

WANDLE VALLEY CONSERVATION AREA



LOWER MITCHAM: WATERMEADS AND STATION

SUB-AREA 6: 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.

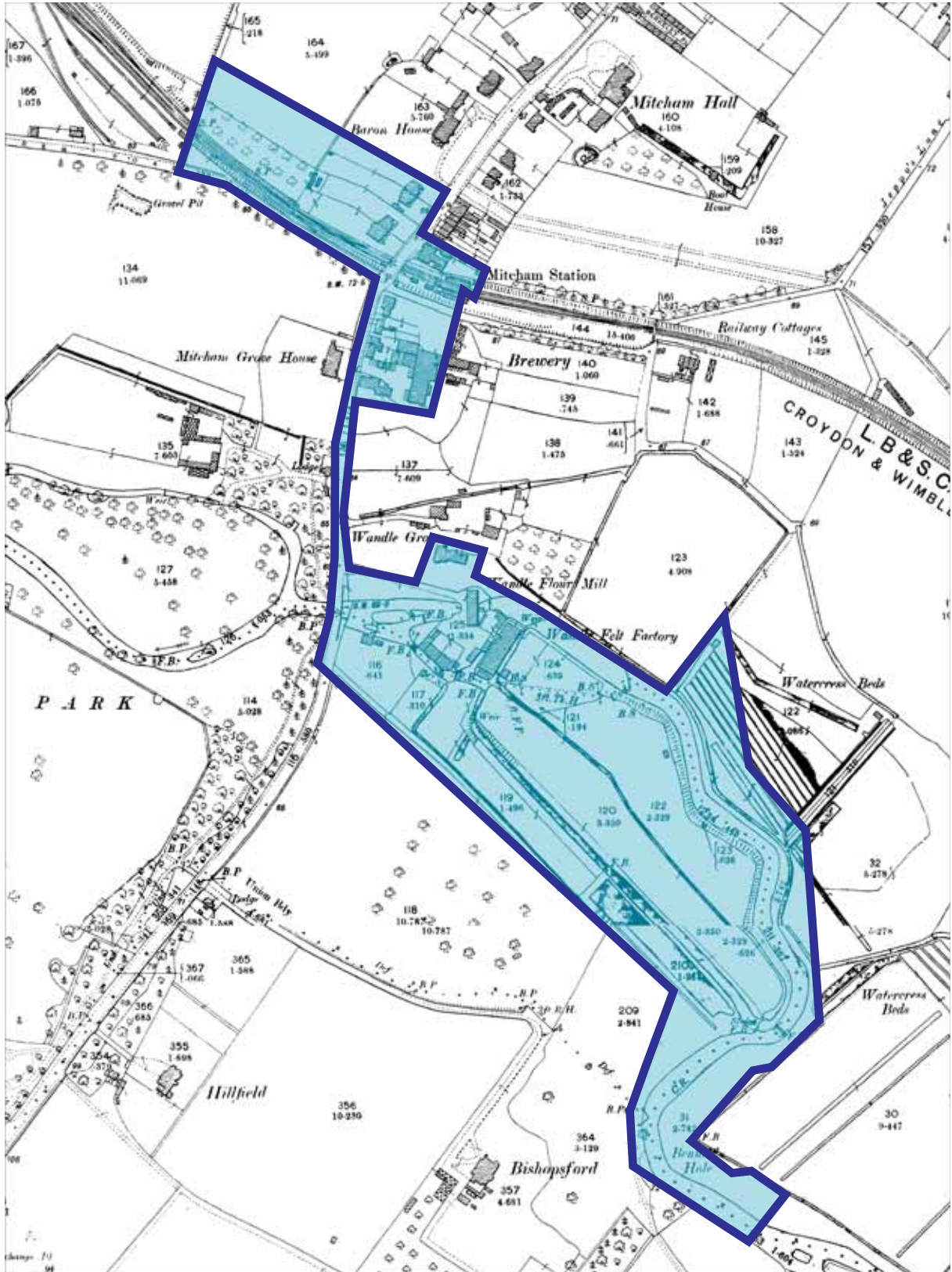
STRUCTURE OF THE DOCUMENT

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 6: Lower Mitcham, which includes Mitcham Watermeads and the area around former Mitcham Station 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.

LOCATION AND EXTENT OF THE SUB-AREA



HISTORY

This sub-area further divides into two areas, the area around Mitcham Station with its link to the development of the railway and also the Surrey Iron Railway and the area around Grove Mill that was historically a focus for water based industrial activity.

Mitcham Station:

The former Mitcham railway station, a Grade II listed building is located close to the route of the Surrey Iron Railway.

The advent of steam locomotives signalled the collapse of prosperity for the Iron Railway and it was eventually bought by the London Brighton and South Coast Railway in 1837 and closed in 1838, with part of the line of the route being used for the London to Brighton mainline.

It is unlikely that the surviving listed building was itself the Surrey Iron Railway station as early illustrations held by the Wandle Industrial Museum suggest that the station at that time may have comprised a separate complex of timber framed buildings located to the south of the surviving building. The listed building was probably originally a linked pair of houses, which later



became a station office connected with the later passenger railway.

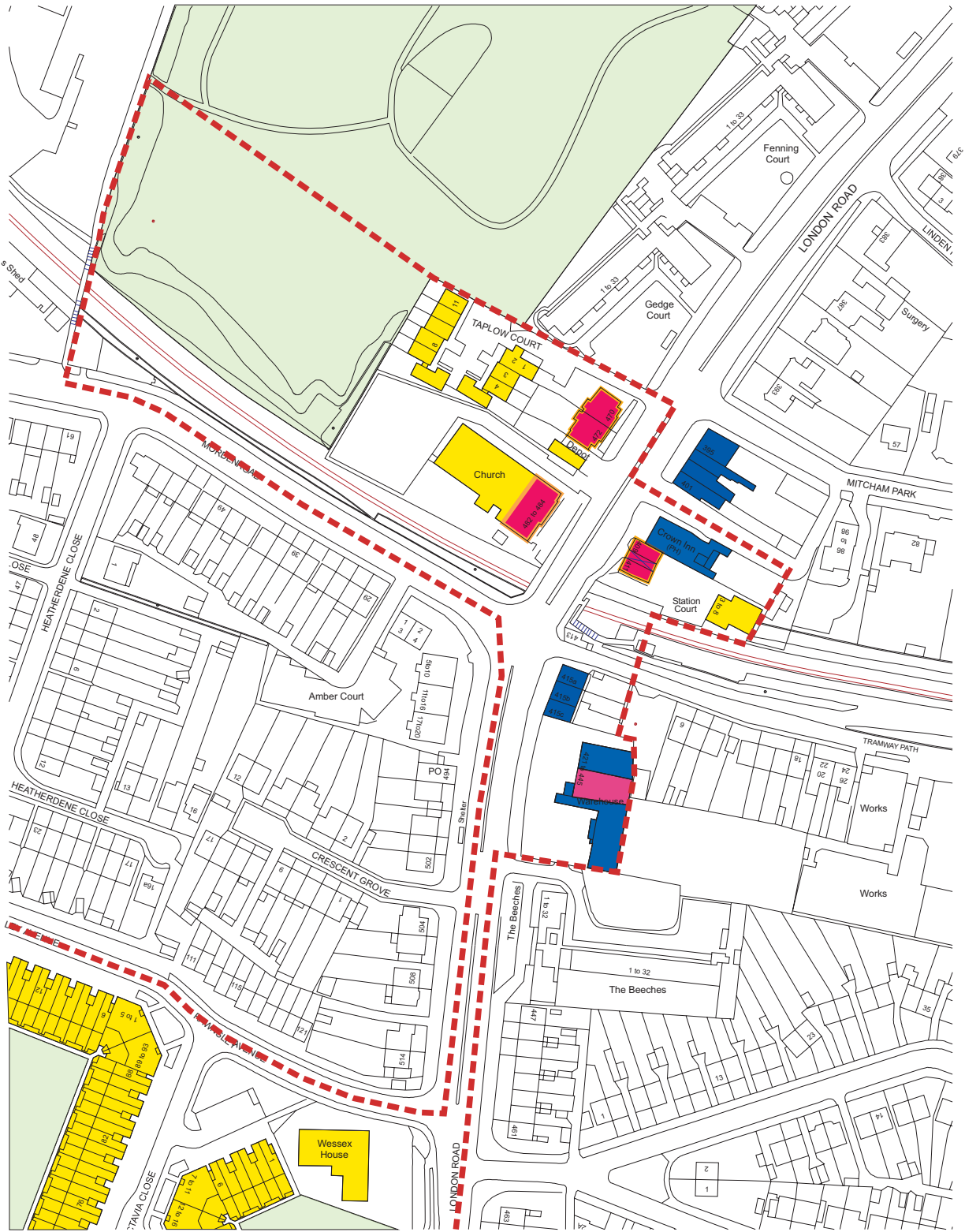
The Wandsworth to Croydon stretch of railway remained open until 1846, and part of this route was later used by the Wimbledon and Croydon Railway which opened in 1855 and continued in use until 1997 when it was closed and adapted for the present Croydon Tramlink line also linking Wimbledon with Croydon.

