 1883, of similar design to Nos. 25 to 47 opposite, of London stocks with string courses in red, The ground floor has centrally placed entrance porches with two storey canted bays to the sides. The first floor contains centrally placed single windows over the porches, and the second floor consists of single windows over the bays within gables decorated with ornamental bargeboards. Dormer windows with decorated bargeboards are positioned between the gables. The roofs are of tile or slate with tall chimneys over the flank walls. Ornamentation includes rendered mullions to the bays and semi-circular brick or rendered arches springing from rendered capital over the recessed porches and windows, those at first floor level having rendered infill panels. The bay windows are topped by rendered balustrades.

Nos. 56 and 58: As above, with two storey side extensions and paved front gardens containing pollarded trees and are bordered by low brick walls. No. 56 was converted into five flats in 1990 and the ground floor of No. 58 was converted into a nursery in 1968.

Nos. 60 and 62: As above, with paved gardens containing mature planting and bordered with low brick walls. No. 62 has a garage to the side.

Nos. 64 and 66: As above, with garages to the sides, mature landscaped front gardens bordered with low brick walls and hedges.

Nos. 68 and 70: As above, with paved front gardens. No. 68 has two storey extensions to the side and rear, a mature planting and was converted into six flats in 1984. No. 70 has a three-storey side and a two-storey rear extension, with access to rear parking spaces, and was converted into six flats in 1989.

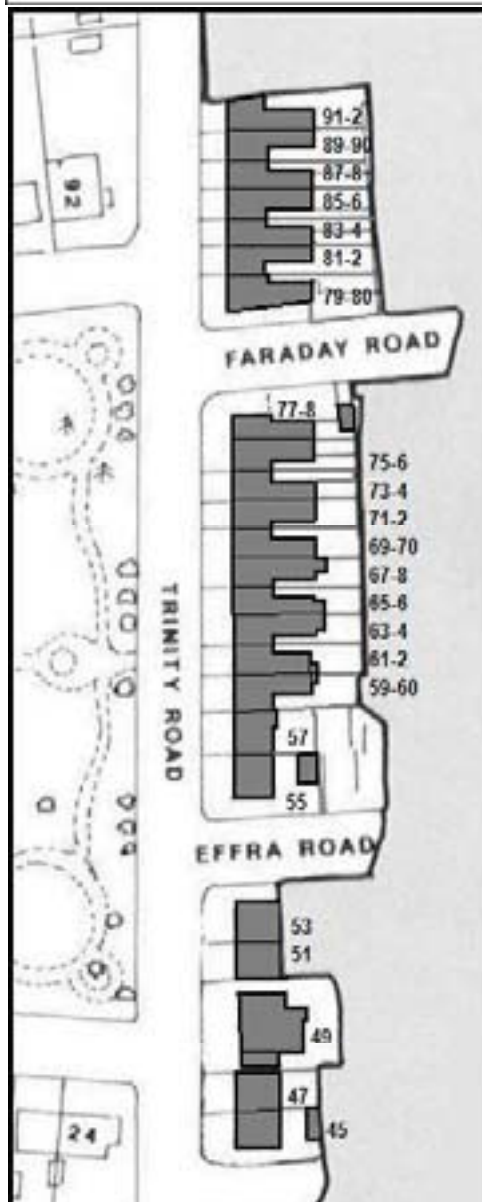
Nos. 72, 72A and 74: As above, with paved front gardens. No. 72A has a three storey side extension which was converted into a separate dwelling in 1983, and No. 74 has a two storey side extension with a gable and detailing which reflects that of the main building,

Nos. 76 and 78 Queen's Road and 2 to 72 Bradshaw Close:

These domestic properties occupy what was the Queen's Road Depot, which was built in 1897. Nos. 76 and 78 Queen's Road form the centrepiece, and Nos. 2 to 72 Bradshaw Close comprise 37 three storey houses into which the two arms of the original depot have been converted and extended. The two arms to the Depot are purely industrial in character, while Nos. 76 and 78 show classical influences, with yellow terracotta detailing around the windows and moulded brick panels beneath. The conversion to housing has been carried out sympathetically, in scale with the original building, and with little apparent alteration to the Queen's Road frontage. At the rear the houses project beyond the original footprint and form part of a recently developed estate between the Depot and the railway. The whole complex is locally listed.

Location map and map of Trinity Road, and views showing the streetscape.

