

London Borough of Sutton

CMT – 30 March 2011

Planning Advisory Group – 26 April 2011

The Executive – 3 May 2011

Council – 9 May 2011

Report of the Executive Head of Planning and Transportation

**CONSULTATION RESPONSE AND APPROVAL OF THE PROPOSED
CONSERVATION AREA DESIGNATION**

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Sutton South
Area Served: Sutton Town **Lead Councillor:** Jayne McCoy/Graham Tope
Centre

Key Decision Report

Summary

This Report sets out the response to the public consultation on the proposed Sutton Crossroads Conservation Area and outlines the key issues raised.

Recommendations

- a. I recommend that the **Planning Advisory Group** considers the consultation responses received and officer views and recommendations, and, subject to its views, agrees that the responses and the proposed Sutton Crossroads Conservation Area be forwarded to **the Executive** for approval.
- b. Subject to the views of **the Executive**, I recommend that the **Council** approve the Sutton Town Centre High Street Crossroads Conservation Area for the purposes of: (i) designation; (ii) inclusion in the Site Development Policies DPD: Submission draft for purposes of the Examination in Public in June 2011; and (iii) Development Control purposes.

1. Background

- 1.1 Planning Policy Statement 5: Planning for the Historic Environment (PPS5) sets out Government policy on heritage assets¹. This proposed Sutton Crossroads Conservation Area provides an evidence base in relation to the historic environment and heritage assets in this part of Sutton town centre, in accordance with the requirements of PPS5 (Policy HE2)².
- 1.2 At the Planning Advisory Group (PAG) meeting in October 2010 it was resolved (Minute Ref: 35/10) to complete a Heritage Study of Sutton town centre. An informed appraisal of the heritage assets of the town centre identified the need to undertake a Character Appraisal in the southern part of the town centre with the view to designation as a Conservation Area (CA).

¹ Heritage assets are defined as any building, monument, site, place, area or landscape having a degree of significance meriting consideration in planning decisions.

² Policy HE2.1 "Local Planning Authorities should ensure that they have evidence about the historic environment and heritage assets in their area and that this is publicly documented."

- 1.3 The Draft Character Appraisal of Sutton High Street Crossroads was prepared in accordance with best practice guidance from English Heritage (EH) and in accordance with EH guidance 'Conservation Principles' (2008). Officers have undertaken a comparison of the proposed CA with existing designations elsewhere in suburban London and are confident that it is comparable in terms of heritage value.³
- 1.4 On 7 December 2010 the PAG endorsed (Minute 40/10) the findings of the analysis of the heritage assets of Sutton Crossroads area and approved the Conservation Area Character Appraisal for the purposes of consultation and for purposes of informing the preparation of planning briefs for opportunity sites within the town centre, and for development control purposes. PAG recommended approval of the draft Sutton Crossroads Conservation Area for consultation purposes by way of DDN. If approval is given, the intention is to designate the CA and include the Character Appraisal as part of the evidence base to the Site Development Policies DPD for purposes of submission to the Secretary of State.
- 1.5 PAG also agreed the consultation programme, however, requested that it be extended to six weeks from the recommended four week period and that a presentation be taken on the item to all the Local Committees.

2. English Heritage Involvement

- 2.1 The Character Appraisal was prepared in consultation with EH. Following a site visit to the town centre, officers from EH agreed with the initial conclusions about the potential for designation of a CA. They considered it appropriate to consult the public and were positive about encouraging shop front improvements. The draft Character Appraisal was subsequently forwarded to EH officers who responded positively saying it would provide an 'excellent basis for the designation of a Conservation Area'.

3. Consultation Arrangements

- 3.1 Consultation ran for a six week period, commencing on the 5 January 2011 and concluding on 16 February 2011. Consultation arrangements included:
- A presentation to all Local Committees, to the Sutton Town Centre Partnership Meeting, to the Economic Development Advisory Group, and to the Conservation Area Advisory Consultative Group;
 - Letters to the owners of all properties within the proposed Conservation Area;
 - A press release;
 - An article in the Sutton Guardian and the Council's free magazine 'Sutton Scene';
 - An exhibition at Sutton Central Library throughout the consultation period which was staffed on Wednesday 19 January and Monday 7 February 2011;
 - Posters in prominent locations in the High Street, including in the foyer of Sutton Station
 - Leaflets and reference copies of the consultation documents lodged at all the Libraries in the Borough and at the Civic Offices and Denmark Road Offices;
 - Information provided on the Council's internet and consultation web pages;
 - Publication of a hotline number to help people with any queries they may have.

4. Key Issues Raised Through the Consultation

- 4.1 Feedback following presentations to all Local Committees, the Sutton Town Centre Partnership, the Economic Development Advisory Group, and the Conservation

³ Comparisons have been made with the Conservation Areas designated in Bromley, Croydon, Forest Gate, Surbiton, town centres. It is obviously not comparable with historic market towns or destinations such as Oxford/Regents Street.

Area Advisory Consultative Group was positive with overall support for the proposed Conservation Area designation as well as Character Appraisal document.

- 4.2 There were a total of 10 formal respondents, comprised of nine individuals and one local group. The full list of respondents is set out in Appendix 1. One representation was received one day late and it is recommended that this response is considered by members.
- 4.3 The schedule in Appendix 2 summarises all of the representations received along with Officers' views and recommendations.
- 4.4 There was overall support for the work that has been undertaken in respect of the Proposed Conservation Area of Sutton Crossroads. Many responses were positive about preserving Sutton's past and welcomed the proposal to designate this CA. The full Character Appraisal document for the Sutton Town Centre High Street Crossroads Proposed Conservation Area is attached in Appendix 3.

Improvements to Building Facades

Representations

- 4.5 Four representations were received in relation to encouraging better appearance of shop fronts within the proposed CA and one representation was received in relation to improving the appearance of upper storeys.

Officer Response

- 4.6 It is recognised that poor shop fronts and fascias have a negative impact on the quality of the proposed CA however it is considered that the Character Appraisal document adequately discusses the importance of good quality shop fronts and improvements to upper storeys, therefore no changes are proposed. The council will continue to pursue possibilities to secure grant funding for shop front improvements. The council will also explore the use of Local Development Orders and the need for specific shop front design guidance in Heritage areas given that Cheam Village, Carshalton Village, Wallington Green and, subject to approval, Sutton Town Centre Crossroads are now all CAs.

Changes to the proposed Conservation Area Boundary

Representations

- 4.7 One resident suggested the inclusion of St Nicholas Church in the proposed Conservation Area. Two representations were made in respect of including the converted dwelling at 36 Grove Road and one of those representations suggested inclusion of the adjacent building, now obscured behind the shopfronts at 44-54 Grove Road. One representation questioned the inclusion of the Morrisons site in the proposed CA.

Officer Response

- 4.8 The St Nicholas Church site is a set apart from the remainder of the proposed CA and is physically separated by the Civic Centre site. Inclusion of the site in the CA would create boundaries which are illogical and not defensible. In addition, St Nicholas Church benefits from protection as a Grade II listed building and Listed Building Consent is required for nearly all alterations. It is recommended that the CA boundary is not extended to include St Nicholas Church and it is considered that the statutory listed provides sufficient protection in terms of the building's historic value.
- 4.9 The property at 36 Grove Road and adjacent properties are set apart and separated from the High Street which is the main focus of the proposed CA. The Grove Road frontage of Morrisons further isolates these properties. It is considered that the

properties would be more suitably included in a schedule of Potential Additions to the Local List, as identified in the Site Development Policies Document (see a separate item on the Local List elsewhere on the agenda).

- 4.10 As a large site, with three frontages, the Morrisons supermarket currently has a negative impact on the historic value of the area. Any future redevelopment of the site has the potential to significantly impact further on the adjacent and surrounding historic environment. The impact of any new development on the existing historic environment should carefully be considered and it is therefore recommended that the Morrisons site is retained within the CA boundary.

7-9 Carshalton Road

Representation

- 4.11 One representation was received in relation to the semi-detached properties at this address. The respondent suggested that the properties should be retained and reference to the redevelopment potential of the sites should be removed from the CA document.

Officer Response

- 4.12 These two properties are isolated from the remainder of the terrace on the High Street and are both in poor repair with detailing obscured and a variety of replacement windows installed. In addition, shop fronts at ground floor level detract from the original building and overall it is considered that the buildings do not contribute positively to the area. It is therefore considered that no changes are made to the document.

Promotion of Heritage Assets

Representations

- 4.13 The Sutton and Cheam Society suggested that signage and information boards would be helpful in emphasising Sutton's heritage assets to the public.

Officer Response

- 4.14 The opportunity for street signs to be updated to bring attention to the special character and history of the area is discussed in the Crossroads Conservation Area document. This reference will be broadened to include other methods of emphasising Sutton's heritage, such as information boards.

Potential Costs and Restrictions Associated with a Conservation Area Designation

Representations

- 4.15 One landowner expressed concern regarding any additional costs and development restrictions for properties within a CA.

Officer Response

- 4.16 There are some additional planning controls in Conservation Areas: including the need to apply for planning permission for some minor developments where the council needs to ensure development is in keeping with the local character, and certain trees are given added protection. The purpose of the CA and these additional controls is to provide the appropriate development guidance to landowners and developers, emphasising the need to preserve and enhance the area's local history and the historic value of the buildings.

Potential re-routing of traffic

Representations

- 4.17 One resident expressed concern regarding an indicative road link, from outside Sutton Station, through to Grove Road. The Economic Development Advisory Group raised the issue of potentially conflicting interests where a road link proposal would require the removal of a building (for example, the Masonic Hall) within the CA.