The station did prompt a cluster of buildings around it although it did not develop into a significant commercial centre. Immediately to the south was the site of the former Surrey Brewery of which remnants of some buildings are believed to survive within the commercial complex now occupied by Funnells Removal and Storage Company. The main Brewery Building that dated from at









least the early 19th Century was located on the site to the east of the current warehouse site, just beyond the conservation area boundary. The Brewery Site was separated from the road by a row of buildings, probably



Sub Area 6: Lower Mitcham: Mitcham Station Age of Buildings Map



Key:

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

residential which fronted the London Road. These buildings were demolished to make way for road widening in the 1960s and the former brewery site was sub-divided in the mid 1990s. The original Brewery buildings which occupied the easterly parcel were demolished to make way for a Residential Care Home. The western Parcel remains as the Funnells site.



Opposite the former station building are two early 19th Century semi-detached villas, 470-472 and 482-484 London Road to the north of which was the site of Baron House (more correctly Barron House), which was owned by Mr. Barron, after whom it is called. There is a painting of the house at the London Guildhall Art Gallery, held in its Wakefield Collection. This shows a symmetrical fronted building with two forward projecting wings of two storeys with attics in the roof set behind parapets.

To the south of the railway line opposite the brewery site was Mitcham Grove House part of the former grounds of which now form Ravensbury Park and which is described in more detail in the sub-area 5 Appraisal.



Grove Mill and Watermeads

The site of Grove Mill and former Crown Mill to the east of London Road, Mitcham opposite the entrance to Ravensbury Park is on the southern outskirts of the medieval village and later village of Mitcham. The location is an ancient milling site, with map evidence showing a mill on the site as early as 1746 and with documentary evidence indicating the presence of milling activity during the 16th Century when three mills existed upstream of Mitcham Bridge where a bypass channel formed an island. Two of the mills were on the present Grove Mill site and the third located on the opposite side of the Wandle. This was possibly the site of one of the two Domesday mills of Mitcham.

In the early 15th Century evidence suggests that Mitcham Mill, a corn mill, was located on the site. Some time in the late 15th Century a new copper mill was



established manufacturing blanks for halfpenny and farthing coins for the Royal Mint which at that time was located in the Tower of London, it is from this activity that mill gained its name "Tower Copper Mill". Following the loss of the contract for coining copper in 1717 production at the copper mill appears to have declined and following the bankruptcy of the owner some years later it was converted into a corn mill. There is evidence of paper milling activity by the 18th Century although towards the end of that century evidence suggests that all the mills were being used to grind corn, although there appears to have been some milling of snuff for a short period but this ceased under the terms of a new lease granted in 1772. However in 1786 a new owner again converted one of the mills for snuff milling. In 1788 one of the mills burnt down and a new mill was built on the site of the current Grove Mill. The other two mills were located opposite on the bypass channel that formed the island.

Henry Hoare of Mitcham Grove (see Sub-Area 5: The Parks appraisal document) acquired the head lease of all three mills in 1792 which at that time were occupied by Richard Glover. Both Hoare and Glover were shareholders in the Surrey Iron Railway. Glover continued corn and snuff milling as well as paper making at the site. Hoare eventually died in 1828 and the estates sold in lots by auction by his executors. The mills continued to work until around 1846 at which time the snuff mill appears to have become unoccupied and was again put up for sale by auction in 1848. It seem that the lease was taken up by a felt manufacturer and it is this mill that later gained the name Crown Mill. Crown Mill was eventually destroyed by fire in 1870 but was hastily re-built in brick with

a slate roof and felt production continued at the site.

Corn milling continued at the other two mills and it is one of these that later became Grove Mill. It seems that these two mills were eventually rebuilt as a single three-storey structure at around 1861. Corn milling ceased at the start of the 20th Century and when a new lease was granted for the Grove Mill in 1903 to the new occupiers the Patent Horse Hair Company who converted it for the manufacture of artificial horsehair, which was used as mattress and upholstery stuffing.



The building was badly damaged by fire in 1907 and subsequently also re-built as a two storey building with the shell of the earlier building retained behind the extended west front and this is the mill building that survives today. The artificial horsehair product was given the name Lyxhayr and the company renamed Lyxhayr Limited. The Crown mill at this time had fallen into disuse and the company eventually took it over in 1910 and was reconstituted as Lyxhayr Manufacturers Limited. There was a further change in name in 1919 to Mitcham Fibre Mills Limited, and the

company eventually bought the freehold of both buildings. The fibre company continued with a further name change until 1959 but only occupying the Crown Mill. The Grove Mill was leased to medicated toilet soap and perfume manufacturers R. F. White and Company Limited.

In 1940 Grove mill was damaged by a second World War bomb and in 1954 a major extension was added to the south and east.

After the departure of the fibre company it seems that the Crown Mill was taken over by C. S. Walker (Sacks) Limited and the associated Jute Company Limited. However there was a further fire at the Crown Mill 1964 that completely destroyed it and it was never re-built although Walkers continued to occupy other buildings on the site. Shortly after the millrace through Grove Mill that provided the water to power the mill and the adjacent north-south river channels were infilled by Surrey County Council and the route of the river diverted to its present alignment to the south. During the 1960s an asbestos cement sheeted shed was built to the north-east of the site of Crown Mill over the former millrace. This housed a number of small light industrial enterprises, and was demolished in 2003 to make way for the new residential development.

R. F. White and Company Limited vacated Grove Mill in 1979 when production was moved to Peterborough. The Mill was again occupied until 2003 after which the building was converted into flats as part of a new residential development on the remainder of the site.