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TRINITY ROAD

Location and Character

Trinity Road borders the eastern side of South Park Gardens and the houses on the eastern side of the Road are included in the Conservation Area although they lack the obvious architectural distinction of most of the houses in the rest of the South Park Gardens Conservation Area. However, they are similar in scale and character to the other houses and were built at about the same time. They therefore provide a suitable backdrop to the Gardens and their inclusion ensures that the setting of this side of Gardens is protected against unsympathetic development.

Another reason for including them relates to their historic interest. Nos. 59 to 91 are unusual in that they were designed as apartments, with one dwelling at ground level and another above. This is indicated by the provision of two front doors within each of the recessed porches. Nos. 45 to 57 are of more conventional design, but their inclusion is justified because they complete the row of properties which adjoin the Gardens.

Streetscape

Like Queen's Road, Trinity Road is a through road, and provides a particularly useful shortcut between major traffic routes. It connects The Broadway to Gap Road, which is one of the few routes across this part of the London to Wimbledon railway line, and connects Tooting to the east with Wimbledon Park in the west. Trinity Road is narrower than Queen's Road and is dominated by the considerable amount of traffic using it. Attempts have been made to slow traffic by means of pavement projections and traffic islands, creating a chicane arrangement. But the features required to achieve this also tend to dominate the streetscape, resulting in a far less pleasant environment than that of the other roads in the Conservation Area. However, any means of improving the appearance and amenity of the street lies in strategic considerations well beyond the boundary of the Conservation Area, and can only be referred to in this Assessment.

Buildings

The houses in Trinity Road are of three different basic designs. Nos. 45, 47 and 51 to 57 are fairly conventional late nineteenth century semi-detached properties; Nos. 59 to 92 are the terraces of unconventional two storey apartments of about the same period, and No. 49 is a larger property of a later date.

Nos. 45, 47 and 51 to 57: Three pairs of two-storey double-front houses in red brick with slate of tiled roofs, built in or around 1896.

No. 45, at the corner of Clarence Road, has two square two storey bays on to Trinity Road and the entrance porch on to Clarence Road, to the south. Ornamentation includes white rendered cills, lintels, mullions and capitals to the bay windows and white rendered rusticated quoins at the corners. The front and side gardens are bordered by a high hedge.

No. 47: Similarly detailed with two two-storey bays, one square adjoining the party wall, and one triangular. The front garden is bordered by a high hedge and dominated by mature planting.

No. 49: A two storey double-fronted house which attempts to emulate the scale and character of the adjoining properties, but is plainer, with ground floor squared bays each side of the pedimented entrance. The bays have pairs of plain sash windows over and there is a plain sash window over the entrance.

No. 51: Similarly detailed to Nos. 45 and 47 with a square two-storey bay adjoining the party wall and a ground floor on the other side of the central entrance porch. The tiled roof to the ground floor bay continues over the entrance to form a porch. The front garden is bordered by a brick wall and hedge.

No. 53: Similarly detailed to Nos. 45 and 47 but single-fronted with a single window over the entrance and a square two storey bay adjoining the party wall. The detailing is partly obscured by cream render. The front garden is bordered by a brick wall and high hedge.

(Junction with Effra Road)



*Above, Nos 45, 49, 51 and 53 Trinity Road, and the unconventional extension to Nos. 77/ 78.
Below: Nos. 59 to 62, typical houses showing the two front doors within each porch.*



No. 55: Similarly detailed to Nos. 47 and 49 and is a double-fronted end of terrace house with a two storey canted bay adjoining the party wall and pairs of windows at the corner and a single window over the central front door. A metal openwork first floor balcony has been inserted at the corner and the window over the central entrance has been converted into a door, and the house was converted into two self-contained flats in 1974. The Effra Road frontage also includes a two-storey canted bay. The front garden is bordered by a low rendered wall and a hedge up to first floor height.

No. 57: A double-fronted terrace house similarly detailed to Nos. 45 and 47 with a two-storey canted bay to the north and a balcony inserted over the central entrance and ground floor bay to the south, the first floor double window being converted into french windows.

