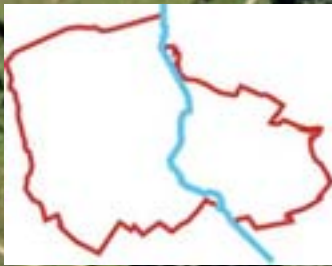


WANDLE VALLEY CONSERVATION AREA



PHIPPS BRIDGE

SUB-AREA 4: CHARACTER ASSESSMENT

Amended Draft, revised following public consultation.

New text shown underlined and deleted text shown struck through.

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INTRODUCTION

The designation of conservation areas is a legislative duty of local authorities. These areas comprise "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Local authorities also have a duty to from time to time to review whether any further designations are needed. The Wandle Valley Conservation Area was originally designated by the Council in November 1990 and was extended in April 2000.

BACKGROUND

The Government's Planning Policy Guidance Note 15: Planning and the Historic Environment (PPG 15) advises local authorities to periodically review existing conservation areas and their boundaries. PPG 15 also advises local authorities to define and record, as clearly as possible, the special architectural or historic interest that justifies each conservation area's designation, through an assessment of the elements that contribute to an area's character.

Character assessments are useful tools that not only set out the specific characteristics for which an area has been designated as a conservation area, but also help the Council to assess the impact of development proposals on the character or appearance of a conservation area. They also provide a useful framework within which property owners and developers can work when designing new development or planning alterations to buildings, within conservation areas, by setting out and

describing the special context to which any new development will need to relate.

This Character Assessment for the Wandle Valley Conservation Area has been prepared by the Council's Design and Conservation Team in accordance with Guidelines issued by English Heritage and Planning Policy Guidance Note 15.

STRUCTURE OF THE DOCUMENT

Because of its size and linear nature the Wandle Valley conservation area, whilst having a unifying theme linked to its history, development and links to the River Wandle, does vary in character along its length. The area has, therefore been sub-divided into a series of smaller discernible sub areas which have their own special identities and which form recognisable zones or groups of buildings within the area as a whole and that have their own specific historical background and/or defining features.

The character assessment for the Wandle Valley Conservation Area has therefore been structured to comprise a general appraisal document covering the whole of the conservation area supported by a series of more detailed appraisals of each of the individual sub-areas.

This appraisal covers Sub Area 4: Phipps Bridge and should be read in conjunction with the whole area character appraisal. The appraisal is not intended to be comprehensive and the omission of any particular building, feature or space should not be taken to imply that it is of no interest.

Sub Area 4: Phipp's Bridge - Age of Buildings Map



Key:

Conservation Area Boundary		Statutory List		Local List	
Medieval		Pre-1700		1700-1749	
1750-1799		1800-1849		1850-1899	
1900-1949		1950-2000			

SEQUENCE OF MAPS AND AERIAL PHOTOGRAPHS



Rocque's Map, 1741 - 5



Ordnance Survey 1896



Ordnance Survey 1865



Ordnance Survey 1916



Ordnance Survey 1934

The sub area extends to include Wandle Villa, The Coach House, Everett's Place and ~~Keeper's Lodge~~ and more recent properties on the east side of Phipps Bridge Road to the east, up to the junction with the Pickle to the north and Bunces Meadow now occupied by Dean City Farm to the south.

HISTORY

Possibly derived from the Old English "Pipe" meaning a small stream, Phipps Bridge was also a focus for riverside industry, with evidence of milling in the vicinity from the mid 13th Century until the end of the 19th Century. Other industrial activity included two Japan and Varnish Works on each side of the Wandle, a Bleach Works and further to the east a printing ink factory.

Three large detached houses occupied sites to the east of the River, one of which, Wandle Villa, still survives. Now much of the area to the east of the river is dominated by a large housing estate. However, the area between the housing estate and the river contains a number

of historic buildings of interest. To the west of the river on the site now occupied by the Merton industrial estate was "The Great Bleaching Field" used for the bleaching of calico cloth.

The construction of the Roman road was a focus for settlement, and roadside habitation has been suggested in the area of the Morden Industrial Estate, to the west of the river, where evidence of a roman settlement, including coins and some building materials were excavated in 1922.

The first mill built in the vicinity of Phipps Bridge was probably situated on the east bank of the Wandle a short distance downstream from the bridge. Much later, a calico printing works was established, the exact location of which is also uncertain, but it was most likely again just downstream from the bridge, but on the west bank. The last establishment, also a calico printing works, was located on the east bank of a new channel formed to the east of the original course of the river, and about 200 yards upstream from Phipps Bridge.

HISTORIC DEVELOPMENT AND ARCHAEOLOGY

Historic maps suggest that the earliest development were focused on industrial activity with the industrial sites interspersed with large houses and smaller terraces of cottages of which Everett's Terrace is a survival. Areas to the west of the river were laid out as calico bleaching grounds. The large houses on the east of the River were set within extensive ground some of which were extensively landscaped. The small cottages were terraced and set within narrow plots extending towards the bank of the river. The grounds to the large

houses on the east of the rivers were gradually partitioned off to provide extensive areas of allotment gardens between the two world wars. After the second world war these were gradually developed for housing, starting with site of "Homefield House" developed as terraces of housing along Phipps Bridge Road, to the south of the Japan and Varnish Factory and the newly created Homefield Road and a major phase of development to the east of the Conservation Area on the sites of Wandle House during the 1960s when the Phipps Bridge Housing Development was constructed.