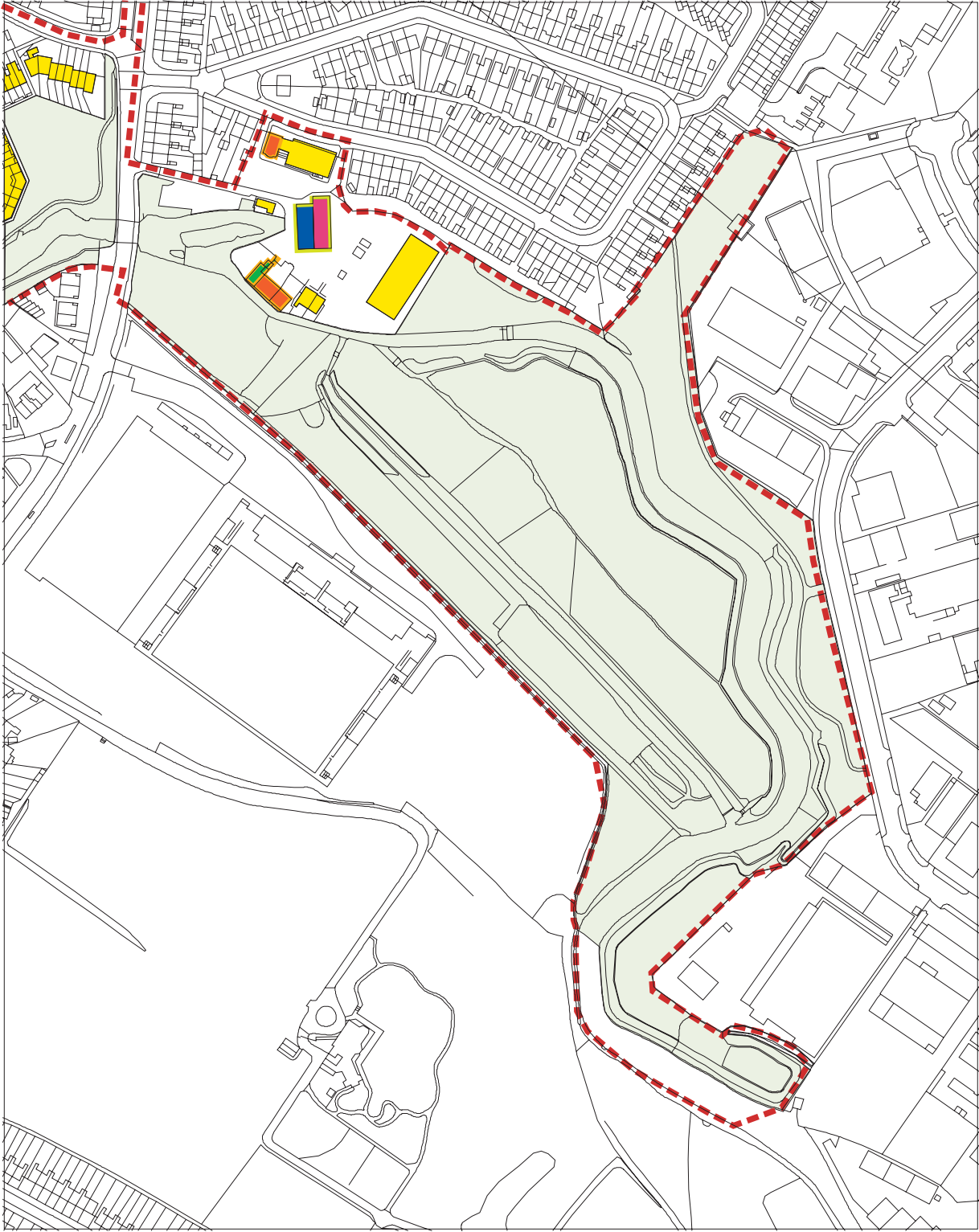
Three of the millworker cottages survive and remain in residential occupation. Two are 18th Century with another added on the end in the 19th Century.

The sub area extends to the north of Grove Mill to include Wandle House, a Grade II Listed Building. This was formerly part of a larger house Wandle Grove, a villa dating from 1795 the design of which is attributed to Robert Mylne, the Scottish Architect and Engineer, and who also designed the first Blackfriars Bridge, London's third river crossing and completed in 1769. During the mid 19th Century Wandle Grove was occupied by William Wilson who in 1848 donated two inscribed silver cups to Mitcham Parish Church.











Little exists as to the houses' history but maps show the property occupying a larger footprint with associated buildings and structures set into landscaped grounds. During the 1960s the house was converted to office use with the

Sub Area 6: Mitcham: Watermeads - Age of Buildings Map



Key:

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addition of a poorly designed extension, which does little to preserve the setting of the building or character of the conservation area.



HISTORIC DEVELOPMENT AND ARCHAEOLOGY

Historic maps suggest that the earliest development comprised the milling activities on the Wandle followed by gradual development of large houses



Rocque's Map 1741-5



Ordnance Survey 1865

along the main road linking London to Sutton and Epsom, which followed the alignment of the modern London Road, and which crossed the Wandle at Mitcham Bridge at approximately the same location as the modern road. The area's development was therefore characterised by industrial activity associated with the river and in close proximity to the railway, with the industrial sites interspersed with large houses and smaller terraces of cottages close to the site of the station. The larger houses were set within extensive landscaped grounds.

The closure of the Surrey Iron Railway was a watershed in Mitcham's fortunes as the town was skirted by the new railway system linking other suburbs with Central London and as a result it did not enjoy the suburban expansion



Ordnance Survey 1896-1899

as occurred in neighbouring Wimbledon and Croydon. The arrival of anti-social industries such as paint, varnish and linoleum manufacture coincided with the exodus of the wealthy families that occupied the larger houses. It also marked the end of major horticultural enterprise in the area with closure of Potter and Moore who manufactures lavender and peppermint oils at a distillery located near Figge's Marsh in 1886. This prompted the decline and eventual disappearance of Mitcham's rural atmosphere and between 1900 and 1910 the population doubled to 29,606.

However most of this expansion occurred to the north of the Wandle and was focused on the Upper Green, which became the new centre for the Town of Mitcham. Therefore, little changes are observed in the area around the station and the Mitcham mills until after the Second World War after which the grounds of the larger houses were



Ordnance Survey 1953

gradually developed for housing. And the 1953 Map shows residential development to the South of Morden Road and also within the former Grounds of Wandle Grove (Wandle House).



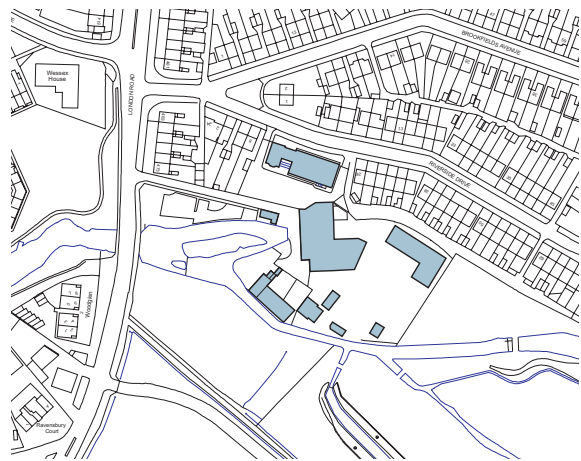


During the 1960s the London Road was widened south of its junction with Morden Road which involved demolition of a number of buildings on the east side of the road behind which was located the Pharmaceutical Factory that occupied the former Brewery. The Factory appears to have closed shortly after and the buildings used for warehousing and fabrication of architectural products. The site was sub-divided and the rear



section, No 40 Tramway Path which contained the original early 19th Century Brewery buildings was redeveloped to provide a Nursing Home in the mid 1990s.