Nos. 59 to 78: Nos. 59 to 78 Trinity Road were built in 1898 and appear at first to consist of 10 two storey single-fronted terrace houses of conventional late Victorian design, with double height canted bays and recessed porches with a single sash window over. The facades are of red brick, although some of them have been rendered, and the bay window surrounds, string courses and lintels over the porches and window are rendered. The roof finish is either tile or slate, with ornamental brick detailing at the eaves, and parapets and stub chimneys on the party walls. The unusual feature is the pair of entrance doors within each porch, indicating that each terrace house is in fact divided into two apartments, so that 20 properties have been squeezed into what appears to be 10 houses. The 'houses' are arranged in mirrored pairs.

Nos. 59 to 62: The garden to Nos. 59 and 60 is bordered by a low brick wall and hedge. The well-stocked garden to Nos. 61 and 62 is bordered by a low brick wall.

Nos. 63 to 66: Nos. 63 and 64 has been rendered in white. The garden to Nos. 63 and 64 is bordered by a low brick wall and high hedge, and that to Nos. 65 and 66 by a brick and openwork concrete wall and a hedge.

Nos. 67 to 70: Nos. 69 and 70 have been covered in buff coloured pebbledash. The front gardens are bordered with hedges and shrubbery.

Nos. 71 to 74: Nos. 71 and 72 are also covered in buff pebbledash, and an off-white render has been applied to Nos. 73 and 74. The gardens are bordered in low walls and hedges .

Nos. 75 to 78: Nos. 75 and 76 is also covered in an off-white render and the pointing, and the facade to Nos. 77 and 78 has been cleaned and pointed in white mortar. A slate roofed lean-to extension has been constructed at the side of Nos. 77 and 78 of similar brickwork and with similar windows to the main building, which incorporates a large gable clad in slate. No. 78 was converted to two self-contained flats in 1990, and a front door has been placed at the front of the porch. The front gardens are bordered with brick walls and hedges.

(Junction with Faraday Road)

Nos. 79 to 92: Nos. 79 to 92 are similar to Nos. 59 to 78 in general arrangement and with pairs of entrance doors within each porch. However, they have square bays topped by gables and small pediments over the ground floor windows. The square bays to these properties provide a far stronger rhythm to the streetscape that the canted bays to Nos. 59 to 78.

Nos. 79 and 80: Nos. 79 and 80 form only half of one mirrored pair, and the wide side garden and blank rendered gable facing on to Faraday Road indicates that the other half of the composition may have been demolished. The front and side boundaries to the well stocked garden consists of a low rendered wall and a hedge.

Nos. 81 to 84: As above, except that the gable to Nos. 83 and 84 has been rendered in white. The gardens are bordered by low rendered walls and hedges.

Nos. 85 to 88: As above, except that the gable to Nos. 85 and 86 has been pebble-dashed. The gardens are bordered in rendered brickwork and low hedges.

Nos. 89 to 92: As above, except that the façade to Nos. 91 and 92 has been covered in buff pebble-dash. The front garden to Nos. 89 and 90 is bordered in a rendered wall and that to Nos. 91 and 92 is of brick with gates giving access to a paved forecourt, so that this is the only garden which provides space for car parking.



Above: Left, No. 10 King's Road, at the junction of South Park Road, and right at view west along Prince's Road showing the commercial development in Queen's Road, outside the CA.



*Above, the modern development at the junction of Queen's Road and Ashcombe.
Below, views the south side of Prince's Road from the east and the west.*



BOUNDARY ASSESSMENT

Part of this character assessment is to consider if the boundary of the Conservation Area, which was determined when the Area was first designated, is still regarded as appropriate. The area adjoining each of the five roads within the Conservation area considered in turn.

South Park Gardens:

South Park Gardens forms the focus of the Conservation Area and is the main justification for the Area's designation. Also, no part of the Gardens adjoins the boundary of the Conservation Area. It therefore does not need to be considered in this part of the assessment.

Dudley Road:

Since the properties within Dudley Road all make a positive contribution to the character of the Conservation Area, and the area covered by Dudley Road does not adjoin the boundary of the Conservation Area, it does not need to be considered in this part of the assessment.

King's Road

Beyond the southern section of the part of King's Road within the Conservation Area, King's Road continues southwards as far as The Broadway. The southern boundary occurs just north of the junction of King's Road and South Park Road, where the plot Nos. 10 and 11 King's Road, on the north east and north west of this junction, are occupied by modern blocks of flats which are unrelated in style and character to the period property immediately north of the boundary. Although there are several properties to the south of this junction which are similar in age, style and character to those within the Conservation Area, the junction with South Park Road and the modern blocks of flats at Nos. 10 and 11 form a significant break on the sequence of historic buildings and an appropriate point at which to form the Conservation Area boundary.