Officer Response

- 4.18 The road link, as shown in Appendix 1 to the document, illustrates proposals that may affect buildings and structures within the CA. The road link is not a proposal arising from the proposed CA and information has been publicly available through extensive consultation on the Sutton Town Centre Area Action Plan.
- 4.19 The CA designation does not preclude development but does require an assessment of the significance of Heritage Assets. In undertaking the Character Appraisal, officers were aware of other town centre objectives (in particular the Sutton Station SPD and the Sutton Town Centre Area Action Plan) and the need to reflect this in the Character Appraisal.

5. Next Steps

- 5.1 Subject to approval, the Sutton Town Centre High Street Crossroads Conservation Area will be designated. All respondents to the consultation, residents within the Conservation Area, Members and the Town Centre Partnership will be advised of the outcome. In addition, a designation statement will be posted on the council's website and a general press release will be issued.
- 5.2 The designated CA and supporting Character Appraisal will go on to be included in, and form part of the evidence base for the Site Development Policies DPD for the purposes of Examination in Public in June 2011.

6. Financial Implications

- 6.1 The costs associated with the designation of the CA relate to informing respondents and residents of the designation by post, which would be at a cost of approximately £35. Legislation requires that a notice be published in the London Gazette for the designation of any Conservation Area. The cost of this notice is £50 (ex VAT). The costs of postage and the notice will be contained within the 2011/12 revenue budget for Strategic Planning and Projects.
- 6.2 The Council will not be liable for costs or financial aid should the owner wish to repair or develop a building or structure within the CA.
- 6.3 Officers will continue to pursue every opportunity to secure additional finance and grant funding to put towards a shop front / advert improvement scheme.

7. Influence of the Council's Core Values

- 7.1 Consulting with the local community and all stakeholders during preparation of the CA contributed towards working in partnership and making the Council's services open and accessible. Taking a strategic approach to the future of the town centre facilitates investing wisely in the future, ensuring all stakeholders see the big picture.

8. Contribution to the Achievement of the Council's Policy Aims

- 8.1 The Council's goals include achieving environmental sustainability and encouraging enterprise and employment. The protection of this heritage area will help to achieve these goals.

9. Equalities Impact Assessment

- 9.1 None.

APPENDIX 1

List of Individuals / Organisations that made representations on the Proposed Crossroads Conservation Area

Local Groups	The Sutton and Cheam Society
Individuals	Richard Wilson Charles Martin Karen Gillett Neil Galahad Rajka Kuhar* Michael Coleman Pamela Wright Tony Monblat Roland Sparkes

* This representation was received on 17 February 2011, one day late.

APPENDIX 2

Schedule of Responses and Officer's Views and Recommendations

Representations on Sutton Town Centre High Street Crossroads: Proposed Conservation Area - Draft Heritage Character Appraisal

Comment ID	Nature of Response/ Officer Recommendation	Representation Text Officer Response
HSCCA1 498786 Mrs Pamela Wright	Object	I'm concerned that this change to the road layout affects some people who live in and around Mulgrave Road. I live very near to the area where the traffic will be re routed and I have not actually received anything from the LBoS to communicate this might happen. Its is pure good fortune I have drilled down on the LBoS web site to find this important consultation and related documents. I think the site needs to flag these consultations more obviously on the site and write to those whom this particular project will affect and th LBoS should take into account not everyone uses the internet - e.g. the elderly for one or people with learning disabilities. From reading the documentation it looks like the traffic from the Brighton Road will be re directed down over either a new road or over the existing Bridge Road. I cannot see which as the plans on the LBoS site cannot be enlarged so I can't see for sure. Will this affect me/my home or the value of my home? Important questions that I would like you to write to me about. If this project ensures that the shops outside the station are painted and their external shop frontage are more sober than what they are are already then this is good. I would agree that the initial site of some of these cheaply painted shops with their horrid colours is not what we want in promoting Sutton.
	Noted - No action	The road link, as shown in Appendix 1 to the document, illustrates proposals that may affect buildings and structures within the CA. The road link is not a proposal arising from the proposed CA and information regarding the road link has previously been widely publicised through extensive consultation on the Sutton Town Centre Area Action Plan.
HSCCA2 499461 Mr Tony Monblat	Support with Conditions	I wholeheartedly and unreservedly support this proposal. The buildings have great character and lend a real touch of style to the town. A suggestion would be to encourage shop owners to have reasonably sympathetically designed fascia boards to fit ir with the overall architecture. A competition with a small award/prize could be be given for the best one (I believe Pizza Express won an architectural prize about twenty years ago).
	Agree - No Changes	It is recognised that poor shop fronts and fascias have a negative impact on the quality of the proposed Conservation Area. Planning applications would be subject to Proposed Policy DM4 - Historic Environment of the Site Development Policies DPD by which the Council will only grant planning permission for development that preserves and enhances the character and appearance of the Conservation Area. The council will continue to pursue possibilities to secure grant funding for shop front improvements. The council will also explore the use of Local Development Orders and the need for specific shop front design guidance in Heritage areas given that Cheam Village, Carshalton Village, Wallington Green and, subject to approval, Sutton Town Centre Crossroads are now all CAs.
HSCCA4 501678 Mr Coleman Michael Coleman	Observations	I think the listing and preserving everything possible of old Sutton and our heritage here is a fantastic and extremely important and adds so much character to the area especially as buildings that are built now are so mumdane and lifeless but the old ones are often grand , well thought out and many full of history and if only their walls could speak. We have sadly lost a lot of treasures but hopefully this will preserve the many others for us to enjoy and be proud of in our borough, many thank's Michael
	Noted - No action	Noted.

Comment ID	Nature of Response/ Officer Recommendation	Representation Text Officer Response
HSCCA5 501850 Karen Gillett	Support	I think it is good that the council are recognising that Sutton might have some merit as far as Heritage goes. I appreciate that parts of Carshalton and Cheam might be better preserved but it is good to know that some of Sutton's past might be preserved. I like the idea of a conservation area but I feel it is a shame that it could not somehow have stretched to include St Nicholas Church.
	Noted - No action	The St Nicholas Church site is a set apart from the remainder of the proposed CA and is physically separated by the Civic Centre site. Inclusion of the site in the CA would create boundaries which are illogical and not defensible. In addition, St Nicholas Church benefits from protection as a Grade II listed building and Listed Building Consent is required for nearly all alterations. It is recommended that the CA boundary is not extended to include St Nicholas Church and it is considered that the statutory listed provides sufficient protection in terms of the building's historic value.
HSCCA6 499627 Mr Roland Sparkes	Support with Conditions	I am former Sutton resident, it is many home town. I am also interested in local heritage and history. Great idea. I SUPPORT, broadly. I really enjoyed reading the report/paper. Thank you. Nice to see LB Sutton council giving some decent attention to the heritage Sutton area itself for a change, as it often gets overlooked due to focus on Carshalton/Beddington/Cheam. I have some CONDITIONS or issues though: 1.I would strongly suggest the boundary of the proposed area is extended marginally on the west side, in Grove Road. Specifically, I think the area should INCLUDE the detached Victorian building, formerly a house, but now a solicitors office (Copley, Clark & Bennet). It seems obvious to add it, because: it is in excellent original condition; it is a rare surviving example of a Victorian residence proximate to the crossroads and high street; and it is literally just by the proposed border. Moreover, as the premise of the Conservation Area scheme is to conserve the original Victorian architecture of that part of Sutton town centre, then it should be included in the boundary of the area to protect that also! Indeed, it's one of the best survivals! 2. A Victorian property at the western end of Carshalton Road (a former house with shops added and protruding at ground level), although included in the CA boundary, has been designated for redevelopment in the proposed scheme. However, if the premise of the Conservation Area scheme is to conserve the original Victorian architecture of that part of Sutton town centre, then it should not be allowed or encouraged to be demolished for re-development - as that is contrary to conservation! 3. I don't quite see why the Morrisons/Safeways site is included in the proposed area. I just seems a way to include the two churches but they're both Grade listed already anyway.
	Noted - No action	Noted. The property at 36 Grove Road and adjacent properties are set apart and separated from the High Street which is the main focus of the proposed CA. The Grove Road frontage of Morrisons further isolates these properties. It is considered that the properties would be more suitably included in a schedule of Potential Additions to the Local List, as identified in the Site Development Policies Document. The semi-detached Victorian buildings at the western end of Carshalton Road (nos 7-9) are in poor repair with large cracks in the brickwork, a variety of unsympathetic replacement windows and obscured detailing. The addition of shops in front of these former houses detracts from the original building and while there are similarities between this building and the High Street terrace, they are separated by a large 5-storey modern building. As a large site, with three frontages, the Morrisons supermarket currently has a negative impact on the historic value of the area. Any future redevelopment of the site has the potential to significantly impact further on the adjacent and surrounding historic environment. The impact of any new development on the existing historic environment should carefully be considered and it is therefore recommended that the Morrisons site is retained within the CA boundary.
HSCCA7 507177 Richard Wilson	Support with Conditions	I was pleased to hear about the proposal to create a conservation area in Sutton town centre and I welcome the opportunity to comment on it. I have lived in Sutton for over 30 years and as someone who has a long-held interest - albeit as a layman - in buildings and streetscapes, it has been good to discover that there are other people who value several of the buildings and structures that I have come to admire. In general I agree with the observations and proposals set out in the Draft Heritage Character Appraisal. However, I do have one particular concern: it is that the proposed boundary of the conservation area excludes a group of buildings at least two of which in my opinion deserve to be included on the grounds of their quality,