The most recent phase of development was the redevelopment of the Grove and Crown Mill sites for housing in the early 2000s. This involved demolition of a number of buildings on the site.



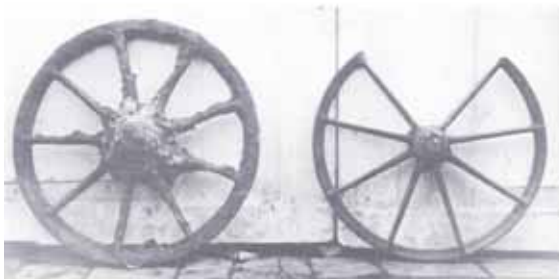
Grove Mill Site before re development

ARCHAEOLOGY

The sub area is of some importance archaeologically falling within the Wandle Valley Alluvium and Wandle/Mitcham Archaeological Priority Zones. Mitcham Station and the area to the east of London Road is within the Mitcham Common Archaeological Priority Zone and the properties opposite including 470 - 484 London Road are within the Mitcham Archaeological Priority Zone. Of most significance is the existence of the site of the Mitcham Saxon Cemetery close to the junction of London and Morden Roads the excavation of which also produced Roman finds including a bronze finger ring, a key handle and a coin of

Constantius II now housed in various museums. Other finds from excavations in the area include a fragment of prehistoric pottery, Roman pot and ceramic building materials and an early/middle Saxon pit, possibly a quarry pit for sand backfilled with domestic refuse found at Tramway Path.

The dredging of the "paper mill cut" at Watermeads National Trust property close to its confluence with the Wandle revealed a cast-iron wheel of 32 inches diameter and a second incomplete wheel, lacking part of its rim which is presently held in the National Trust owned former snuff mill within Morden Hall Park. These are believed to be from the Surrey Iron Railway and local knowledge suggests that buildings near Grove Mill were used as workshops for the railway. There is also a belief that old wheels from the railway were used to reinforce the banks of the Wandle after the railway's closure.



LAND USE

Whilst historically land use within this sub-area was predominantly industrial associated with the milling on the Wandle and the railway the area is now predominantly in residential use with some more recent commercial activity including the tyre and exhaust workshop within 472 London Road, at the site of the

former Surrey Brewery now occupied by a removal and storage company and at Wandle House which is now used as offices. The last surviving pocket of traditional industrial uses was at the sites of Grove and Crown Mill which supported a variety of enterprises in an ad hoc collection of buildings until 2003 the site has, however, now been redeveloped also for residential use.

The area to the south of the Grove and Crown Mill site comprising the National Trust owned Watermeads is now maintained as a Nature Reserve with controlled access, the Wandle Trail runs along the southern boundary to the conservation area and continues along the river towards Sutton and Waddon. The areas along the River form part of a Green Corridor that extends the length of the Wandle through Merton and is also a Green Chain and designated Metropolitan Open Land. The natural landscaping and ecological diversity of the area combine to make an important natural habitat and provides a significant passive recreational resource within the Borough of Merton.

BUILDINGS

The main buildings of significance to this part of the conservation area are The Statutory listed buildings around and including the former Mitcham Station, Wandle House, the Grove Mill and former mill workers cottages to the south of Grove Mill. There are some remnants of the former Surrey Brewery which are also of historic significance.

The two pairs of semi-detached villas comprising 470-472 and 482-484 London Road are two matching, pairs of 'Regency' style houses. Built in 1840 by Thomas Finden, a local builder, they

comprise two symmetrical 4 storey blocks, including a semi-basements, with side wings which are set back slightly from the front elevations. The upper floors to the side wings are enclosed within slated mansard roofs set behind parapets to the front; the main roofs being concealed behind parapets. They have coursed stucco to the ground and semi-basement floors with yellow stock brickwork over with gauged brick, flat arch-headed windows, comprising double-hung sashes with narrow glazing bars. There are cornices above the second floor to the main building and above the first floor to side wings. Number 484 is was extended to the south in 1981. Numbers 482-484 London Road have been combined to a single property and extended to the rear and is used as a place of worship. Numbers 470-472 have been converted into flats and new housing has been constructed within the grounds to the rear. The former coach house has been extended is currently occupied by a tyre and exhaust fitter.



the closure of the Surrey Iron Railway when the line was adapted for passenger railway use as part of the Wandsworth to Croydon branch line. The station ticket office closed during the 1980s and in the early 1990s the building was converted into offices and a new office building constructed on the site to the rear.



Mitcham Station dates from about 1800 and has a symmetrical front with a central recessed carriage entrance archway through the building at ground floor level. It was probably originally residential and converted to a station ticket office after



This is a brick built two-storey building with an attic floor within a gabled pitched roof of similar, size, scale and proportions to the listed building. The facades are rather plain compared to the historic building but it does not detract from the character of the conservation area, or setting of the listed building.

These buildings of special architectural or historic interest form an important group located just north of the old Surrey Iron Railway, now the Wimbledon to Croydon branch of the Croydon

Tramlink, and the junction between the A217 London Road and the A239 Morden Road.

Immediately to the north of the station is the Crown Public House. This is an inter-war building replacing an earlier building, also a public house. It is a three-storey "Jacobethan" style building with a lofty tiled roof with prominent dormer windows and timber strapwork to the upper floor elevations. The windows are timber casements with leaded lights to the upper floors. The building is set back from the frontage of the station building and the alignment of the original building creating a small forecourt area. The dormers appear to be more recent additions and rather detract from the overall appearance of the building. The building sits well into the surrounding townscape and contributes to the character of the conservation area in terms of its siting and massing and contributing to the overall grouping of buildings within this part of the sub area.

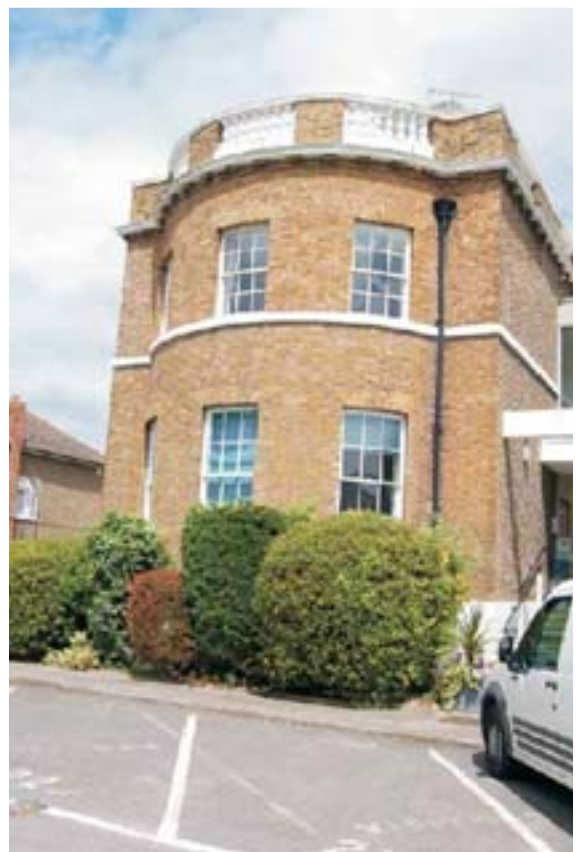


Also close to the route of the former railway, now tramway at the western boundary to the sub area which is defined by the route of Baron Walk linking Morden Road with Mitcham Parish Church is Foundation House, 10 Merton Road a much altered early 20th Century building now used as offices.