To the west of the river Wandle the area this comprised open farmland and bleaching beds during the early 19th Century a Japan and Varnish factory was built just north of Bunce's Meadow, little changed until the early 20th Century when gradual industrialisation began to take hold with further factory development on the present site of the Merton Industrial Area covering the sites of the Merton and Deer Park Road Industrial Estates. Bunces Meadow was a site for calico bleaching and its seems during the early part of the 20th Century a popular venue for illicit activities such as gambling and prize fighting. The meadow is now owned by the National Trust who have let it to Deen City farm who have developed the site into a city farm with associated agricultural buildings for the benefit of the local community. Between the river and Phipps Bridge Road is the site of Wandle Villa and further allotment gardens, these survived the developments of the late 20th Century and represent a rare insight into the original character of the area after the disappearance of the Milling industries.

ARCHAEOLOGY

The sub area is immediately to the south of the site of Merton Priory abutting its southern precinct. The area is also within the Wandle Valley Alluvium and Wandle/Colliers Wood Archaeological Priority Zones. Excavations in Windsor Avenue immediately to the north of the sub area has indicated that peat deposits of early pre-historic date are present in some alluvium and these are important for survival of some organic archaeological remains. The area, as demonstrated above, is also a particular focus for riverside industry from the mid-13th Century onwards which was supplanted in the post-medieval period by textile processing and finishing industries, initially calico bleaching and printing and later silk printing. The area is also important as a potential site for an, as yet undiscovered, early medieval settlement which is anticipated to have existed as a result of the presence of Merton Priory.

Excavations carried out in the vicinity have revealed Roman ditches to the east and west of the conservation area and a Roman coin hoard to the west within the industrial estate area. The Museum of London's Archaeology of Greater London also details evidence of Roman inhumation burials in Phipps Bridge Road.

LAND USE

Whilst historically land use within this sub-area was predominantly industrial with associated residential the area is now almost entirely residential with recreational and educational uses associated with the river and its

immediate environs including Deen City Farm now located on Bunce's Meadow. There are also surviving allotment gardens to the south and west of Wandle Villa on the east side of the river.

The areas on either side of the River itself form part of a Green Corridor linking Colliers Wood to Morden Hall Park and the natural landscaping and ecological diversity of the area combine to make an important passive recreational resource within the Borough of Merton.

BUILDINGS

The main buildings of significance to this part of the conservation area are Wandle Villa, the former ~~Lodge Building~~ Coach House to the north of Wandle Villa fronting Phipps Bridge Road and the row of former millworkers cottages also on the east side of Phipps Bridge Road.



The millworkers cottages, Everetts Place, date from 1824 and are supported at their northern end by a mock ruin folly, probably constructed with stone from Merton Priory. The rest of the cottages are constructed from London stock bricks with gauged brick arches over the windows and semi-circular brick arches over the front doors. The plain pitched roofs with eaves have been recovered with concrete interlocking tiles and would probably have originally been tiled with Welsh slate or clay tiles. There are pairs of short chimney stacks located at each party wall line with plain clay pots. The windows are timber, double-hung, sliding sash windows divided into small panes with narrow glazing bars. The doors are relatively modern replacements and would probably have originally been timber paneled with decorative semi-circular fanlights above either in timber or cast-iron.

Wandle Villa was built in 1788 and is also constructed of stock brick with a hipped slate roof set behind a brick parapet with lead faced flat roofed dormer windows with timber double-hung sliding sash



windows. The building is two storeys with an attic floor and five windows wide with a central door with an open



decorative timber pedimented doorcase with Doric pilasters, English frieze and mutules and panelled reveals. The door has six fielded panels and a semi-circular glazed radiating fanlight. The front entrance has stone steps with iron handrails. The windows are segmental headed and with vertical sliding sashes divided into small panes with narrow glazing bars.



The Lodge Coach House to the north of Wandle Villa dates from 1824 it has castellated parapets and is of a Gothic style. with pointed arch windows. It has a dual pitch slate roof set behind the castellated parapets with a tower feature, also with castellated parapets to the rear. The building is rendered and painted and has a blind window over the main central entrance door. These are

all owned by the National Trust but privately occupied.



Other buildings within the sub area comprise residential buildings on the east side of Phipps Bridge Road, Nos 209-239 which comprise mid 1930s terraces with mock-Tudor styling in the form of prominent half-timbered projecting gables and two-storey bay windows and covered porches. the roofs are relatively shallow pitched with hips at the end of each terrace, tiled in plain clay tiles. These are of a style that was typical of suburban development at the time and the design is widespread throughout the outer suburbs of London. However much of their original detailing and features have been obscured by alterations over time.



The post war housing development, also on the east side of Phipps Bridge Road, comprising Nos 251 to 269 are of a fairly plain architectural style that was a feature of the simplicity of design in the early post war period. This reflects the movement away from the vernacular tradition that was such a significant feature of interwar housing design. The terrace has been designed as series of linked pavilions defined by the set backs to the main elevations.

The elevations are plain red brick with horizontal timber boarded panels between the main windows, which fairly large modular composite windows combining a mix of fixed and opening lights. The roofs are simple pitched with gabled ends and deep eaves, finished in concrete tiles with exposed barge boards on the flank walls.