Comment ID Respondent No / Name and Organisation	Nature of Response/ Officer Recommendation	Representation Text Officer Response
		<p>condition, rarity in the town centre and, most important perhaps, as examples of the many houses on the outer edges of the town in London and many other places that extended forwards, covering forecourts or gardens in response to the needs of a growing population. The site in question is on the north side of Grove Road between Morrisons supermarket and what appears to include all but the building on the corner of Sutton Park Road. Please refer to paras.4.72 and 4.73 of the Draft H.C.A which point out that only one of the four remaining Victorian dwellings - number 36 - has retained its original 'set-back' from the pavement. This in an example of a process that, over time, reflected the need for more business premises like shops and offices. As far as I am aware, the only examples still standing of this phenomenon inside the proposed conservation area are the two terraced or semi-detached Victorian properties in Carshalton road, opposite the police station. But I hope the committee will agree that those do not compare favourably with the above-mentioned properties in Grove Road. Leaving aside the three of the four Victorian houses in Grove Road whose 'set-backs' were built on, number 36 appears to be the only example of such fine Victorian mansions still standing in the town centre. It is very impressive and appears to remain unchanged since it was built except that concrete roof tiles have replaced slate, and an unsympathetic dormer has been added in the roof. The superb 'Gothic' porch looks original and in any case adds greatly to the appeal of the building. In my opinion, the fact that the Victorian house next door to number 36, much of which, with its superb brickwork, can still be seen from across the road, makes a strong case for at least these two houses to be brought into the conservation area because they appear to be the only example of neighbouring properties in the town centre that illustrate the 'before and after' history of the growth of the town as population grew. I hope that serious consideration will be given by the committee to this proposal. I can't imagine what valid reasons there could possibly be for excluding those two buildings. Could I please ask to inform me of the committee's decision in due course, and the reasons for it.</p>
	Disagree - No Changes	The property at 36 Grove Road and the adjacent properties are set apart and separated from the High Street which is the main focus of the proposed CA. The Grove Road frontage of Morrisons further isolates these properties. It is considered that the properties would be more suitably included in a schedule of Potential Additions to the Local List, as identified in the Site Development Policies Document (see a separate item on the Local List elsewhere on the agenda).
HSCCA8 33508 Mr Tony Gollledge Sutton and Cheam Society	Support	The Sutton & Cheam Society welcomes and fully supports the proposal to identify part of Sutton High Street as a Conservation Area, as outlined in the consultation document. The Society feels that since the merits of several buildings in this part of the Town Centre, particularly those which are listed, are best seen at first floor level and above, it may be helpful to install signage, information boards, etc. to emphasise Sutton's heritage assets to local residents, workers and visitors alike. It is hoped that the designation of Conservation Area status to part of the High Street will encourage all occupiers to pay more attention to the appearance of their frontages and to facilitate the Council to control the design of shopfronts to ensure their suitability to the area.
	Agree - Propose Changes	The opportunity for street signs to be updated to bring attention to the special character and history of the area is discussed in the Crossroads Conservation Area document. This reference will be broadened to include other methods of emphasising Sutton's heritage, such as information boards.
HSCCA9 507146 Charles Martin	Support	Sutton Living Streets welcomes the proposal by Sutton Council to develop a new Conservation Area at the southern end of the High Street, as outlined in the Draft Heritage Character Appraisal Sutton Town Centre High Street Crossroads: Proposed Conservation Area. We support the recommendation to designate the High Street Crossroads area as a Conservation Area, and wish all involved every success in taking the proposal forward. Key endorsements In this concise response we would like to take the opportunity to highlight just one or two of the paragraphs in the draft character appraisal document which we feel are particularly worthy of endorsement. In Section Four, Character Analysis, for example, these include: 4.98 The High Street area outside Sutton Station and the east/west roads would benefit from an extension of the scheme using a range of compatible materials. As a key town centre gateway, the area around the Station should be upgraded to improve the arrival experience to

Comment ID Respondent No / Name and Organisation	Nature of Response/ Officer Recommendation	Representation Text Officer Response
		<p>the town centre and the proposed conservation area. The High Street outside the station is a busy vehicle road and the pedestrian footways along this stretch are narrow and can become congested which does not allow easy views of the surrounding historic buildings or allow space to dwell. The junction of the High Street with Grove Road/Sutton Court Road is busy and the pedestrian crossing points would benefit from upgrading and removal of barriers. 4.99 Where possible, a reduction in street clutter is desirable. This includes posts, signs, railings, columns, apparatus, structures, advertisements and should be kept to a minimum in order to enhance views in the proposed conservation area and not detract from the detailing and features of the historic buildings and environment. If designated as a conservation area, the existing street signs could be updated to indicate the extent of the conservation area and to bring attention to the special character and history of the area. Lessons from the past.... In Section Two, Archaeological and Historical Context, the recognition that "in the last 50 years new development has given little consideration to the context and human scale of the historic High Street.." (paragraph 2.13), is particularly welcome. Sutton Living Streets would suggest that walking to the High Street has become less attractive because many development decisions have resulted in a reduction in permeability and ease of access to the town centre and High Street by any mode other than the car. Thankfully the High Street in Sutton does have a few remaining access points that provide some escape from the surrounding traffic-dominated roads. Two of these are Hill Road and Throwley Road situated on the northern edge of the proposed Conservation Area. Leading south from Hill Road (in Characteristic Appraisal Sub-area 4) is an example of one of the many service roads that provide access to the rear of shops and properties- see photos below. Sutton Living Streets would be interested to know whether there is potential for spaces like this cobbled, unnamed and presumably forgotten cul-desac to contribute more to the vitality of the town centre. Perhaps, through the creation of additional access points, they could be expanded and joined-up to provide filtered permeability and improved connectivity for pedestrians and, at the same time, further enhance the conservational aspect of the High Street. ...and looking to the future Designation of the High Street Crossroads area as a Conservation Area will certainly help protect and enhance heritage buildings and structures in Sutton. But forthcoming redevelopment should help to create, sustain and build on a strong local identity too. Sutton Living Streets would like to see more evidence that the planning decisions that are being made today reflect the importance of ensuring that walking becomes a more viable option for people to make in the future. In conclusion, Sutton Living Streets would like congratulate the authors and contributors of the appraisal document for the producing a very interesting and thorough assessment. The Draft Heritage Appraisal Proposal certainly contains aspects that suggest a step is about to be taken in the right direction, with new thinking which will help Sutton ultimately become an even more people-friendly town. We believe these are very appealing aspirations and would like to thank you for the consultation, and for giving us the opportunity to contribute.</p>
	Noted - No action	<p>The Core Planning Strategy seeks to increase the proportion of trips made on foot through coordinated improvements to the pedestrian environment (BP10 - Transport: Strategic and Borough-wide Proposals). Improvements to the public realm will also support increased pedestrian activity. Core Policy BP12 - Good Urban Design and Heritage, seeks to ensure that new development: creates vibrant, attractive and accessible public spaces; creates easier movement; and creates a sense of welcome by promoting legible places through the development of landmark buildings, public realm features, landscape and public art.</p>
HSCCA10 507133 Neil Galahad	Support	<p>I am a resident just across the borough boundary in Morden who goes to Sutton regularly for shopping and leisure. With all the demolition of the heritage buildings in the past, I think during the 1970s in particular, especially the Municipal Offices, it is obviously critical to ensure the town looks after the those buildings, which survive. I understand planning regulations are being relaxed by Central Government, which may or may not have an impact on conserving architecturally and historically important buildings. A few thoughts which come to mind: the upper storeys of many of the shops look rather neglected and decorative details are obscured. I suspect many are being used far short of their full potential either as possible residential accommodation or as offices. It would be nice if owners could be persuaded to improve matters in both respects both inside the conservation</p>

APPENDIX 3

**Sutton Town Centre High Street Crossroads Proposed Conservation Area
Character Appraisal**



London Borough of Sutton

Sutton Town Centre High Street Crossroads Proposed Conservation Area

Draft Heritage Character Appraisal

April 2011



London Borough of Sutton

Sutton Town Centre High Street Crossroads Conservation Area

Character Appraisal

Planning and Transportation Service

Environment and Leisure

April 2011

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Background

Introduction

- 1.1 The historic environment plays an important role in helping to shape the identity of a place. Whilst central London has many of the world renowned heritage assets it is widely recognised that there is also benefit in understanding and promoting the local historic environment. Every place, like every person, has a distinct character, and an understanding of this is important when designing and making decisions about the type and location of future development.
- 1.2 The historic environment can make a significant contribution towards achieving a range of objectives:
 - Economic development. In particular heritage can be pivotal to the success of regeneration schemes;
 - Tourism and cultural promotion;
 - Resource efficiency;
 - The creation of a sense of place and sense of pride linked to enhanced health and well-being; and
 - Improved access and social cohesion.¹
- 1.3 Sutton has a considerable historic lineage having been recorded as Sudtone in a seventh century charter of the Benedictine Chertsey Abbey when the Manor was granted to the Abbot by the Governor of Surrey. Some sources state the early name as Suthtone or Sudtana. The name is either considered to have been derived from south “tun” or south farm or south enclosure from the Anglo-Saxon “ton” for enclosure.
- 1.4 During the early nineteenth century Sutton was still largely a small settlement although the landscape to the east of what is now the High Street was characterised by the large house and grounds of Sutton Court Estate, and the High Street was a busy thoroughfare with a public house and hotel acting as an important point to refresh horses and travellers alike.
- 1.5 Development in Sutton accelerated in the latter half of the nineteenth century, with the opening of the railway line in 1847 and the development of infrastructure enabling the development of a community, including water and sewage treatment works and the development of schools and other social infrastructure.
- 1.6 Significant ‘modernisation’ took place during the 1960s and there has been much change to the commercial area through a programme of pedestrianisation and the development of two shopping centres.