This is one of the earliest buildings to have been constructed at this end of Morden Road.

Wandle House also a grade II Listed Building comprises a surviving section of a larger building. The building has a prominent bow front and is constructed from brown stock brick with a slate mansard roof set behind a parapet which incorporates panels of open



balustrading. The building has vertical sliding sash windows set within square gauged, brick arched openings. The ground floor windows are set with semi-circular arched recesses. The setting of the house has been compromised by the surrounding residential development that was constructed within the former grounds to the house during the early post World War 2 period. The east wing of the house was demolished in the 1960s and a new office building constructed adjacent to Wandle house to the east in 1967 with a two-storey glazed walkway link to the surviving part of the house. The office building is building is of a modern frame construction with glazed cladding panels. Its design and appearance does not complement that of the original building and is detrimental to the character of the conservation area and the setting of the listed building.



The site of the Grove Mill was originally an island surrounded by watercourses on all sides. The original building dating from 1871, which was a replacement for an earlier timber building, was three storeys and straddled a course of the river. The mill was badly damaged by fire in 1907 and was largely re-built but as a two storey building incorporating remnants of the fabric of the fire-damaged building. The building's footprint was extended to create a double piled building. The northern watercourse was back filled after the loss of the Crown Mill also following a fire in the 1960s and it now simply a riverside site. Remnants of the mill channel and waterwheel housing including remnant of the vertical iron channels that held the sluice gates survived until recently on the eastern side of the main building.

The building is of stock brick, which has been painted white. The early 1871 building had large industrial style metal windows with distinctive exposed sandstone lintels with a carved roll decoration the openings of which, without the windows, survive within the extended building. The 1907 extension also had large industrial steel windows set into segmental arched openings. A further extension was added in the 1930s this was a flat roofed brick and concrete construction with large Crittall windows





set beneath exposed concrete lintels. This was demolished at the time of the mill's conversion as part of the residential development that was undertaken in 2003. The windows have been replaced with double-glazing as part of the conversion into flats.

The Crown Mill was completely demolished after it was gutted by fire but remnants of its footings and an extensive flag

stone floor survived until the site was eventually cleared for development.



Crown Mill Development © Chris Heels on behalf of the National Trust

The former millworker cottages are all Grade II listed and are of timber frame construction finished in white painted weatherboarding, they date from the



18th Century, although the most westerly of the three cottages facing at right angles to the other two is slightly later.



Other buildings within the sub area comprise the commercial buildings on the east side of London Road to the south of the parade of shops above which occupy the site of the former Surrey Brewery and which later became the site of a pharmaceutical products factory. Some remnants of early brewery buildings are believed to have survived



within the site. The site is however largely concealed behind advertising hoardings, and a number of large containers are accommodated on the site which are visually detrimental to the character of the conservation area.

The parade between this site and the tramline comprise a post war terrace of shops with maisonettes above. They are three-storeys with the upper floor with a large mansard roof with a deep projecting eaves. The building has a large advertising hoarding affixed to its flank wall and the windows have been replaced with modern windows of non-traditional style and these buildings of little architectural or historic significance and make a neutral contribution to the character of the conservation area.



The most recent buildings within this sub-area comprise the new residential development at Taplow Court, behind 470-472 London Road and most recently the new residential development at Grove Mill.

The Taplow Court development is a fairly typical late 20th Century housing development based around a courtyard. The form and design of the development does not really reflect the intrinsic architectural characteristics of the area. The buildings are fairly low key and are considered to make a neutral

contribution to the character and appearance of the conservation area.



Greater effort has been taken with the design of the Grove Mill development to reflect the characteristics of the former industrial site with a mix of larger and smaller scale buildings and better contributes to the character of the area.



PLOT WIDTHS AND HEIGHTS

The area is characterised by two distinctly different patterns of development comprising the fairly formal alignment of primarily residential buildings along the alignment of London Road to the north of the Station contrasting with more informal grouping of industrial buildings on the site of the former Brewery and the Grove and Crown Mill sites. Buildings are predominantly two storeys with the semi-detached villas being taller with three

storey's set over basements. Foundation House, at 10 Morden Road was originally two-storey but had an additional floor enclosed within a Mansard style roof added in the 1990s.

DISTINCTIVE AND TRADITIONAL BUILDING MATERIALS AND LOCAL DETAILS

The most predominant traditional material within this sub-area is yellow and brown stock brick laid mainly in Flemish bond with matching shallow brick arches over the windows and doors. The millworker cottages are of timber frame construction finished with braos feather edged boarding painted white which was of a type that was once indigenous to the area and now represent a rare survival of the areas former vernacular.



Roofs are predominantly Welsh slate apart from the former millworker cottages at Watermeads, which have clay pantile roofs.



Windows to the residential properties, including the listed villas in London Road and Riverside Drive are predominantly timber sash windows. The mill workers cottages have the windows arranged in projecting bays. The former industrial buildings would have had steel Crittall windows, however these have now mainly been replaced with modern double glazing. Steel windows are generally more appropriate to the character of these type of buildings and re-instatement would be encouraged.



OPEN SPACE

Quality of Open Space and Form of Enclosure

The River Wandle passing through the sub area and the adjacent open spaces form part of a Site of Metropolitan



Importance for Nature Conservation which extends into the adjacent Borough of Sutton. Parts this area also forms part of Bennetts Hole Local Nature Reserve. The area of wetland between the modern route of the Wandle and the southerly side channel, formerly the "Paper Mill cut", "Watermeads" is owned and managed as a nature reserve by the National Trust and this represents a fascinating wetland and river environment.



Watermeads Nature Reserve © Chris Heels on behalf of the National Trust

The form and quality of the open spaces is very much influenced by the patterns of development and the nature of the plots sizes. The sub area can be divided into four distinctive areas.

1. Areas of predominantly riparian and wetland habitat along the Wandle;



2. Predominantly hard landscaped urban areas comprising fairly informal spaces and yards of varying size and layout between the former industrial complexes at Grove mill and also the former Brewery site, behind the former station and parking areas to the rear of Nos 470-484 London Road;



3. Very small garden areas associated mainly with the newer residential development behind Nos 470-472 London Road and also around the former millworker cottages by Grove Mill; and
4. Area of public open space behind Nos 470-484 London Road and extending to the conservation area boundary along Baron's walk and



forming part of the London Road Playing Fields, which occupy the former grounds of Baron House which used to stand just north of the conservation area on the west side of London Road.

The main forms of enclosure comprise: -

- Natural features such as the Wandle and its various side channels.



- High brick walls enclosing the rear garden areas to 470-484 London Road.



- Low timber fences that define the front gardens of the Watermeads cottages
- high modern, timber fences some supporting large advertising



hoardings along the north side of Morden Road and also enclosing the warehouse site on the east side of London Road.

- Iron railings and gates to the south of the bridge over the Wandle to the area of Watermeads to the west of London Road with matching panels incorporated into the western bridge parapet.



- Chainlink fencing on the east side of the bridge over the Wandle and along the north side of Morden Road forming the boundary to the tramline.





- Steel railings along the river between the Grove Mill site and the Watermeads Nature Reserve



National Trust Watermeads © Chris Heels on behalf of the National Trust

- Rather unattractive anti-intruder fencing and concrete panel walls along Barons Walk.



- Around the former station are more urban boundary treatments comprising metal railings particularly in front of 482-484 London Road and the station itself. Although not original, traditional designs have been introduced and these complement the character of the conservation area and should ideally be extended to the front of 470-472 London Road.