PLOT WIDTHS AND HEIGHTS

The area is characterised by two distinctly different patterns of development comprising short to medium length terraces of houses set within narrow parallel building plots and larger houses and other buildings set within larger landscaped grounds. Building heights are predominantly two storey with some attic floors such as at Wandle Villa and lower scale buildings within the Deen City Farm site. The river and the open spaces either side create a green swathe through the centre of the sub area. To the south of Wandle Villa are a large space accommodating the New Close allotment gardens and a mix of ad hoc ramshackle shed buildings constructed of a mixture of different materials such as timber and corrugated iron sheets which area set amongst trees in the vicinity of the electricity pylon at the end

of New Close giving the area a bit of a Dickensian feel to this part of the conservation area.

DISTINCTIVE AND TRADITIONAL BUILDING MATERIALS AND LOCAL DETAILS

The most predominant traditional material within this sub-area is yellow stock brick laid mainly in Flemish bond with matching shallow brick arches over the windows and semi-circular arches over the front doors.



Later houses such as at 251-269 Phipps Bridge Road incorporate more of a red/brown brick and the inter-war housing comprising 209-239 Phipps Bridge Road were predominantly rendered in a traditional coarse pebble-dash finish originally in the natural colour of the cement and aggregates but since painted over in a number of

cases. Other materials include smooth render to the Lodge at 98 Phipps Bridge Road and the use of flint and stone rubble in the construction of the folly at the end of Everett's Place.



Roofs would traditionally have been tiled in Wesh slate, plain clay tiles and pantiles. Many roofs have been re-roofed in concrete tiles and pan-tiles, but roof forms have been retained.

The more modern building at Deen City Farm comprise reddish-brown brick walls with a combination of flat and modern synthetic slate roofs with clay tiles to the ridges and hips.



OPEN SPACE

Quality of Open Space and Form of Enclosure

The form and quality of the open spaces is very much influenced by the the

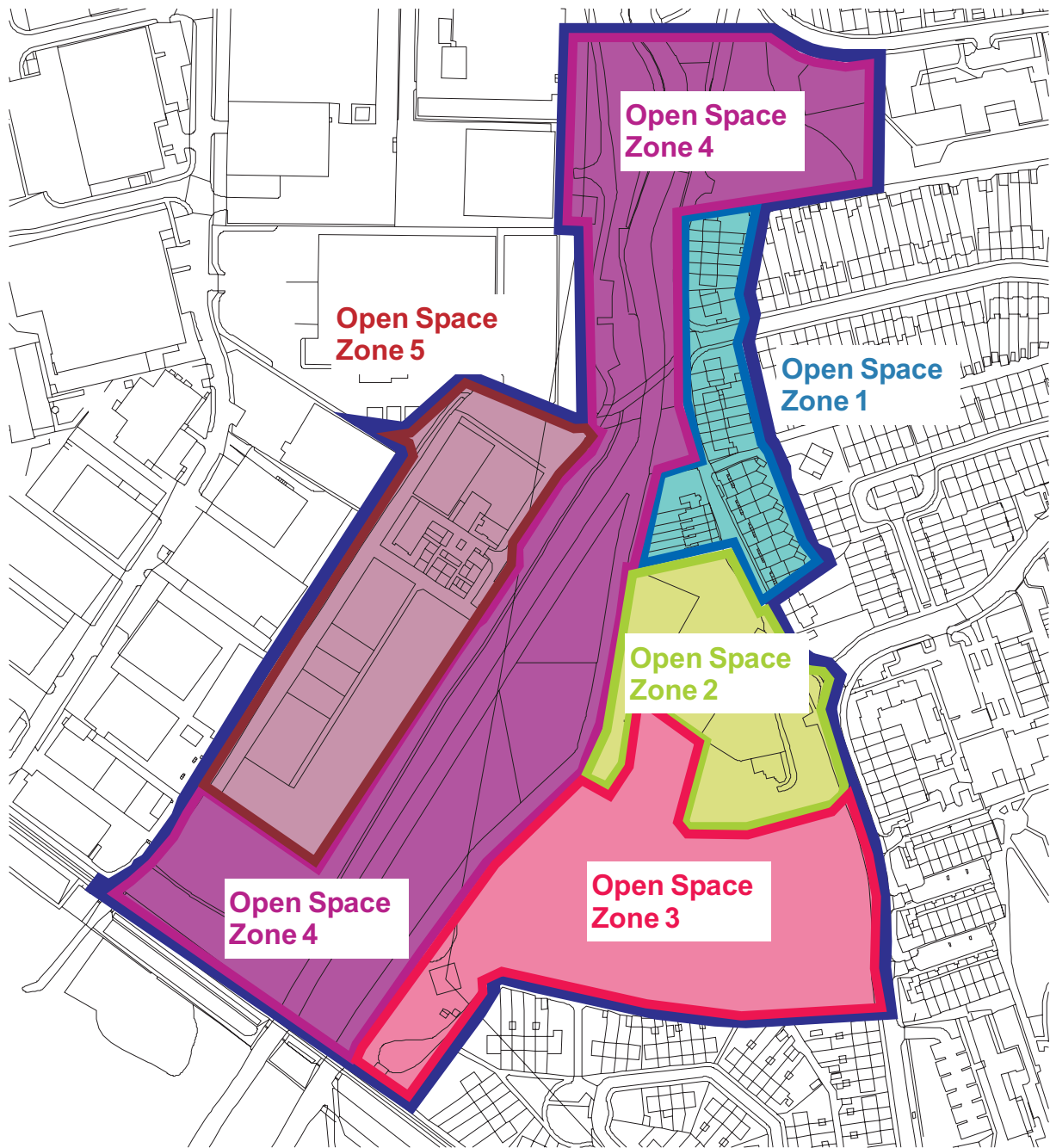
patterns of development and the nature of the plots sizes. The sub area can be divided into five distinctive areas.