¹ “Capital Values: The Contribution of the Historic Environment to London” English Heritage, 2006

- 1.7 Whilst much of “historic Sutton” still exists and can clearly be appreciated when looking at first and second floors (particularly in the area focused on in this character appraisal), it is often obscured at ground floor by the plethora of shop front designs and inappropriate fascia boards. It is intended that this character appraisal will help reveal the history of the development of the southern end of the High Street and help determine policy choices regarding future change, preservation and enhancement.

Planning Policy Context

- 1.8 The legal basis for the designation and maintenance of conservation areas is the *Town and Country Planning Act 1990* and the *Planning (Listed Buildings and Conservation Areas) Act 1990*. This legislation requires that local authorities consider whether there are any parts of their area that are worthy of designation as a conservation area. In order for an area to be designated, the local authority must determine if it is ‘an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’².
- 1.9 Further government guidance is contained in *Planning Policy Statement 5 (PPS5): Planning for the Historic Environment*. PPS5 states that local planning authorities should maintain and publicly document evidence about the historical environment and heritage assets in their area³. In addition, this evidence should be used to assess the heritage assets and the contribution that they make to their environment.
- 1.10 The importance of built heritage in the boroughs and for the whole of London is stressed in *The London Plan*, and it is recognised that the contribution of built heritage to environmental quality, the economy and the well-being of London’s people should be maintained and enhanced⁴. In terms of heritage conservation, the London Plan stipulates that boroughs should identify areas, spaces and buildings of ‘special quality or character’ and adopt policies for their protection and enhancement. The special character, design, urban improvement goals and relationship to adjoining areas should also be considered by boroughs in the protection and enhancement of historic assets.
- 1.11 The *Sutton Core Planning Strategy (adopted 2009)* sets out the vision and spatial strategy for shaping the future development of the Borough and managing change over the next 15 years. The Core Planning Strategy recognises the central importance of the role of Sutton town centre as one of only four metropolitan centres in south London, offering a high level of shopping, employment and leisure activities with good public transport links. Accordingly, the policy approach for Sutton town centre is to support development which contributes to its regeneration and growth (Policy PMP6 – Sutton Town Centre). This vision requires significant development/redevelopment which must be set in the context of an

² As defined in the Planning (Listed Buildings and Conservation Areas) Act 1990.

³ Policy HE2: Evidence Base for Plan-Making

⁴ The London Plan (Feb 2008) Policies 4B.11 – 4B.13.

understanding of the historic development of the centre and the significance of the centre's heritage assets.

- 1.12 The Core Planning Strategy also identifies six principles in order to secure good urban design, the first of which specifies that all development should respect the local context and distinctive local character (Policy BP12 – Good Urban Design and Heritage). The amplification to this Policy also recognises the importance of having regard to the local character of Sutton town centre and the other identified centres of growth or intensification in order to successfully integrate new higher intensity of development.
- 1.13 The Sutton Town Centre Area Action Plan: Preferred Options Document identifies suitable sites for development and redevelopment. The (re)development of these sites have implications for the town centre, and the southern part in particular. These sites are now being incorporated into and taken forward in the Site Development Policies Document. Individual sites, and the potential development issues, are discussed in further detail in Chapter 4 of this document.

Methodology

- 1.14 In the preparation of this document, the Council has followed English Heritage's *Guidance of Conservation Area Appraisals (August 2005)* in order to understand the characteristics specific to this part of the town centre.
- 1.15 The appraisal identifies the archaeological, architectural, aesthetic and historic features of the area and those buildings and key elements that make an important contribution to the historic quality of the area. In addition, it identifies the opportunities and threats to the preservation and enhancement of the character and appearance of the area.
- 1.16 The character appraisal helps to identify the level of significance of the heritage assets. In judging significance it is helpful to also assess rarity; representativeness; aesthetic appeal (existing and potential where this has currently been diminished through inappropriate alterations); integrity; and associations with historic events or people. The assessment of significance is also dependent upon public interest/communal value of an area.
- 1.17 This document has been prepared in discussion with English Heritage and with the input and support of the council's heritage officers. It sets out the current historic character appraisal of the Southern end of Sutton town centre, focussed around the High Street Crossroads (see Figure 1).

Purpose of the Appraisal

- 1.18 In the context of growth and development pressure in the town centre, there are a number of purposes of this character appraisal:
 - to define the distinctive character of the area and understand whether this is an area of 'special architectural or historical interest' worthy of designation as a conservation area;

- to identify development pressures and capacity for development in order to help achieve the delivery of the objectives of this metropolitan centre;
- to identify negative and neutral features, structures and buildings in the area in order to help identify further areas suitable for redevelopment and to help develop initiatives for improvement/a public realm management strategy; and finally
- to help secure funding (either grant, S106, public realm or through the Town Centre BID) for targeted improvements.

1.19 The draft Conservation Area character appraisal was the subject of community involvement for a six-week period, from 5 January 2011 to 16 February 2011. Letters were sent to residents, local groups/residents' associations and business in the area. Copies of the draft character appraisal document were made available on the Council's website and placed in Sutton Central Library, together with a staffed exhibition.

1.20 This Conservation Area character appraisal was approved by the Council on 23 May 2011 for the purposes of designation, inclusion of the Site Development Policies Development Plan Document: Submission draft for the purposes of Examination in Public in June 2011 and for Development Control purposes to guide and assess proposed development in and around the Conservation Area.

Structure of the Document

1.21 Chapter 2 describes the archaeological and historic context of Sutton town centre and the southern end of the High Street, from very early references through to today; Chapter 3 sets out a spatial analysis of the area which looks at aspects of the urban environment including historic road layouts, spaces and views within the area.

1.22 Chapter 4 consists of a character analysis of the area, focusing in detail on land uses and the architectural character of each of the sub-areas.

1.23 Chapter 5 sets out a summary of the special architectural and historic interest within the character appraisal area, and, Chapter 6 outlines the conclusions and recommendations arising from the assessment contained within this character appraisal.

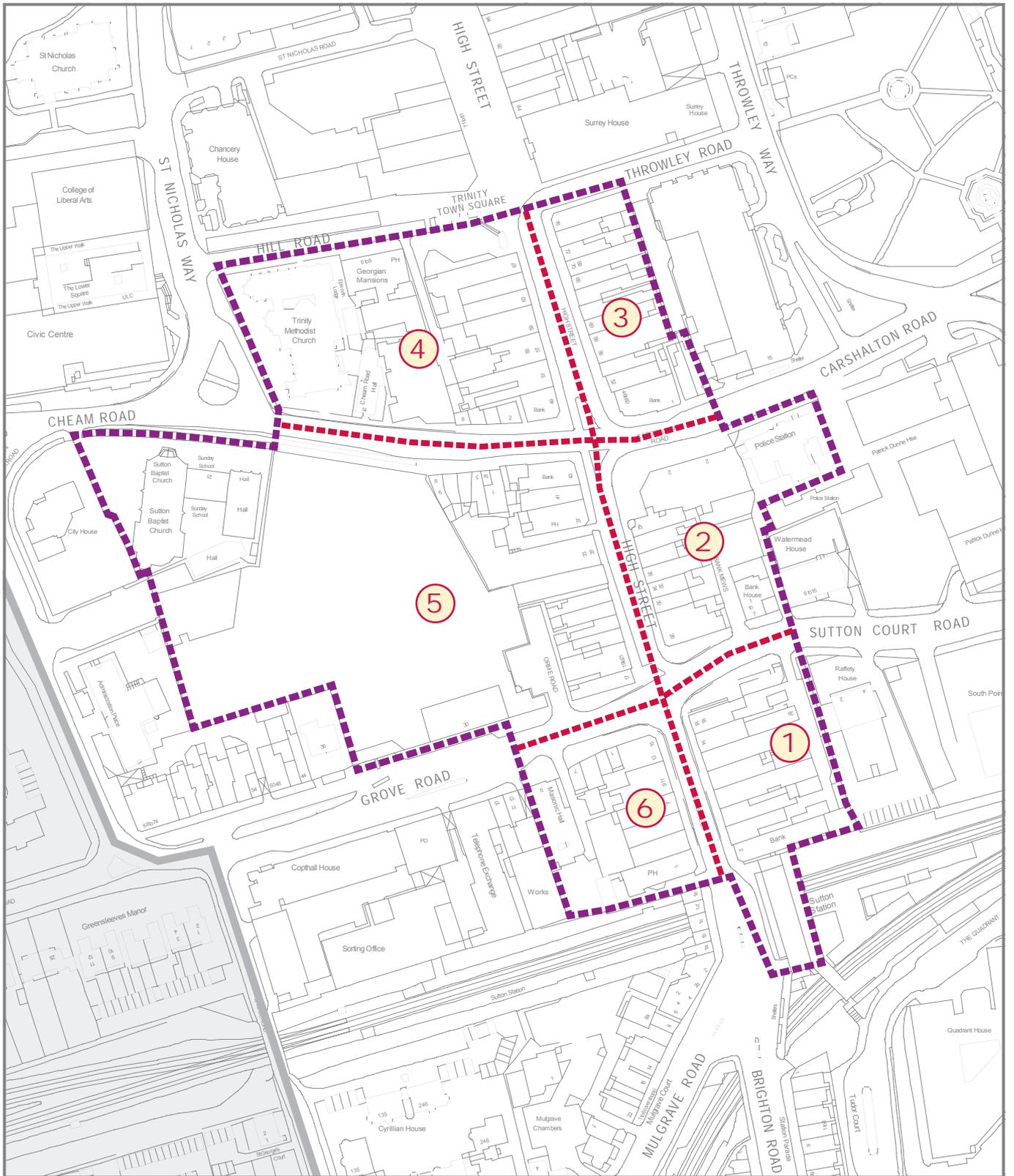


Figure 1 High Street Crossroads • Character Appraisal Area

- Character Appraisal Area
- 4 Character Appraisal Sub-areas



Archaeological & Historic Context

Archaeological Interest

- 2.1 The majority of the character appraisal area is defined as an Archaeological Priority Area (APA) and, in accordance with PPS5, the effects on the significance or setting of heritage assets is a material consideration when determining planning applications.
- 2.2 Within the character appraisal area, a Neolithic stone implement was discovered near the junction of Carshalton Road and High Street. This is the only entry on the Historic Environment Record for Greater London in the study area, however this object reflects the wider significance of the east-west spring line from Cheam to Beddington where over the years much prehistoric material has been discovered.