- New steel railings and gates have also been installed at the entrance to



the new Grove and Crown Mills housing development.

Most of the sub area is urban in character and not particularly well wooded, although adjacent parkland areas are. The only Tree Preservation Order within this sub-area relates to a Yew tree in the front garden of the central millworker cottage at 477 London Road, Mitcham. Nonetheless trees make a significant contribution to the semi-rural character of this part of the conservation area particularly within the areas to either side of the Wandle and the Watermeads Nature Reserve



National Trust Watermeads © Chris Heels on behalf of the National Trust

The areas to either side of the Wandle represent important ecological habitats and contribute the character of the waterway and make it attractive for passive recreational pursuits.



STREET AUDIT

The only highways within this sub area are London Road and Morden Road the junction of which is immediately to the south of the bridge over the former railway, now tramway. There is also the Wandle Path which runs down the south side of the River Wandle from Mitcham Bridge.

London Road and Morden Roads are quite a historic roads linking London with Sutton and Epsom and also Morden and Mitcham. These roads would have originally been of a fairly rural character with no formal pavements and kerbs.

Kerbs appear to have been installed during the 19th Century and early photographs of Mitcham Station dating from the 1860s show fairly rough kerbs with bare earth road and footways. The



road was widened during the 1950s by incorporating the front gardens to Nos 470 to 484 London Road at the time Baron House site was redeveloped for housing at which time Baron, Fenning and Gedge Courts were constructed immediately to the north of the conservation area. The road at that time had wide tree lined verges which were further absorbed into the road when it was converted into a dual carriageway in the 1980s.

Some sections of granite kerb still survive particularly along the eastern edge to London Road, either side of the bridge over the Wandle and in Morden Road. There are also some sections of modern conservation kerb, incorporating granite aggregate along the western edge of London Road, otherwise kerbing is modern concrete.

Paving is mainly tarmac, with strips of large format concrete flags, although this is not necessarily inappropriate to the character of the area which probably never had traditional York stone paving. The appearance of tarmac could, however, be improved with the incorporation of some natural stone gravel bonded into the surface.



There is a variety of street furniture in the area including cast-iron and concrete bollards. Street lamps are rather utilitarian with industrial style

lamps on tall galvanised utilitarian lamp-posts that do not really reflect the character of the conservation area, there are lower street lighting along Barons Walk with industrial style lamps.



Street name signs vary in style and fixings, either fitted on posts or onto property boundaries.



There are steel directional finger posts associated with the Wandle Trail which are in character with the conservation area.



There are, however, incidences of clutter, particularly in Morden Road where there would appear to be scope for combining street furniture.



Other items of street furniture include new gates along the Wandle Trail to

restrict access for bicycles along the section to the south of Watermeads which has access restricted to pedestrians. Constructed galvanised steel they are of contemporary design.



There is also the bridge across the Wandle which is modern concrete with brick built parapets with concrete copings. The bridge is not of any particular architectural or engineering merit.

The bridge over the tramline is of similar construction with brick parapets with stone piers and topped with concrete copings.



NEUTRAL AREAS

Some of the areas around the buildings are dominated by car parking. The dominance of the modern A217 London Road cuts right across this part of the

conservation area and is of a very different character to the historic road that it once was and the associated volumes of traffic is also an issue for the conservation area and the way it divides the conservation area.

The terrace of shops and maisonettes immediately to the south of the tram line is also represents a different character of development to this part of the conservation area and is also considered to be neutral to the character and appearance of the area.



The large extension to the rear of 482 - 484 London Road added toward the end of the 20th Century as part of the conversion of the pair of houses for religious uses has been designed as a separate but linked block. It is fairly functional in appearance and whilst this approach to extending historic buildings is appropriate the overall development does not contribute positively to the character and appearance of the conservation area and is therefore considered to be neutral to the areas character.

The enclosure of the new residential development around the locally listed Grove Mill and adjacent listed cottages gives the appearance of a gated community within the wider

conservation area which does not help to contribute to greater understanding of the character and history of the area.



NEGATIVE FEATURES

The main negative features are the presence of the large advertising hoardings enclosing the Warehouse site occupying the part of the former site of the Surrey Brewery and located almost directly opposite the Junction of Morden Road with London Road.



The 1960s office extension to Wandle House has been identified as being detrimental to the special, character, appearance and setting of the listed building and also represents a negative feature within the conservation area.

The prominent security features, poorly detailed replacement windows and ad hoc signage at the site of Foundation



House, 10 Morden Road are also pretty unsightly and detrimental to the character of the conservation area.



The site is also dominated by the large temporary buildings that have been installed within its curtilage.



Barons walk, part of which forms the westerly boundary to this part of the conservation area is lined with concrete panel fences to the London Road Playing Fields and metal palings to the adjacent Waste Recycling depot. This

gives this part of the conservation area a rather unattractive appearance, although the path itself is an historic route towards the Church. The walls and fences along the path has at times been targeted with Graffiti. The path generally has an intimidating atmosphere at present.



The tyre and exhaust outlet with its unsightly gantry and advertising paraphernalia immediately adjacent to and within the curtilage of a Grade II listed building is also detrimental to the character of the area and also the setting of it and adjacent historic buildings.



This part of the conservation area is also dominated by the power lines that follow the Wandle Valley and which are supported by large pylons two of which are located either within of immediately adjacent to 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 The Mitcham 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, extensions and alterations the following supplementary policy is proposed: -

POLICY WV. M1 : NEW DEVELOPMENT, CHANGE OF USE, ALTERATIONS AND EXTENSIONS.

WITHIN THIS PART OF THE CONSERVATION AREA 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 MITCHAM SUB-AREA. PROPOSALS WILL BE EXPECTED TO:

- (i) RESPECT OR COMPLEMENT THE DESIGN, SCALE, FORM, LAYOUT AND MATERIALS OF SURVIVING HISTORIC BUILDINGS AND SPACES AS IDENTIFIED IN THE APPRAISAL.
- (ii) PRESERVE THE SETTING OF HISTORIC BUILDINGS AND STRUCTURES, PARTICULARLY LISTED BUILDINGS;
- (iii) RESPECT THE RELATIONSHIP BETWEEN BUILDINGS AND SURROUNDING LANDSCAPING, TREES, STREET PATTERNS OR OTHER FEATURES CONTRIBUTING TO THE CHARACTER, HISTORIC VALUE OR THE PATTERN OF DEVELOPMENT IN THE AREA;
- (iv) HAVE REGARD TO VIEWS WITHIN AND OUT OF THE AREA, PARTICULARLY ALONG AND ACROSS THE RIVER WANDLE;
- (v) PRESERVE THE AREA'S NATURAL HERITAGE AND THE RIPARIAN HABITATS ALONG THE RIVER WANDLE; AND
- (vi) ENSURE THAT THE LEVEL OF ACTIVITY, TRAFFIC, PARKING SERVICES OR NOISE GENERATED BY THE DEVELOPMENT WOULD NOT DETRACT FROM THE CHARACTER OR APPEARANCE OF THE AREA

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.M2: 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 AND WILL BE EXPECTED TO PRESERVE OR ENHANCE THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA AND THE SETTINGS OF LISTED AND LOCALLY LISTED BUILDINGS.