1. Small domestic gardens to the front and back of the terraces of cottages and houses;
2. Larger garden areas associated with the surviving older houses;
3. The area of the New Close allotments and surrounding wooded areas
4. Areas of natural landscaping along the banks of the River Wandle; and
5. Deen City farm with areas of land laid out as paddocks and grazing for farm stock.

All the open space, apart from the gardens within Open Space Area 1 above is designated as "Metropolitan Open Land" including Deen City Farm site and New New Close Allotments. The area is also designated as a "Green Corridor" and "Green Chain". The area to the north and west of the River is also a Site of Importance for Nature Conservation (SINC)

The main forms of enclosure combine high brick walls, that are around 200 years old, with lower boundaries in front of cottages and terraced houses, and the reinstated traditional style railings to the front of Wandle Villa. The boundaries to Everetts place comprise, low random stone walls with timber gates and hedges and shrub planting behind with





Phipps Bridge Sub-Area: Open Space Analysis



low timber palisade fences between the front gardens. The front gardens are too small for car parking and as a consequence the boundaries have survived largely intact.

On the opposite side of Phipps Bridge Road there are a combination of low brick walls and timber fences or varying ages.



The gardens on this side of the road are larger particularly in front of Nos 209 - 239 Phipps Bridge Road and many have been paved over to provide space for carparking with the resultant removal of the front boundaries, some properties have minimised the impact by providing limited access thus retaining some enclosure along the front boundaries.



However a number have had the complete boundary removed and this has had a negative impact on the character and appearance of the conservation area.



This part of the conservation area is also characterised by 200 year old high brick walls, particularly around the Lodge to the north of Wandle Villa which contribute significantly to the character of the area.



Deen City Farm has more rural style fencing that would be associated with an agricultural site with more open post and rail fencing and traditional farm style gates.



Whilst there are no Tree Preservation Orders within this part of the conservation area the trees make a significant contribution to the semi-rural character of this part of the conservation area.

The areas to either side of the Wandle contribute the character of the waterway



and make it attractive for passive recreational pursuits.

STREET AUDIT

The only highway within this sub area is Phipp's Bridge Road, there is also the Wandle Path which runs down the west side of the River Wandle.

Phipps Bridge Road is quite a historic Road, original laid to provide access to the Mills on the Wandle in this vicinity and later the large houses the were also located close to the Wandle in the vicinity. It is therefore of some significance to the conservation area. The road would have originally have been of a fairly rural character with no formal pavements and kerbs. Kerbs where probably installed when the housing along the east side of Phipps



Bridge Road was built and whilst they are small format concrete kerbs they have been sensitively detailed in some areas with granite sett gutters.



Paving is mainly large format concrete paving slabs with a variety of different textures, with tarmac in some areas. Large paving slabs are more appropriate to the character of the area than the more modern small format paving slabs found in many areas.



There is also an access road terminating at Deen City Farm running from Windsor Avenue on the west side of the River. This is tarmac with simple concrete edging. There is a small area of car parking associated with Deen City Farm close to the footbridge over the river.

There is a variety of street furniture in the area. Street lamps along the access to Deen City Farm are rather utilitarian with industrial style lamps on galvanised or green painted simple posts and do not really reflect the character of the conservation area, similarly the street lighting along Phipps Bridge Road, fail to reflect the character of the area.



Street name signs vary in style and fixings, either fitted on posts or in one case on a galvanised steel post located in the middle of the pavement which would be better relocated to a fence or the back of the pavement.

There are a number of steel directional finger posts associated with the Wandle



Trail which are in character with the conservation area.

There are, however, incidences of clutter, particularly on each side of the foot bridge over the Wandle where there would appear to be scope for combining street furniture.

A number of information boards have been installed along the Wandle Trail, which follows the course of the Wandle from Carshalton in the south to Wandsworth where it joins the Thames, one of which is located on the west side of the footbridge close to the car park.



These boards provide information about the history and ecology of the Wandle but have unfortunately been targeted by vandals who have sprayed graffiti over them. There are also a couple of litter bins adjacent to this board which could be replaced with a single one or if required the second could be relocated. Consideration could be given to relocate the information board away from quieter areas to a more secure area, possible behind the fence to Deen City Farm or in a better overlooked location on the roadside of Phipps Bridge Road or opposite the housing in Phipp's Bridge Road, although not directly on the trail.

Other items of street furniture include timber benches along the Wandle Trail. Constructed from large timber sections they are of a resilient design that has escaped the attentions of vandals and contribute to the character of the conservation area.



There is also the footbridge across the Wandle which is of steel construction with timber boarding. Barriers have been erected across the bridge to restrict vehicles crossing the river. The bridge is not of any particular architectural or engineering merit, but it is nonetheless fairly inoffensive and provides a vantage point for views up and down the river.