Early Settlement Patterns

- 2.3 There are early scattered references to Sutton since 675 AD when it was known as Sudtone and the Manor was granted to the Abbot of Chertsea by Frithwold; in 1086AD Sutton is mentioned in William the Conqueror's 'Domesday Book'; and, in 1145 the Prior of Merton had vineyards in Sutton. In 1537 the estate passed from Chertsea Abbey to Nicholas Carew of Beddington, but subsequently changed hands frequently.
- 2.4 Sutton was a small rural community until the Victorian era. A Map of Sutton dated 1815 clearly shows that Sutton was linear settlement even then, with properties concentrated along what is now the northern end of the High Street. Indeed the nomenclature of the roads makes this clear with the 'High Street' running down from the north to Lodge Place (formerly part of Manor Lane) and then becoming 'Cock Hill' up to the junction of Cheam Road and Carshalton Road where the Cock Public House and Hotel were located to cater for passing coaches. The road alignment of the High Street which we are familiar with today is likely to have been a feature of the area since the middle ages and certainly dates from before 1755 when it became a turnpike road.
- 2.5 There were two main estates in Sutton: The Manor House, located further north along the High Street, and Sutton Court at the southern end of the High Street. A succession of families living at the Manor House can be traced back as far as the 17th Century and although little is known about the early history of Sutton Court, it is also thought to date from the 17th century⁵.

⁵ Robert Smith, pg 19, *A History of Sutton AD 675 – 1960*, 1970

Victorian History

- 2.6 The rapid growth of Sutton really occurred during the reign of Queen Victoria. With the arrival of the railway in 1847 the main focus of the High Street gradually moved south from its original location. Furthermore, with the development of the water mains system from 1863; the gas supply from 1856; and electric light from 1856, the significant infrastructure was in place in order to facilitate a population boom. This coincided with a change in ownership of most of the land in Sutton as Thomas Alcock became lord of the manor in 1845. He was responsible for significant property development and by 1852 he had started a suburb to the east of the High Street (the Benhill estate) which was for large middle class houses and to the south near Carshalton Road (Newtown) which was for the workers. The last owner of the Manor House, George Orme, died in 1895 with no male heir. A year after his death the estate of 13.5 acres was sold for £13,000 to a speculative developer, who immediately broke it up into building plots. High class residences increased rapidly, particularly to the south of the station: Brighton Road had 15 houses in 1869 and by 1878 there were 55 houses⁶.
- 2.7 In 1801 the population of Sutton was 579, less in fact than Cheam (616), Wallington (793), and Carshalton (1449). However by 1851 Sutton's population had risen to 1387 which meant it was the second largest settlement behind Carshalton and ten years later, it was significantly the largest settlement in the Borough.
- 2.8 Development along this southern stretch of the High Street was predominantly Victorian terraces and occurred from around the late 1840s to the very early 1900s. Around the station, the building uses included purpose-built banks, hotels and shops with large detached residences in the surrounding streets. Figure 2 shows the changes in the extent of built development in the Borough from 1842. These maps clearly show a cluster of buildings around the Cock Hotel at the crossroads, the gradual development along the High Street, as well as the later development into the side roads and surrounding areas.

Edwardian History

- 2.9 By 1900 Sutton was a small town and its high street was lined with Victorian shops and several exceptional older buildings. By 1913 further development had occurred along the side roads and notable public/civic buildings started to appear (such as Sutton Police Station, Trinity Church, a hospital and hospital hall, the Masonic hall and Post Office). The development of these services and institutions, in addition to the existing commercial uses meant that the area was largely self-sufficient. Development continued through the Edwardian period, with the development of an attractive estate along the south of Cheam Road. However, even though there was considerable development in the area, a large amount of land was left for development into the 1920s and 1930s.

⁶ Robert Smith, pg 95, *A History of Sutton AD 675 – 1960*, 1970

Inter-War History

- 2.10 By 1934/35 many of the vacant sites in the town centre had been developed with a number of cultural and leisure facilities complimenting the existing commercial and civic functions of the centre. This period saw the development of four picture theatres/cinemas, a skating rink, baths and also a telephone exchange, additions that reinforced the town centre's self-sufficiency.
- 2.11 These uses developed around the edges of the High Street retail core and together, with the extension of retail into the side streets, saw the loss of a few of the large, detached, mansion houses. However, the overall character of this southern end of the town centre remained as a prosperous financial and retail area, surrounded by large, upper middle class housing.

Mid-Twentieth Century to Date

- 2.12 Minimal bomb damage during the Second World War did little to change the character of the Borough. The most significant development was in 1945, when many old houses were demolished to make way for flats and town houses. The impact of this development was fairly severe on the Victorian and Edwardian upper middle class housing estates, with the loss of many fine examples of original buildings. The minimal financial benefit which could be achieved from the redevelopment of smaller houses has meant that many smaller lower middle class and working class estates have not changed much.
- 2.13 In the last 50 years, new development has given little consideration to the context and human scale of the historic High Street and additional taller office and residential buildings have been constructed, mainly concentrated around the station. Two large shopping centres (St Nicholas Centre and Times Square) have been constructed in the middle of the High Street, to the north of the study area and multi-storey car parks have been constructed around the periphery. Morrisons, a large supermarket, occupies the majority of an entire block in the town centre. The large buildings in these new developments interrupt the rhythm of the historic High Street and often introduce building materials and colours not in keeping with the older buildings.
- 2.14 Newer development has in some cases replaced significant older buildings, often to the detriment of the character and appearance of the town centre and loss of historic context. For example, the old Municipal Office building, located on the northern corner of the High Street and Throwley Road (just outside the character appraisal area), was a highly decorative building making a positive contribution to this central High Street location. The town centre has suffered from both the loss of the building and the design of the building built in its place.

- 2.15 Changes to the road network, particularly the construction of the one-way gyratory roads⁷, have not respected the historic road pattern and changes to road names further obscure the historic layout and uses. Within the study area examples of this are Church Lane (now St Nicholas Road), Church Road (now St Nicholas Way) and Throwley Road (now segmented into Throwley Road, Throwley Way and Greyhound Road). Changes to the road layout and direction of movement have also affected the entrance and exit points to the town centre, views and the significance of landmark buildings.
- 2.16 Recent investment in the High Street has involved environmental improvements to the public realm with new paving, street furniture, lighting and also a de-cluttering of existing signage and street furniture. The improvements and simplification of the public realm along the High Street has had a positive effect on the buildings abutting it by allowing a less cluttered environment in which the detail of the historic buildings, particularly above ground floor level. The modern treatment of the shop fronts at ground floor level is on the whole poor and detracts from the historic character of the High Street.

⁷ Established between the mid-1970s and mid-1980s



Figure 2 High Street Crossroads • Changes in Extent of Built Development 1842 -1965

----- Character Appraisal Area



Spatial Analysis

Historic Road Pattern

- 3.1 The underlying urban form of the character appraisal area is based on the historic alignment of the High Street and the progressive development of the east-west roads. What is now the High Street is likely to have originated as a dirt track dating from the Middle Ages, developing into a section of the main route from London to Brighton. Brighton was an increasingly popular seaside resort and this was a busy road, however, it was in poor repair and in 1755 a turnpike Act was passed to provide for the road's repair and maintenance⁸.
- 3.2 As well as a route to Brighton, in the early part of the 19th Century, the road would have been used regularly by the Prince Regent who rented Sutton Lodge on Brighton Road⁹, and it would have been a busy and lively route on Derby Day as one of the main routes to Epsom Downs.
- 3.3 Cheam Road and Carshalton Road date from around 1755 and formed a crossroad with the High Street, where there was a small cluster of buildings. This historic road layout formed the basis for the development of Sutton town centre and the location of many of the surrounding roads today. The remaining roads slowly developed around the crossroads, often following field boundaries and crossing the High Street at roughly equal distances. Grove Road dates from before 1867, and Sutton Court Road, Hill Road and Throwley Road date from the late 1800s, these regularly spaced roads have created similarly sized blocks along the High Street which support a legible structure to the public realm. The age of the Victorian terraces on the High Street show the gradual development of the area, most of which occurred from the mid-1800s through to the early 1900s.
- 3.4 Figure 3 shows the age of buildings, structures and roads within the character appraisal area and the structural impact that the historic road pattern has had on development.

Urban Form

- 3.5 Sutton town centre's main shopping area is focussed on the linear High Street with few lateral retail off-shoots. The High Street is pedestrianised south of the High Street / Grove Road / Sutton Court Road junction, although the busy

⁸ Law Commission's *Statute Law Repeals: Consultation Paper, Repeal of Turnpike Laws*, 25 June 2010. Until the late 19th Century, Britain had no national framework for maintaining its highways, instead roads were repaired by the general population, however this meant that most roads were poorly repaired and maintained. A new system of turnpike roads was introduced (the first in 1663) where travellers were required to pay a toll to continue along the road. The revenue was then used to repair and maintain the road.

⁹ Listed Building Citation for Sutton Lodge.

one-way gyratory road system crosses the High Street twice¹⁰ and these junctions introduce traffic dominated areas which interrupt the quieter pedestrian environment.