WHERE APPLICATIONS ARE LIKELY TO INVOLVE DEMOLITION OR ALTERATIONS THAT WOULD IMPACT ON THE SPECIAL INTEREST OF BUILDINGS OF INTRINSIC HISTORICAL AND ARCHAEOLOGICAL INTEREST, FOR EXAMPLE ON THE FORMER SURREY BREWERY SITE, ADEQUATE ARRANGEMENTS SHOULD BE MADE FOR RECORDING REMAINS THAT WOULD BE DESTROYED OR DAMAGED IN THE COURSE OF THE WORKS. SUCH WORK MUST BE UNDERTAKEN IN ACCORDANCE WITH A WRITTEN SCHEME OF INVESTIGATION APPROVED BY THE COUNCIL.

A CONDITION WILL BE IMPOSED ON A CONSERVATION AREA CONSENT 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.M3: DEVELOPMENT ADJACENT TO THE CONSERVATION AREA

DEVELOPMENT PROPOSALS ADJACENT TO THIS PART OF THE CONSERVATION

AREA 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

Grove Mill is included on the Council's non-statutory local list and any further proposals to alter or extend it will be subject to the following supplemental policy: -.

POLICY WV.M4: LOCAL LIST

PROPOSALS TO ALTER, EXTEND OR CHANGE THE USE OF THE LOCALLY LISTED GROVE MILL 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.M5: 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) CLEARLY DISTINGUISHING BETWEEN PRIVATE AND PUBLIC AREAS, THROUGH RELATIONSHIP TO STREETS AND THE DESIGN OF ENCLOSURE OF SPACES;
- (iii) CONTRIBUTE TO THE CREATION OF RECOGNISABLE ROUTES AND INTERSECTIONS LINKING THE WANDLE AND ASSOCIATED OPEN SPACES WITH SURROUNDING AREAS THAT ARE ATTRACTIVE, SAFE AND ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY.
- (iv) ENHANCING OPEN SPACES INCLUDING AREAS ALONG THE WANDLE; AND
- (v) CREATING VIABLE PLACES THAT OFFER VARIETY AND CHOICE AND RESPOND TO LOCAL NEEDS.

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.M6: STREET FURNITURE AND MATERIALS

WHEN IMPLEMENTING ENVIRONMENTAL IMPROVEMENTS THE COUNCIL WILL ENDEAVOUR TO:

- (i) USE PAVING MATERIALS AND DETAILS THAT CONTRIBUTE TO THE CHARACTER OF THIS PART OF THE CONSERVATION AREA;
- (ii) RETAIN AND RE-USE GRANITE KERBS AND OTHER DETAILS, WHERE THESE SURVIVE;
- (iii) REMOVE ALL REDUNDANT STREET FURNITURE, AND SIGNAGE AND, AS PART OF A PLANNED REPLACEMENT, TO INSTALL MORE APPROPRIATE STREET FURNITURE;

iv) WHERE POSSIBLE INTRODUCE GRASS VERGES BETWEEN THE ROAD AND THE FOOTWAY ALONG LONDON ROAD.

THE COUNCIL WILL EXPECT CHANGES IN THE STREET ENVIRONMENT TO COMPLY WITH THE GUIDANCE CONTAINED IN ITS GOOD PRACTICE ON STREET MANAGEMENT AND DESIGN AND ENGLISH HERITAGE'S 'STREETS FOR ALL DOCUMENT'.

The Mitcham sub-area is of some archaeological significance being immediately to the west of the site of the Anglo-Saxon Cemetery excavated near the junction of Morden Road and London Road, and also falling within the Wandle Valley Alluvium, Wandle Mitcham, Mitcham and Mitcham Common Archaeological Priority Zones. Development proposals involving excavation in the area will need to have regard to the following policy: -

POLICY WV.M7: ARCHAEOLOGICAL PROTECTION AND PRESERVATION

THE COUNCIL WILL EXPECT EARLY CONSULTATION WHERE DEVELOPMENT IS PROPOSED WITHIN THE ARCHAEOLOGICAL PRIORITY ZONES 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.

The Council will also seek to limit the impact of large advertising hoardings on the character of the conservation area and will only agree them where they would not be detrimental to the special character and appearance of the area.

SPECIAL GUIDANCE

The warehouse site, opposite the junction of Morden and London Roads and occupying part of the former Surrey Brewery site is the last area within this sub-area supporting a significant commercial use. The site is concealed behind a high fence and advertising hoardings and is considered to be a possible focus for development at some future stage. It is, therefore, suggested that if this does become a real prospect the site should be the subject of a development framework to inform the future development of this area.

Key objectives of the framework will be to achieve an appropriate form of mixed-use development that integrates with the historic character of the area. Key requirements will include: -

1. A standing building and archaeological investigation by a recognised archaeological organisation to establish the significance of the site and any possible surviving historic buildings.
2. A form and layout of development that respects the character of the area and incorporates buildings or structures of architectural or historic significance, which should be retained in the development.
3. Any new buildings to be a form and

scale that reflect the areas industrial origins and traditional relationships between large scale buildings of an industrial character and smaller domestic scale buildings.

4. Use of good quality materials that reflect and complement but not necessarily copy the palette of historic materials that survive within the area.
5. Limited amounts of surface car parking
6. A hierarchy of private and communal functional spaces linking Copper Mill Lane with the River Wandle, including links to the Wandle Trail.
7. High quality landscaped areas using a combination of traditional materials and details and good quality large format paving slabs.
8. Well designed quality boundary treatments with particular focus on the design of the London Road frontage/boundary.

Similarly future redevelopment of the 1960s office building adjacent and linked to the Grade II Listed Wandle House should also be subject to development guidelines to secure an appropriate form of development that complements the setting of the listed building. Key objectives of the guidelines will be to achieve an appropriate scale and form of development that is relevant to the sites context within the curtilage of a listed building. Key objectives should include:

-

1. Any new building/extension to be of a form and scale that reflect the scale and character of the existing listed building.

2. Use of good quality materials that reflect and complement but not necessarily copy the palette of historic materials that survive within the area.
3. Limited amounts of surface car parking.
4. High quality landscaped areas using quality materials and details.

The River Wandle has been identified in the Mayor's London Plan as part of the "Blue Ribbon Network". This part of the Wandle Corridor is also of significant ecological importance and provides an important recreational resource.

The conservation area as a whole has a strong tradition of sustainable energy production due to the number of water mills that used to be located on the River which within this sub-area was focused on the site of Grove Mill and the now demolished Crown Mill and to the east the site of Mitcham Mill, a logwood mill which was eventually converted to leather dressing and combined with a neighbouring corn mill to create the Eagle Leather Works which was located at the end of Willow Lane immediately to the east of Bennetts Hole.

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 in Morden Hall Park, Ravensbury Mill

and Ravensbury Park and improve access.

- 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 major development in close proximity to this part of the conservation area become a possibility a development brief/framework should be prepared for the site or area concerned to secure an appropriate form of development that maintains and enhances the character of the conservation area including buildings and spaces, particularly the parks along the Wandle, and preserves any archaeological remains. Key requirements will include: -

1. Buildings of a form and scale that reinforces the relationship between built development and open spaces.
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.

NEED FOR ADDITIONAL PLANNING CONTROL

The majority of buildings within this sub-area are either listed, locally listed or comprise relatively modern residential development. The appraisal has identified the negative impact security measures at 10 Morden Road and this building has also had its original timber windows replaced with uPVC. These small scale alterations such as the installation of replacement windows can have a cumulative negative affect on the character of the conservation area. However, an Article 4 Direction in this instance is unlikely to be appropriate as most of the buildings are either protected by listing or comprise either commercial property or flats and maisonnettes which do not benefit from the permitted development rights associated with single family dwelling houses.