The northern end of the part of Phipps Bridge Road within the conservation

area currently terminates in a cul-de-sac with a path linking through to the northern section of the road. This has attracted problems with fly-tipping and cars parking inconsiderately. This could be addressed with the introduction of bollards to restrict access.

NEUTRAL AREAS

The area immediately to the west of the footbridge and the adjacent car park is rather undistinguished considering it represents the main access to Deen City Farm and a focal point for pedestrian links along and across the Wandle. There would be scope to transform this area as more of a destination for visits to the farm and also a starting point for walks along the Wandle Trail. A review of the lighting and location/positioning of street furniture to improve the sense of security by better lighting and overlooking from adjacent properties, such as Deen City Farm.

NEGATIVE FEATURES

The main negative features are a result of loss of original features on a number of houses in Phipps Bridge Road, particularly replacement windows and loss of front boundaries.



The grass area between Phipps Bridge Road and the River is rather cluttered with an assortment of street furniture and equipment which would benefit from being tidied up or rationalised.



Whilst much of the paving has been sensitively detailed, there are areas of untidy paving mainly in tarmac abutting incompatible finishes particularly where front boundaries have been removed.

The street at the southern end of Phipps Bridge Road, close to Wandle Villa is in a poor state of repair. The road surface is broken up and the area covered in weeds which attracts litter and dog fouling. This gives a general appearance of dereliction which can attract anti-social behaviour and is detrimental to the character and appearance of the conservation area.



CONSERVATION AREA PROPOSALS AND POLICY

The policies and proposals set out in this document are intended to preserve or enhance the character and appearance of the conservation area and assist in managing change without compromising the historic environment. The preservation and enhancement of the historic integrity of the conservation area as a whole is a core objective of the document. These policies and proposals seek to preserve the best historic, landscape/townscape and architectural features that contribute to essential character and historic interest without stifling change. It is intended that these policies and proposals should provide a framework to guide future development in the area likely to impact on the conservation area.

In order to secure good quality development that enhances the character of the conservation area and address problems, appropriate methods and standards for new development and for alterations are proposed.

The policies and proposals contained in this document accord with

- Government Planning Policy Notes; and
- Merton's Unitary Development Plan (UDP).

The statutory development plan applying to Phipps Bridge Sub-Area is the London Borough of Merton Unitary Development Plan, adopted in October 2003. This plan will eventually be replaced by the emerging Local Development Framework and supporting Action Plans and associated planning documents. The relevant

policies within the adopted Unitary Development Plan are:

1. In relation to Conservation Areas - polices: BE.1 Conservation Areas, New Development, Change of Use, Alterations and Extensions; BE.2: Conservation Areas Demolition; and BE.3 Development Adjacent to a Conservation Area
2. In relation to Archaeology: Policies BE.13: Archaeological Protection and Preservation; and BE.14 Archaeological Evaluation.
3. In relation to New Buildings and Extensions: Policies BE.15: New Buildings and Extensions; Daylight, Sunlight, Privacy, Visual Intrusion and Noise; BE.16: Urban Design; BE.22 : Design of New Development; and Policy BE.23: Alterations and Extensions to Buildings
4. In relation to Streetscape: Policy BE.33: Street Furniture and Materials.

In terms of the application of those policies to this part of the Conservation Area the following supplemental polices are proposed to secure good management and to help achieve the objectives of preservation and enhancement of the character and appearance of the conservation area.

These policies are informed by the Character Appraisal and aim to take it forward as a positive plan for this part of the conservation area. With respect to development proposals and alterations to buildings the following supplementary policy is proposed: -

POLICY WV. PB1 : NEW DEVELOPMENT, CHANGE OF USE, ALTERATIONS AND EXTENSIONS.

WITHIN THIS PART OF THE CONSERVATION AREA THERE IS LIMITED SCOPE FOR NEW DEVELOPMENT AS LARGE PROPORTION OF THE AREA IS DESIGNATED AS METROPOLITAN OPEN LAND. PROPOSALS FOR NEW DEVELOPMENT, ALTERATIONS OR EXTENSIONS OR FOR THE CHANGE OF USE OF LAND OR BUILDINGS WILL BE REQUIRED TO PRESERVE OR ENHANCE THE CHARACTER OR APPEARANCE OF THE PHIPPS BRIDGE SUB-AREA. PROPOSALS WILL BE EXPECTED TO:

- (i) RESPECT OR COMPLEMENT THE DESIGN, SCALE, FORM, LAYOUT AND MATERIALS OF SURVIVING HISTORIC BUILDINGS AS IDENTIFIED IN THE APPRAISAL
- (ii) RESPECT THE RELATIONSHIP BETWEEN BUILDINGS AND SURROUNDING STREETS, LANDSCAPING, TREES OR OTHER FEATURES CONTRIBUTING TO THE CHARACTER, HISTORIC VALUE OR THE PATTERN OF DEVELOPMENT IN THE AREA; AND
- (iii) HAVE REGARD TO VIEWS WITHIN AND OUT OF THE AREA, PARTICULARLY ALONG AND ACROSS THE RIVER WANDLE

DESIGN STATEMENTS MAY BE REQUIRED IN SUPPORT OF PROPOSALS TO DEMONSTRATE HOW THE ABOVE CRITERIA WILL BE ADDRESSED AND HOW THE PROPOSALS WILL CONTRIBUTE TO THE SPECIAL CHARACTER OF THE AREA.