- 3.6 The public realm and streetscene is defined by the ground floor of buildings, most of which directly abut the pavement, forming a uniform building line. A comfortable and clear sense of enclosure is formed by this building line, as well as the height of the terraces (3-4 storeys) in relation to the width of the historic road between them. While the junctions of the High Street and the gyratory roads are dominated by traffic, they do provide open spaces which contrast with the sense of enclosure elsewhere on the High Street and allow for longer views in and out of the area.

Spaces within the Area

- 3.7 Within the character appraisal area, the sense of enclosed space, opening into wider spaces at the junctions forms a rhythm of its own, starting outside Sutton Station and continuing down the High Street to Trinity Square (Hill Road / Throwley Road). Figure 4 shows an analysis of the town centre, including pedestrianised areas, major town centre gateways, and focal spaces.
- 3.8 The pavement area outside the station, although not particularly wide, provides a small area of public space and sets the image of the centre for those alighting at the station. It is also a focal space and main gateway into the High Street Crossroads character appraisal area. The environment is cluttered and the direction to the main shopping area is not immediately obvious, however the Old Bank pub building (no. 1 High Street) and the former Station Hotel across the road (no. 2 High Street), are both adorned with decorative features and are designed with chamfered corner entrances indicating a sense of welcome that visually marks the beginning of the town centre. The scale of the remainder of the terraces on either side of the High Street create a comfortable sense of enclosure, leading into the main shopping area but many are covered with unattractive fascia which detract from the quality of the space and the arrival experience.
- 3.9 Moving down the High Street, the set back of the 1960s retail/office building on the corner of Carshalton Road (no. 2 Carshalton Road) provides the space to view the domed roof of the adjoining building (no 42 High Street), the locally listed Barclays Bank and allows long views of the Trinity Church tower and spire. This area has benefited from the recent High Street Renewal Project with much of the street clutter removed and new seating installed. Cheam Road, leading into this space, is a gateway to the town centre and is marked by two landmark churches, Trinity Church and Sutton Baptist Church, which historically indicated a change in land uses from residential to town centre uses. Although newer tall buildings now surround them, the churches mark the start of this historically significant area, particularly the importance of Cheam Road as a major route to Epsom.

¹⁰ The gyratory crosses the High Street at Grove Road / Sutton Court Road and again at Cheam Road / Carshalton Road.

- 3.10 Trinity Square, at the northern end of the character appraisal area is the main urban public space within the town centre. The space was created by the closure of Hill Road and Throwley Road to through-traffic and by the 1960s demolition of two buildings at the end of the terrace. The square has recently undergone extensive upgrade works as part of the High Street Renewal Project. Kiosks and other street clutter have been removed which has opened the area and new uniform grey paving has been laid and new street furniture and play pieces installed.

Views and Vistas

- 3.11 The linear layout of the High Street and the topography of the area, with the hill sloping down northwards, provides for long views, particularly from the Station area down, through the main shopping area, to the northern end of the town centre. Views looking up the hill to the south are dominated by the taller buildings around the station. Figure 4 shows views to and within the area.



The recently upgraded Trinity Town Square

- 3.12 Long views of Trinity Church tower and spire from Throwley Road are only possible because of the earlier demolition of two buildings on the end of the western terrace and the subsequent creation of the town square. The spire can also be seen from the corner of Carshalton Road and the High Street and is a key historic landmark building in the town centre.

- 3.13 Good views of both Trinity Church and Sutton Baptist Church are gained when travelling along Cheam Road. Together the churches indicate an important entrance to the town centre when approaching from the west. Sutton Police Station performs a similar function on the eastern side of the High Street, although only for pedestrians as the introduction of the one-way road system means vehicles now pass the building on the way out of the centre.



View from Throwley Road to Trinity Church tower and spire beyond.

- 3.14 The location of the historically important Barclays Bank and Cock and Bull pub buildings on the corner of junctions allow longer views than would otherwise be obtained. This allows a good view of all storeys and of the decorative features on the Barclays building, particularly when viewed up hill, from the north.

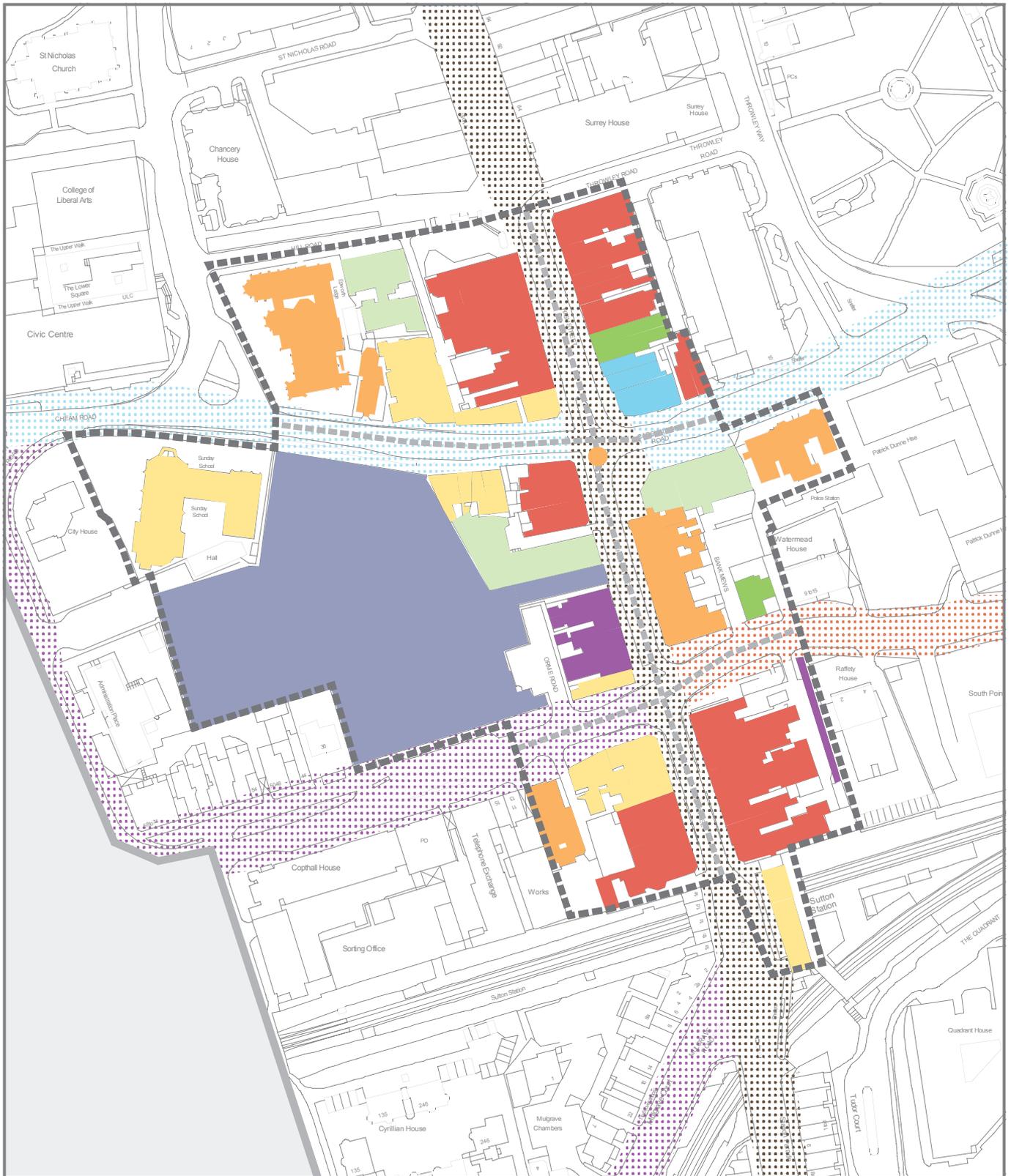
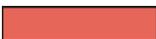


Figure 3 High Street Crossroads • Age of Buildings / Structures

----- Character Appraisal Area

 Before 1867	 1936 - 1965	 Road: Before 1755
 1868 - 1897	 1966 - 1976	 Road: 1755
 1898 - 1913	 1977 - 1993	 Road: before 1867
 1914 - 1935	 1993 - 2010	 Road: 1868 - 1897