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 area was extended to include the buildings around Mitcham Station in May 2000.

Areas immediately surrounding the conservation area comprise primarily residential development in the form of individual houses on the east side of London Road and blocks of flats on the west of London Road to the north of the Station Cluster.



Those on the east side of London Road, Mitcham include a number of buildings

character of the Mitcham Cricket Green conservation area and it is, therefore, recommended that the Mitcham Park arm of the Mitcham Cricket Green conservation area should be extended to include these properties, comprising 379, 381, 383, 387, 389, 391 and 393 London Road, Mitcham. It is also recommended that numbers 379 and 387 London Road be added to the non-statutory Local List.

Linden Place, which is a modern development on the site of the former



of character many of which date from 1890s, and which include some elaborately designed early vernacular and Elizabethan style houses typical of this period, particularly No 387 London Road designed by R. M. Chart, who also designed the Vestry Hall in London Road, Mitcham.

These building are set back from the main road frontage with a grass verge and th have a number of significant trees in their gardens and it is considered that these properties do merit conservation area designation. However, their character accords more with the

Methodist Church does not contribute to the character of the conservation area as such but is suggested that 381 and 3 Linden Place are included to maintain continuity along the London Road



frontage. It is not however recommended that the remaining properties in Linden Place be included.

The short parade of shops between Mitcham and the Crown are a bit of an ad hoc mix of building ranging from single to three storeys with a mix of roof types. The terrace lacks a consistent character that accords with either the Wandle Valley or the Mitcham Cricket Green conservation areas and it is not therefore recommended that these properties be incorporated into either area.



To the east of the conservation area along the river are further historic milling sites, including the site of Mitcham Mill, later the Eagle Leather Works. However little survives of the historic buildings above ground and there would be little justification for extending the conservation area to include this site.



To the south of the tram line the properties comprise late 20th Century

residential developments which are not of any particular architectural merit. Those on the west side of London Road comprise mainly short terraces and semi detached houses which are fairly typical of their period and do not really reflect the character of the conservation area it is not therefore suggested that there be any extensions to the conservation area here.



The areas to the south of the Wandle comprise the sports development, The Hub.

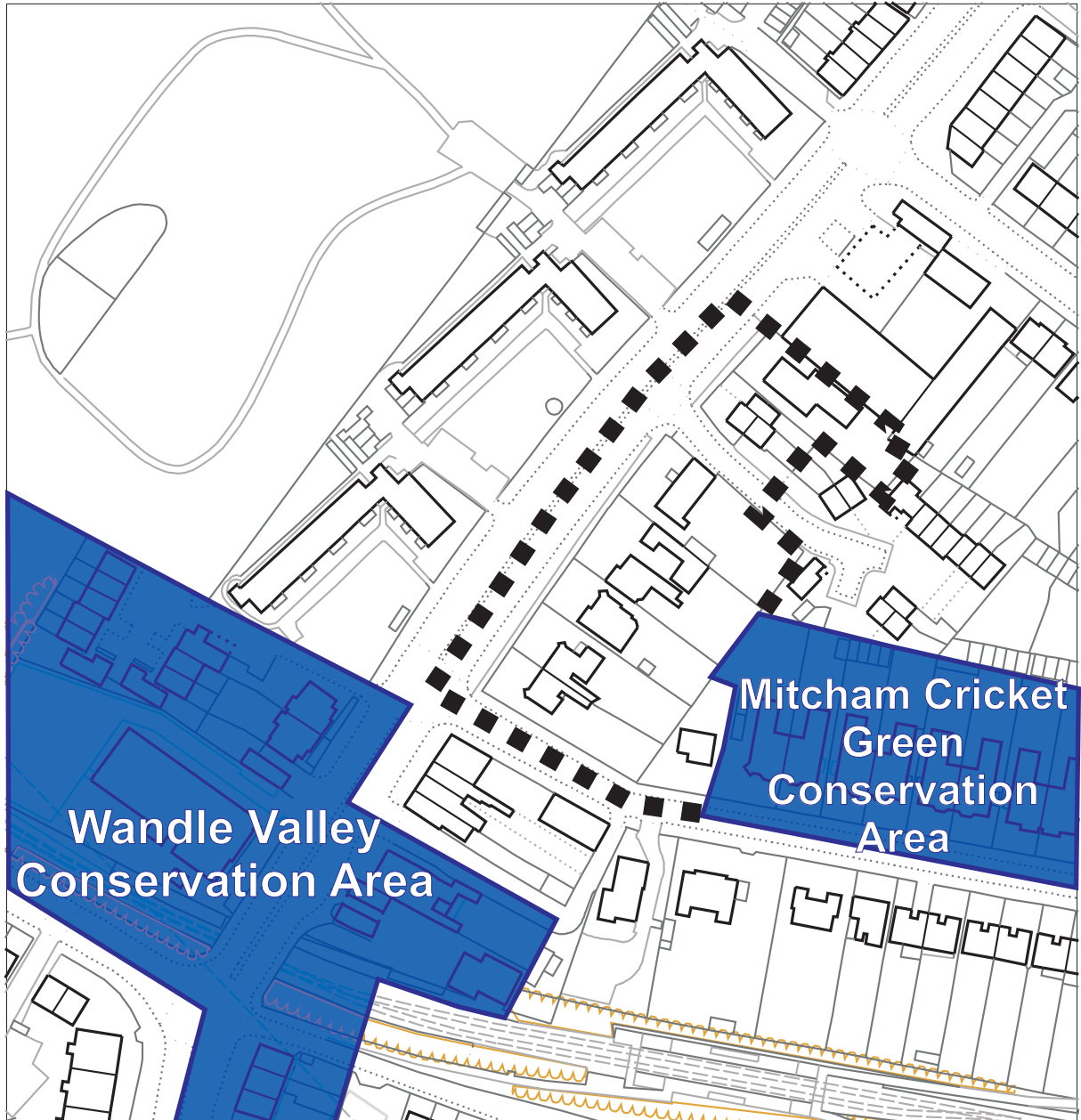


Whilst on the east side of Bishopsford Road opposite side The Hub are rather featureless modern residential blocks adjacent to a petrol station.



There are, therefore, no proposals to recommend boundary changes in this part of the conservation area as a result of this appraisal.

The boundary changes that are recommended as a consequence of this character appraisal are shown on the map below.



ADDITIONAL READING, REFERENCES AND BIBLIOGRAPHY

Lower Mitcham - Eric Montague

The History of the County of Surrey: Volume 4 (1912) - see <http://www.british-history.ac.uk>.

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

An Archaeological and Standing Buildings Desk Based Assessment of a Proposed Development at Grove Mill and Former Crown Mill, London Road, Mitcham - Compass Archaeology 15th July 2002.

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.wandle.org>

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

409 and 411 London Road, Mitcham, Surrey, CR4 (Mitcham Station)

470 - 472 London Road, Mitcham, Surrey CR4

475 - 479 London Road, Mitcham, Surrey, CR4 (Mill Cottages)

482 - 484 London Road, Mitcham, Surrey CR4

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

Grove Mill, adjacent to 473 London Road Mitcham, Surrey

**SUGGESTED ADDITIONS TO THE NON-STATUTORY
LIST OF BUILDINGS OF HISTORIC OR
ARCHITECTURAL INTEREST**

379 London, Mitcham, Surrey

387 London Road, Mitcham, Surrey

Wandle Valley Conservation Area Character Appraisal

Mitcham Sub Area Post-Consultation Draft

February 2007