With respect to development proposals involving demolition of buildings the following supplementary policy will be taken into consideration.

POLICY WV.PB2: DEMOLITIONS.

TOTAL OR SUBSTANTIAL DEMOLITION OF LISTED, LOCALLY LISTED OR UNLISTED BUILDINGS THAT HAVE BEEN IDENTIFIED AS MAKING A POSITIVE CONTRIBUTION

TO THE CHARACTER OR APPEARANCE OF THIS PART OF THE CONSERVATION AREA WILL NOT BE PERMITTED.

DEVELOPMENT PROPOSALS INVOLVING DEMOLITION OF OTHER BUILDINGS WITHIN THIS PART OF THE CONSERVATION AREA WILL BE CONSIDERED ON THE MERITS OF THE PROPOSED REPLACEMENT BUILDING. REDEVELOPMENT PROPOSALS INVOLVING DEMOLITION WILL BE EXPECTED TO PRESERVE OR ENHANCE THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA.

A CONDITION WILL BE IMPOSED ON A PLANNING PERMISSION GRANTED, TO ENSURE THAT DEMOLITION SHALL NOT TAKE PLACE UNTIL A CONTRACT FOR THE CARRYING OUT OF THE DEVELOPMENT WORKS HAS BEEN MADE.

With respect to development adjacent to the conservation that would have an impact on the conservation area's character or setting, the following supplementary policy is proposed.

POLICY WV.PB3: DEVELOPMENT ADJACENT TO THE CONSERVATION AREA

DEVELOPMENT PROPOSALS ADJACENT TO THIS PART OF THE CONSERVATION AREA, PARTICULARLY SITES TO THE WEST OF THE CONSERVATION AREA WITHIN THE INDUSTRIAL ESTATE WILL BE EXPECTED TO HAVE REGARD TO THE HISTORIC PATTERN OF DEVELOPMENT WITHIN AND AROUND THE CONSERVATION AREA AND PRESERVE OR ENHANCE ITS SETTING AND NOT DETRACT FROM VIEWS INTO OR OUT OF THE AREA.

DESIGN STATEMENTS WILL BE REQUIRED IN SUPPORT OF PROPOSALS TO DEMONSTRATE HOW THE DEVELOPMENT WILL CONTRIBUTE TO THE CHARACTER AND SETTING OF THE ADJACENT CONSERVATION AREA

84-94 (Everett's Terrace) and 96 Phipps Bridge Road are included on the

Council's Non-Statutory Local List and the following supplemental policy is proposed.

POLICY WV.PB4: LOCAL LIST

PROPOSALS TO ALTER, EXTEND OR CHANGE THE USE OF A LOCALLY LISTED BUILDING WILL BE EXPECTED TO:-

- (I) BE SYMPATHETIC TO THE DESIGN, SCALE, PROPORTIONS, CHARACTER AND DETAILING OF THE ORIGINAL BUILDING;**
- (II) RESPECT ITS SETTING; AND**
- (III) PRESERVE THE LOCAL HISTORIC INTEREST OF THE BUILDING.**

ADEQUATE ARRANGEMENTS SHOULD BE MADE FOR THE RECORDING OF ANY HISTORIC FABRIC OF THE BUILDING, INCLUDING REMNANTS OF OUTBUILDINGS AND EXTENSIONS, THAT WOULD BE DESTROYED OR SIGNIFICANTLY ALTERED OR DAMAGED IN THE COURSE OF THE WORKS.

In terms of Urban Design the following supplementary policy objective has been proposed

POLICY WV.PB5: URBAN DESIGN

DEVELOPMENT PROPOSALS WILL BE EXPECTED TO ACHIEVE URBAN DESIGN OBJECTIVES FOR THE CONSERVATION AREA BY:

- (i) RESPONDING TO AND REINFORCING LOCALLY DISTINCTIVE PATTERNS OF DEVELOPMENT AND LANDSCAPE AS IDENTIFIED IN THE CHARACTER APPRAISAL.**
- (ii) ENHANCING OPEN SPACES AT EACH SIDE OF THE FOOTBRIDGE ACROSS THE WANDLE TO IMPROVE SECURITY AND CREATE A FOCUS TO THE AREA; AND**
- (iii) PROMOTE LEGIBILITY TO HELP PEOPLE FIND THEIR WAY AROUND.**

URBAN DESIGN STATEMENTS WILL BE REQUIRED IN SUPPORT OF ANY MAJOR

NEW DEVELOPMENT PROPOSALS TO DEMONSTRATE HOW THE ABOVE CRITERIA HAVE BEEN ADDRESSED.

Any highway works will be expected to comply with the following supplementary policy

POLICY WV.PB6: STREET FURNITURE AND MATERIALS

WHEN IMPLEMENTING ENVIRONMENTAL IMPROVEMENTS THE COUNCIL WILL ENDEAVOUR TO:

- (i) EXTEND THE AREAS OF LARGE FORMAT CONCRETE PAVING SLABS AND MATCH EXISTING KERBS WITH GRANITE SETT GUTTER DETAILS AS FOUND IN PHIPPS BRIDGE ROA, OR ALTERNATIVELY USE A BITUMINOUS SURFACE WITH A NATURAL AGGREGATE TOPPING FOR FOOTWAYS**
- (ii) RETAIN EXISTING GRANITE SETTS;**
- (iii) REMOVE ALL REDUNDANT STREET FURNITURE, AND SIGNAGE AND, AS PART OF A PLANNED REPLACEMENT, TO INSTALL MORE APPROPRIATE STREET FURNITURE;**

THE COUNCIL WILL EXPECT CHANGES IN THE STREET ENVIRONMENT TO COMPLY WITH THE GUIDANCE CONTAINED IN ITS GOOD PRACTICE ON STREET MANAGEMENT AND DESIGN.