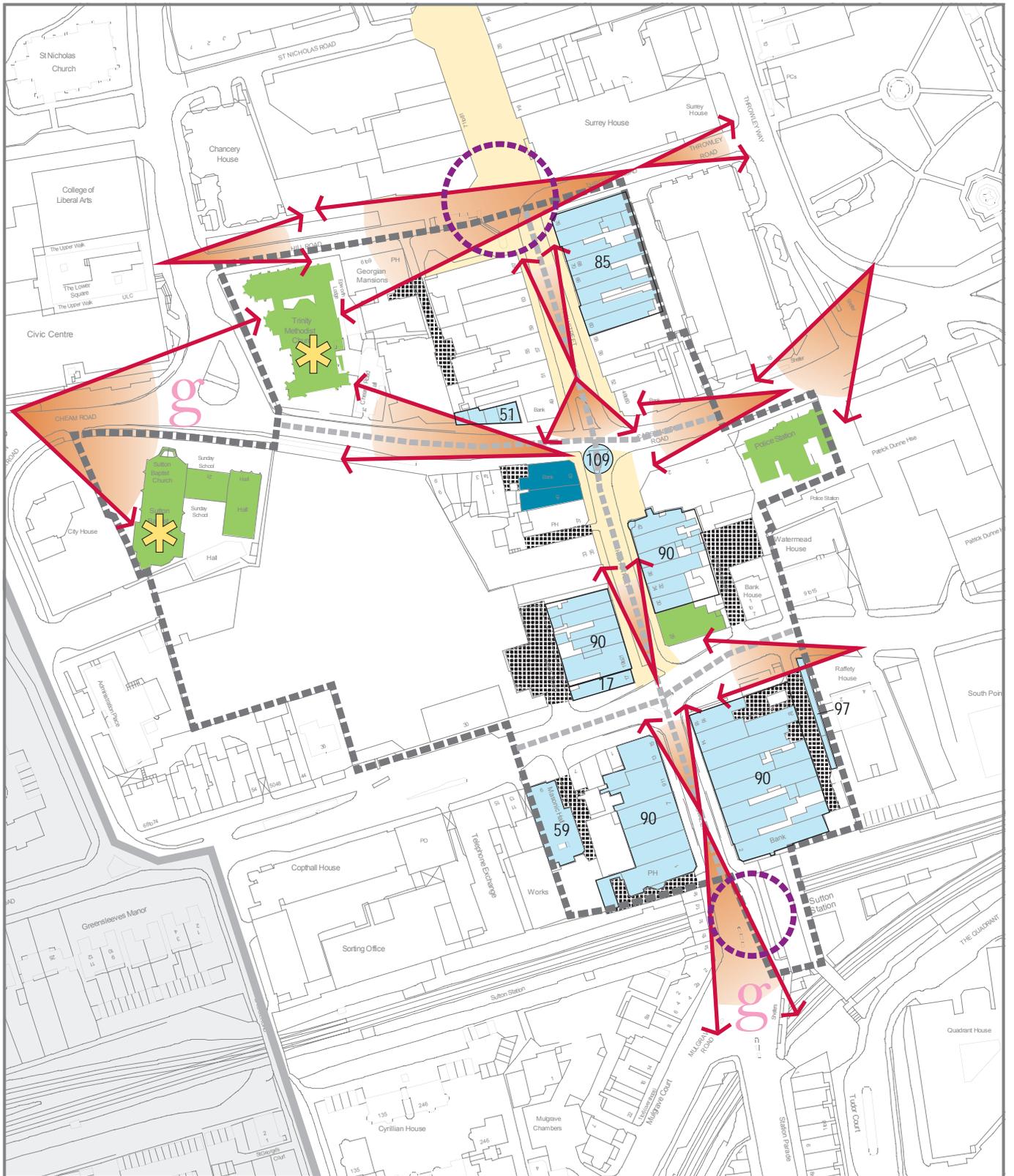
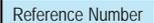


Figure 4 High Street Crossroads • Townscape Analysis

- | | | | |
|---|--------------------------|---|--------------------------|
|  | Character Appraisal Area |  | Listed Buildings |
|  | Landmarks |  | Locally Listed Buildings |
|  | Focal Space |  | Nominated for Local List |
|  | Views |  | Pedestrianised Area |
|  | Town Centre Gateway |  | Negative Impact on Area |



Character Analysis

Introduction

- 4.1 This section of the appraisal sets out the details of the special architectural, historic, landscape or townscape quality and appearance of the area.
- 4.2 The character appraisal area focuses on the development on either side of the High Street, from Sutton Station down hill to Trinity Square. This is now busy town centre environment that has developed from early service and accommodation beginnings with the Cock Hotel, through to more formal Victorian terraces with a uniform building line and fairly regular street layout.
- 4.3 For the purposes of assessment and in line with the development of the High Street terraces, the character appraisal area has been divided into 6 sub-areas, as shown on Figure 1. These sub areas are:
- Sub Area 1: Numbers 2 – 18 High Street.
 - Sub Area 2: Numbers 26 – 42 High Street, Bank House & Sutton Police Station.
 - Sub Area 3: Numbers 46-76 High Street and 7-9 Carshalton Road.
 - Sub Area 4: Numbers 49-67 High Street, 2-8 Cheam Road, 6-9 Hill Road and Trinity Methodist Church.
 - Sub Area 5: Numbers 17-43 High Street, 1-9 Cheam Road, Morrison Supermarket and Sutton Baptist Church.
 - Sub Area 6: Numbers 1 – 13 High Street and 1-9 Grove Road (including the Masonic Hall).
- 4.4 The character of each sub-area is discussed in detail below.

Land Uses

- 4.5 At ground floor, the High Street area covered by this character appraisal is primarily a mix of commercial uses which have been a dominant feature of the High Street since the buildings were constructed in the mid-late 1800s. Today the commercial uses are predominantly food and drink sales (pubs, bars and restaurants) interspersed with other retail uses and financial and professional services. Upper floors are occupied by a variety of uses including residential, office and storage, as well as some vacancies. The current ground floor uses are shown on Figure 5.



Figure 5 High Street Crossroads • Land Uses Ground Floor

- | | | | |
|---|-------------------------------------|---|----------------------|
|  | Character Appraisal Area |  | Civic / Community |
|  | Shop |  | Commercial / Leisure |
|  | Food and Drink | | |
|  | Office | | |
|  | Financial and Professional Services | | |



- 4.6 A few specific historical uses have survived and can be seen in the area today: Barclays Bank on the corner of the High Street and Cheam Road was purpose built as the London and Provincial Bank; and a public house, originally the Railway Tavern, now O'Neill's, has been on the adjoining site since before 1884. The surrounding civic and community uses also remain in their purpose-built buildings, specifically the Masonic Lodge, the churches, the halls, the police station and the railway station (although this is the fourth railway station building).
- 4.7 Historic land uses in the southern end of the High Street included banks and other financial services which were higher class businesses that suited the affluent surrounding residential areas comprising large detached residential dwellings. Today, the land use pattern along the High Street, particularly the number of financial and professional services in the area, reflects these historical uses, as well as the current location of the retail heart of the town centre, further to the north.
- 4.8 The analysis of each sub-area will look at the:
- current existing land uses;
 - former land uses and the influence of these on plan form and historic building types; and
 - any particular historic patronage.

Architectural Character

- 4.9 The proposed conservation area has a predominately Victorian architectural character. The buildings lining the High Street generally have a vertical grain with 3- and 4-storey buildings establishing a strong pattern and rhythm of roofscape, whereas the areas off the High Street contain a mix of building heights and types including standalone churches, the police station and more modern buildings with offices uses above ground floor (post 1950s).
- 4.10 The design of newer buildings tends not to respect the pattern, rhythm, scale and architectural qualities of the historic buildings and therefore these buildings have a negative impact on the character appraisal area (see Figure 6). A positive contribution to the area is made by the older Victorian terraces, as well as the civic and community buildings: the churches, halls, police station and train station. Unfortunately many of the original shopfronts in the study area have been obscured or replaced, and now present unsightly frontages that detract from the architectural quality of the buildings at upper storeys. The four remaining traditional shopfronts show the value of shopfront design that is sympathetic to the historic buildings and these shopfronts continue to make an important contribution to the character of the area as a whole.
- 4.11 The analysis of each sub-area will look at the:
- architectural and historic qualities of buildings and the contribution that they make;
 - contribution of key unlisted buildings of merit;

- prevalent local and traditional building materials;
- general building condition; and
- extent of loss/intrusion/damage.

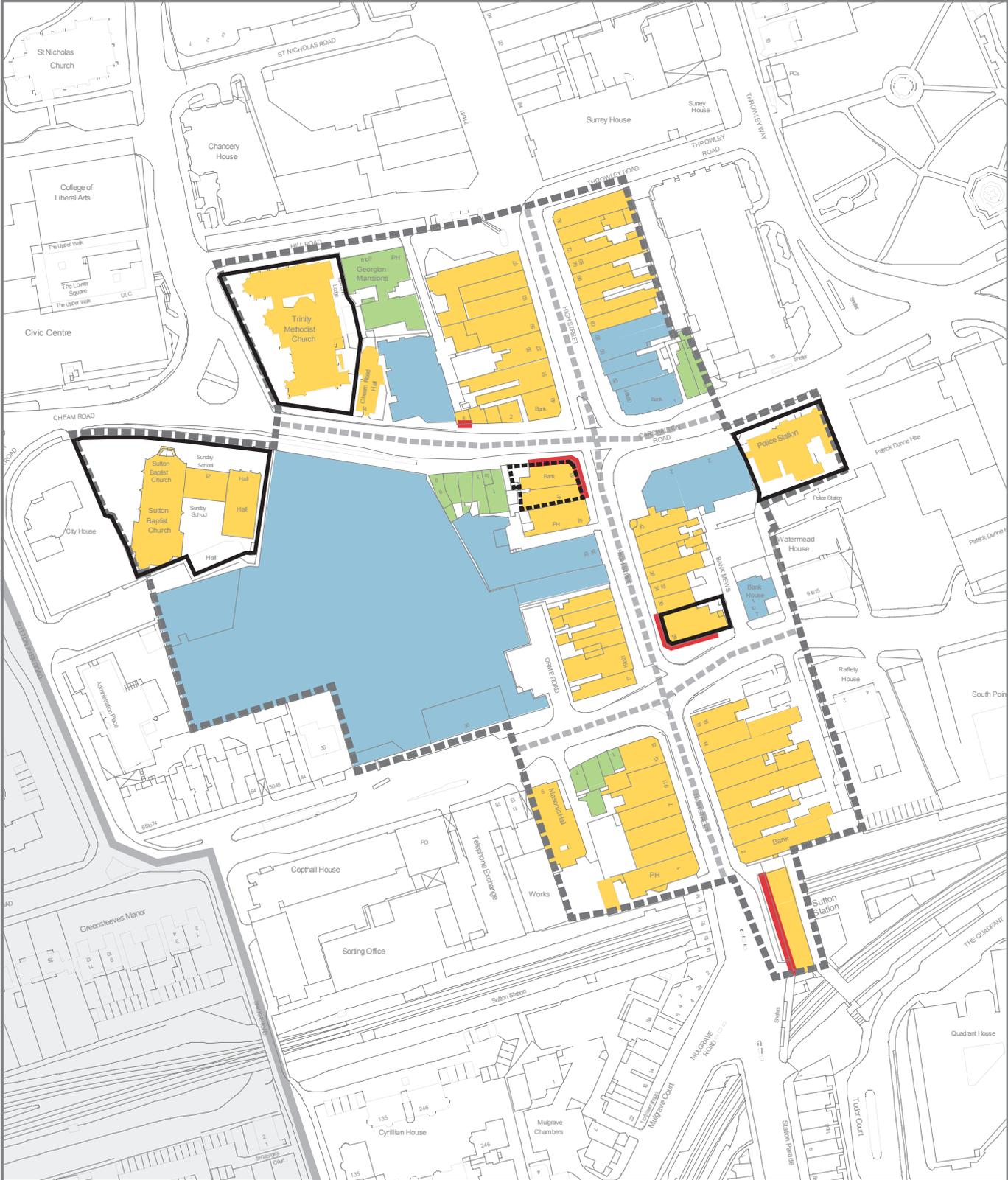


Figure 6 High Street Crossroads • Building Character Analysis

- Character Appraisal Area
- Buildings making a positive contribution
- Buildings with a negative impact on area
- Neutral building
- Traditional shopfront
- Listed Building
- Locally Listed Building