South of Prince's Road, the boundaries to the back gardens to the houses 12 to 24 and 13 to 25 King's Road, to the east and west, face on to the rear gardens to the houses in the adjoining roads, and form an obvious boundary to this part of the Conservation Area. North of Prince's Road, King's Road does not adjoin the boundary of the Conservation Area.

Prince's Road

Western Section: At its western end, Prince's Road adjoins a part of Queen's Road which lies just outside the Conservation Area, and this section is considered below. To the north and south of the section of Prince's Road west of King's Road, the boundaries to the back gardens adjoin the rear gardens to the adjoining roads and form an obvious boundary to this part of the Conservation Area.

Eastern Section: East of King's Road only the northern part of Prince's Road lies within the Conservation Area. The south side of this part of Prince's Road contains several houses of similar period and character to those opposite, including Nos. 11 to 21 and 23 to 51, but they lack the architectural distinction and unity of those on the north side. These sequences of terrace and semi-detached houses are divided by blocks of modern development which are unsympathetic to the scale and character of their neighbours. On balance, therefore it does not appear appropriate to attempt to extend the Conservation southwards to enclose any of the older properties on the south side of the road.

Queen's Road

South of the section of Queen's Road within the Conservation Area, the Road changes abruptly in character, forming part of Wimbledon town centre, with large modern commercial buildings of contrasting scale to those north of the boundary. It would therefore not be appropriate to extend the Conservation Area in this direction.

Further north and east, the western and northern boundary to the Conservation Area is coterminous with the boundaries to the rear gardens to the houses along the outer curve of Queens Road. Since a railway line lies beyond this boundary, any extension of the Conservation Area in this direction would not be appropriate.



Above: the junction of King's Road and Princes Road showing typical areas of tarmac and yellow lines. Below: right, the eastern entrance gate into the Gardens showing its junction with the chain link fencing; and left the unsightly huts in the south-western corner of the Gardens.



Below: the extensive road markings and street furniture at the southern end of Queen's Road.



The northwestern corner of the Conservation Area occurs at the junction of Queen's Road with Trinity Road to the south and Ashcombe Road to the north. Although Queen's Road continues eastwards, this wide junction forms a natural break which is reinforced by the modern housing development on the north east corner of the junction and by the modern semi-detached houses at the north-end of Trinity Road.

Trinity Road

The part of Trinity Road within the Conservation Area contains houses which are of significantly less architectural interest than most of the ones along the other roads, and there is little distinction between them and the houses further south, or at the western ends of the two streets which adjoin Trinity Road within the Conservation Area, Faraday Road or Effra Road. However, as this assessment explains, the main justification for including the properties on the eastern side of this part of Trinity Road, appears to be to protect the setting of the adjoining part of South Park Gardens. Since the houses in Trinity Road which lie to the north, south or east of the boundary do not adjoin the Gardens and are not of obviously greater architectural or historic interest than those within the Conservation Area, it does not appear to be appropriate to extend this part of the boundary of the Conservation Area.

PRESERVATION AND ENHANCEMENT

GENERAL

Several features within the Conservation tend to detract from the attractive character of the streetscape. The most prominent is the standard arrangement of the pavements, whereby the areas between the granite kerbs and the ASP, which is used to cover the sections adjoining the front garden walls, is covered in asphalt, possibly because it is a more flexible material that can more easily accommodate the large number of manhole covers, crossovers providing vehicular access into front gardens, and other features adjoining the kerb. The appearance of the Conservation Area as a whole would be considerably enhanced if the asphalt could be replaced by suitably coloured brick paving.

SOUTH PARK GARDENS

South Park Gardens is a most carefully maintained area of landscaped public parkland. But there are some features which detract from the overall effect. The most obvious is the group of outbuildings in the south-west corner of the Gardens, which are unattractive and poorly maintained. They have a seriously detrimental impact on this part of the Conservation area and should be replaced with attractive buildings which blend well with the careful landscaping of the remainder of the park.

Within the centre of the Gardens is a large circle of tarmac on which the bandstand original stood. The possibility of reinstating it was considered in 1991 but was shelved through lack of money. Its reinstatement should be re-considered as a means of enhancing the Conservation Area.