The Phipps Bridge Sub-Area is of some archaeological significance being immediately south of the former Merton Priory precinct and also falling within the Wandle Valley Alluvium Archaeological Priority Zone. Development proposals involving excavation in the area will need to have regard to the following policy: -

P O L I C Y W V . P B 7 : ARCHAEOLOGICAL PROTECTION AND PRESERVATION

THE COUNCIL WILL EXPECT EARLY CONSULTATION WHERE DEVELOPMENT IS

PROPOSED WITHIN THE ARCHAEOLOGICAL PRIORITY ZONE AND MAY REQUIRE A PRELIMINARY ARCHAEOLOGICAL ASSESSMENT BEFORE PROPOSALS ARE CONSIDERED.

THE COUNCIL WILL SEEK PRESERVATION, IN SITU, OF ANY LOCALLY SIGNIFICANT ARCHAEOLOGICAL REMAINS, THROUGH THE DESIGN AND LAYOUT OF THE PROPOSED DEVELOPMENT, PARTICULARLY FOUNDATIONS AND BELOW GROUND SERVICES AND DRAINAGE.

ONLY, WHERE REMAINS CANNOT BE PRESERVED IN SITU, WILL THE COUNCIL CONSIDER PRESERVATION BY RECORD BEFORE DEVELOPMENT BEGINS. THIS SHOULD BE THROUGH AN APPROPRIATE PROGRAMME OF ARCHAEOLOGICAL WORK BY A RECOGNISED ARCHAEOLOGICAL ORGANISATION, IN ACCORDANCE WITH A PROJECT DESIGN APPROVED BY THE COUNCIL. SUCH PROVISION SHALL ALSO INCLUDE THE SUBSEQUENT PUBLICATION OF THE RESULTS.

SPECIAL GUIDANCE

The River Wandle has been identified in the Mayor's London Plan as part of the "Blue Ribbon Network" which has an important Role for Regeneration and economic growth due to its proximity to the South Wimbledon/Colliers Wood "Area of Opportunity". This part of the Wandle Corridor is also of significant ecological importance and provides an important recreational resource.

The sub-area has a strong tradition of sustainable energy production due to the number of water mills that used to be located on the River in the vicinity of Phipps Bridge. The Wandle Valley character appraisal, therefore, recommends that the historic and cultural significance of the Wandle should be a driver to future economic growth and development and

recommends the following areas to be taken into consideration in a future development plans/action plans or development/ planning briefs affecting this sub area: -

- Support for cultural and educational activities and facilities particularly Deen City Farm and in adjacent Morden Hall Park and Merton Priory/Merton Abbey Mills.
- An Urban Design Framework/ Strategy to improve links between riverside developments and the Wandle environment and explore new approaches to interpretation that are more robust to the activities of vandals.
- Co-ordination between recreational, educational cultural and leisure activities along the Wandle with a view to developing a strategic approach to funding of activities.
- Protection and enhancement of the natural environment particularly along the River Wandle.

Should the prospect of new development on the business park to the west of the Wandle become a possibility a development brief/framework should be to prepared to secure an appropriate form of development that maintains and enhances the character of the adjacent River and conservation area and preserves any archaeological remains. Key requirements will include: -

1. Buildings of a form and scale that reinforces the character of the Phipps Bridge sub-area.
2. Buildings designed of a high quality and which integrate with the surrounding pedestrian network and which provide overlooking/

surveillance of public rights of way and spaces.

3. Use of good quality materials that reflect and complement but not necessarily copy the palette of historic materials that survive within the area.
4. Create links between the development and the River Wandle and associated open spaces

NEED FOR ADDITIONAL PLANNING CONTROL

The appraisal has identified the cumulative negative impact of minor alterations to the buildings on the east side of Phipps Bridge Road to the character and appearance of this part of the conservation area. These small scale alterations such as the installation of replacement doors, windows and porches, the removal of original boundary treatments, can be carried out as "Permitted Development".

These changes may appear insignificant as individual alterations, but the cumulative effect together with the removal of other architectural details such as chimneys, and ridge tiles have a negative effect on the character of the conservation area.

Much of the original detailing has been lost to these properties and they no longer meet criteria for conservation area designation and it is therefore recommended that planning controls be these properties are either removed from the conservation area or planning controls applied to these properties to secure reinstatement of traditional detailing when future alterations are proposed.

This should be achieved by removing if these buildings are to remain in the conservation area some permitted development rights by means of placing an Article 4(2) Direction on 209 - 239 Phipps Bridge Road and 251 - 269 Phipps Bridge Road, in order to prevent further erosion of the character and secure improvements.

An Article 4 (2) Direction applies to residential properties only and removes permitted development rights from the front and significant elevations of dwellinghouses to bring certain categories of permitted development within planning control, requiring planning permission to be obtained for minor developments. The planning fee is waived in these circumstances.

The alterations suggested to be brought under planning control through the making of an Article 4(2) Direction are: -

Part 1: Development within the curtilage of a dwellinghouse.