Another feature which tends to detract from the appearance of the Gardens is the chain link fence surrounding it. The gates and the sections of railings immediately adjoining them, particularly those at the eastern entrance, are attractive and contribute to the historic integrity of the Gardens. Presumably railings of a similar design originally surrounded the Gardens but have been removed, possibly during the campaign for cast iron during the Second World War. If they still exist they should be reinstated. But they have most probably been lost; in which case railings of similar design to the samples which survive should be manufactured and installed to replace the present unsightly chain link fencing.

DUDLEY ROAD

The houses in Dudley Road appear to be well maintained and, except for a few unattractive front boundary walls to the houses in Dudley Road, particularly at the western end, and a number of 'Velux' type rooflights in front the slope of some of the roofs, there have been few changes which tend to detract from the road's historic character, extensions being restricted to the rear of the properties. The most significant is the number of front walls which have been removed to provide parking in the front gardens – 12 in all. In view of the width of the road and the availability of parking spaces adjoining the Gardens, this appears to be not only unfortunate but unnecessary, and might be controlled by means of an Article 4(2) Direction.



Typical details which help to enhance the character of the Conservation Area: Above, Ornamental railings in King's Road; and below, a stained glass entrance door and geometric tile paving in Prince's Road.



KINGS ROAD

Southern Section: The landscaped areas of brick paving at the junction of Prince's Road help to enhance this section of King's Road, but these features are beginning to look untidy and poorly maintained. Replacing the strips of asphalt adjoining the kerbs with more brickwork would enhance the area. The dominance of the double yellow lines along this section could also be reduced by their replacement by narrower ones, which are permitted in Conservation areas.

Northern Section: This stretch of road is perhaps the most attractive in the Conservation Area, since the houses face southeast on to the Gardens. As with Dudley Road, car parking is possible adjoining the Gardens as well as the houses, and yet the front gardens of over a dozen of the houses are devoted to car parking. Again, an Article 4(2) Direction should be considered to deter further proliferation of this feature. The houses appear well maintained few, except for the usual 'Velux' type roof lights, few discordant features have been added. Indeed, several of the houses, with their well-landscaped front gardens and mature trees, are among the most attractive in the Conservation Area.

PRINCE'S ROAD

Western Section: As with the junction of Prince's Road and Queen's Road, the western end of Prince's Road has been enhanced with the use areas of brickwork and planting. Unfortunately, its impact is eroded because the part of Queen's Road, which immediately adjoins it, is a mass of traffic signs and road markings. Thought should be given to ways in which the impact of these discordant features could be reduced.

Eastern Section: Only the northern side of this section of Prince's Road is included in the Conservation Area, the southern side failing to match it in quality and consistency of architectural character. These houses are similar to those along the outer curve of King's Road and their setting is almost as attractive. Again, about a dozen of the front gardens are largely devoted to car parking. However, since the residents have to compete with those on the southern side for parking space, such encroachment is perhaps understandable, and it would not be reasonable to try and restrict this form of parking.

QUEEN'S ROAD

The poor quality streetscape at the southern end of Queen's Road has already been mentioned, and other examples of the consequences of this corner of the Conservation Area being in close proximity to Wimbledon Town Centre are apparent. Several of the houses have been converted to commercial use and substantial extensions added, the Westminster Queen's Court hotel at Nos. 32 and 34 being the sort of development which should be resisted further down the street. The residential development at Nos. 36 to 42 is ingeniously arranged but, if emulated elsewhere, such high-density development would have a seriously detrimental effect on the Conservation Area.

Since Queen's Road is a busy through-route and there are few parking spaces on the road, it is not surprising that parking spaces have been created in many of the front gardens. Although more than two dozen of the front gardens to the houses on the inside of the curve have been almost entirely converted in this way, it is commendable that this has occurred to only half a dozen of those on the other side of the road.

It is entirely appropriate that the converted industrial building at Nos. 76 and 78, with its landscaped front gardens and imposing central entrance, should be included in the Conservation Area. The newly constructed rear extensions are also sympathetic to the scale of the original building, and the only obvious discordant note being the high metal railings to the pedestrian way at the rear.

TRINITY ROAD

The extensive road works, designed to slow traffic along this busy through route, has already been mentioned. Although it may provide greater safety for pedestrians, it has a particularly discordant impact on the streetscape and ways of further restricting or discouraging through traffic should be considered. The only compensation is that the various 'chicanes' and other features restrict the use of the front gardens for car parking.