- i) The enlargement, improvement or other alteration of a dwellinghouse.
(this would be intended to ensure retention or re-instatement of traditionally detailed windows and doors).
- ii) The enlargement of a dwellinghouse consisting of an addition or alteration to its roof.
- iii) The erection or construction of a porch outside any external door.
- iv) The erection, alteration or removal of a chimney
- v) The provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the dwellinghouse as such.

Part 2: Minor operations.

- v) The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.
- vi) The formation of a means of access to a highway.
- vii) The painting of the exterior of any building.

(This is intended to prevent paint being applied to facing brickwork and ensure that render and exterior paintwork is painted with colours which will preserve or enhance the character of the conservation area and).

REVIEW OF THE CONSERVATION AREA BOUNDARY

The existing conservation area boundary is fairly tightly drawn around the most significant buildings and open spaces either side of the River Wandle.

The appraisal has identified the negative impact of changes to properties on the east side of Phipps Bridge Road. Following consultation on the draft document and it is ~~therefore~~ suggested that ~~if residents are not supportive of proposals for~~ additional planning controls should be imposed rather than amending that the conservation area boundary ~~be amended~~ to exclude Nos 209-239 Phipps Bridge Road and Nos 251 to 269 Phipps Bridge Road

The map below shows the area of the conservation area that should ~~either~~ be the subject of an Article 4(2) Direction ~~or de-designated~~.



ADDITIONAL READING, REFERENCES AND BIBLIOGRAPHY

The Records of Merton Priory edited by Major Alfred Heales of 1898 and The Environs of London Vol. 1 by Revd Daniel Lysons of 1796.

"Latin Texts concerning Gilbert Founder of the Priory", in Studio Monastica, xii (1970) 241-271 - M.L Colker

'Reminiscences of Old Merton - Chamberlain - 1925

A History of Merton and Morden - Evelyn Jowett MA (Oxon) - 1951

Merton Priory - Penny Bruce, Simon Mason - MoLAS publications 1993

The Archaeology of Greater London - Museum of London 2000

A Brief History of Merton - John Precedo

Derek Bayliss, Retracing the First Public Railway (2nd edn., 1985)

History and Heroes of Old Merton - Kathleen Denbigh 1975

Interim report by Judie English & John Leveson Gower, Sussex Archaeological Society Newsletter No. 47, pp. 456-7, Dec 1985

Archaeological reports by Museum of London Archaeology Service and other Archaeological Organisations copies of which are held in the Merton Local Studies Centre at Morden Library

Eric Montague - Historical notes on Mitcham and Colliers Wood

Merton Historical Society Publications

- Mitcham Histories - No 4: Lower Mitcham
- Trouble at Mill (Textile Printing at Liberty Print Works and Merton Printers Ltd)
- Daughter Houses of Merton Priory
- The Bridges and Roads of Mitcham
- Copper Milling on the Wandle
- Phipps Bridge, Phipps Mill and Bunce's Meadow
- The Railways of Merton
- A History of Lord Nelson's Merton Place
- The Patent Steam Washing Factory at Phipp's Bridge, Mitcham
- Morden Hall
- The Amery Mills of Merton Priory, the Copper Mills and the Board Mills
- The Ravensbury Mills
- Ravensbury Manor House and Park

- Some Memories of Merton
- The Historic River Wandle
 - No 1 The Merton Section
 - No 2 Phipps Bridge to Morden Hall
 - No 3 Ravensbury to Mill Green
- Town Trails
 - No 6 Mitcham, Ravensbury
 - No 8 Morden Town Centre and Morden Hall
 - No 9 Wandle Park to Merton Abbey Mills
- Local History Notes
 - No 3 Stane Street in Upper Morden
 - No 8 Liberty Print Works - Wartime Reminiscences
 - No 12 The Parish of Merton 1844 - The Tithe Apportionment Map
 - No 13 Morden in 1838 - The Tithe Apportionment Map
 - No 15 Recollections of an Edwardian Childhood in Colliers Wood
- Studies in Merton History
 - Archaeology of Mitcham
 - Textile Bleaching & Printing in Mitcham & Merton 1590-1870

There are a number of web sites containing historical information relevant to the Wandle Valley

Merton Priory Trust web Site <http://www.mertonpriory.org>

Wandle Industrial Museum Web Site
<http://www.curator.pwp.blueyonder.co.uk/common.htg/frameb.htm>

Croydon Online History: <http://www.croydononline.org/History/>

London Borough of Croydon History web pages
<http://www.croydon.gov.uk/leisure/artsentertainmentculture/culture/localhistoryheritage/>

The Croydon Caving Club website has some Historic Notes on the Surrey Iron Railway by Allan Ockenden.

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London Borough of Merton 100019259. 2005

**APPENDIX A:
LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL
OR HISTORIC INTEREST STATUTORY GRADE II**

Wandle Villa, Phipps Bridge Road, London SW19

APPENDIX B: NON-STATUTORY LIST OF BUILDINGS OF HISTORIC OR ARCHITECTURAL INTEREST

Everett's Terrace, 84-94 Phipps Bridge Road, London, SW19

The Coach House, 96 Phipps Bridge Road, London, SW19

Wandle Valley Conservation Area Character Appraisal

Phipps Bridge Sub Area Post-Consultation Draft

February 2007