Appraisal of Sub-Areas

Sub Area 1: Sutton Station, Numbers 2 – 18 High Street and Sutton Court Estate Wall

4.12 This sub area forms the south-eastern most corner of the Conservation Area and is an important arrival point to the town centre for those using public transport and also those in vehicles arriving from the south, via Brighton Road. The area includes Sutton Station and a row of 8 Victorian three-storey shops at 2 – 18 High Street, as well as the last remaining feature of Sutton Court Estate, a boundary wall.



Sutton Station

4.13 The first Sutton Station was opened in 1847 when the London and Brighton Railway constructed a branch line from Croydon to Epsom. The first station building was a small wooden structure (now used by Sutton Cricket Club) and was replaced in 1865, again in 1885, and finally was replaced with the current building in 1928¹¹. The station building itself remains largely unchanged since 1928 however today the area in front of the station is cluttered with ticket machines, signs, guard rails and other street furniture obscuring the building and interrupting the rhythm of the 7 bays, pillars and windows.



Sutton Station, 1928

4.14 As one of only a few remaining traditional building frontages, the station building makes a positive contribution to the town centre environment, however it does not have landmark qualities and does little to mark this important entrance to the town centre or support a town centre focal space. This key town centre site is allocated for redevelopment, allowing for: a landmark building; a



Sutton Station, 2010

public transport interchange; and high quality urban space. New buildings on the site could be used for a variety of town centre uses including offices, leisure and shops¹² (see Appendix 1). In the absence of significant architectural or historical attributes, this site has the potential and capacity for

¹¹ Frank Burgess, pg 5., *No Small Change: 100 Years of Sutton High Street*, 1983

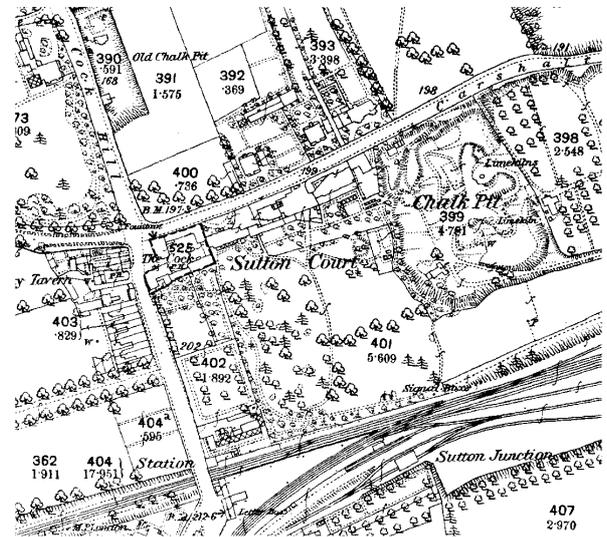
¹² This site is allocated as a development site in both the adopted *Supplementary Planning Document: Development Framework for Sutton Station and Adjacent Land* (July 2005) as well as in the *Sutton Town Centre Area Action Plan Preferred Options Document* (April 2009).

redevelopment in order to bring about positive changes to the town centre environment, particularly the public realm.

Sutton Court Estate Wall

4.15 Sutton Court Estate is likely to date from the early 17th century however little is known of the early history of this Estate and no photos or illustrations of the Estate survive. It is shown on Rocque's map from around 1760 with the grounds extending from approximately where the railway lines are located today, in the south, to where Carshalton Road is today, in the north. Mr Martindale, who occupied Sutton Court from 1756-90, is said to have had a famous stud of horses, a variety of stables, and two cottages for the stablemen adjacent to Sutton Court¹³. Three tenants followed Mr Martindale until demolition around 1896, when Sutton Court Road was constructed, running through the middle of the estate and joining the High Street near the junction of Grove Road.

4.16 The only remnant of the old estate is the nomenclature of Sutton Court Road itself and a section of the enclosing wall which is a 'typical Tudor structure of chalk blocks, flints with some brick'¹⁴, now in poor condition with a large amount of vegetation growing on and through it. The setting of the wall, to the rear of the High Street terrace and adjacent to an access road and car parking spaces, creates an unattractive surrounding environment which, along with the condition of the wall itself, should be improved. The estate wall is nominated for local listing (ref. #97).



1865-1884 map showing the extent of Sutton Court Estate

4.17 By 1896 the former estate was divided up into smaller land parcels which were then built on. Those fronting Sutton Court Road accommodated a number of large detached and semi-detached houses; a row of 10 land parcels, fronting the High Street, accommodated Victorian shop buildings. The High Street buildings were constructed between 1868 and 1897 and appear to have been developed in phases but with unifying common features, form, scale and materials. Sutton Court Road had followed the chalk pit and field boundaries which resulted in a dog-leg before it joined the High Street, however the straightening of Sutton Court Road (mid 1980s-mid 1990s) resulted in the loss of the two northern most buildings and reduced the historic terrace of ten down to eight.

¹³ Robert P. Smith, pg 19, *A History of Sutton: A.D. 675-1960*, 1970

¹⁴ *ibid*

Tramlink

- 4.18 The proposed extension of Tramlink into Sutton (see Appendix 1 for the proposed Tramlink route) would require widening the carriageway to allow for a tram stop / public transport interchange on the southern side of Sutton Court Road. This would result in the loss of part of the Sutton Court Estate wall and the end two or three buildings in the terrace. While it is not anticipated that Tramlink will come forward before at least 2017¹⁵, the route and the tramstop have been provided for in local planning policy¹⁶. The future development of Tramlink would require a thorough assessment of the impact on the heritage values of the buildings, the wall and the historic context in which the development is set.



High Street near the Station, 1890



High Street near the Station, 2010

High Street Terrace

- 4.19 The eight remaining buildings at nos. 2 – 18 High Street are dressed to differing degrees however the buildings have the same proportions (3-bays wide and 3-storeys high), and as a group they create a strong building and roof line with an historic association to the position and slope of the High Street, Sutton Court Road and Sutton Court Estate. The entire terrace is nominated for local listing (ref. #90).



The Old Bank Public House, no. 2 High Street

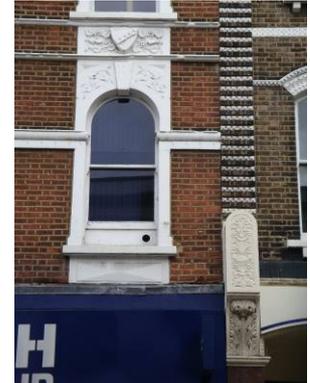
- 4.20 The Old Bank public house, adjacent to the Station, was initially occupied by Messrs. Bowling, Ironmongers, subsequently a bank, and today a pub called *The Old Bank*. This building and the adjoining two are in good condition at first and second storeys, retaining wooden sash windows and the original dressings of decorative lintels, string courses and decorative corners/edges of buildings (quoins).

¹⁵ The London Plan indicates that, subject to funding and undertaking planning and feasibility work, an extension might be added to the network post 2017. See Policy 3C.11 (and Table 3C.1).

¹⁶ See both the adopted *Core Planning Strategy* (December 2009) and the *Development Framework for Sutton Station and Adjacent Land (Supplementary Planning Document)*(July 2005) as well as the *Sutton Town Centre Area Action Plan: Preferred Options Document* (April 2009).

4.21 The shopfront at no. 6 High Street is one of the better frontages in the area and it retains some original features including carved consoles on either side. The four pilasters clearly articulate and support elements of the shopfront including the arched fascia which is well proportioned. The lettering respects the size and shape of the fascia does not dominate the frontage. The adjoining building at no. 8 High Street is well dressed with stucco mouldings and keystones above the windows, as well as stucco panels of shields and foliage. Nos. 10 – 12 High Street are plainer buildings with contrasting gauged red brick lintels above the windows and red brick detailing in the cornice on the parapet.

4.22 The painted brickwork on the two end buildings, on the corner of Sutton Court Road and the High Street (nos. 14-18 High Street), detracts from the uniformity of the Victorian terrace. The windows have also been replaced and dormer windows have been added. The pair of buildings also differs in that they do not have parapets obscuring their roofs however their proportions and fenestration clearly tie them to the remainder of the terrace. The blank end wall, facing Sutton Court Road is decorated with a mosaic.



Decorative window dressing, no. 8 High Street

4.23 None of the original shop fronts remain, and most

have large, obtrusive fascia boards that detract from the quality and detail of the dressings at first and second storeys. Traditional shopfronts should be reinstated which would support a distinctive Victorian Sutton High Street and not detract from the quality of the buildings at upper storeys.



Painted brickwork at nos. 14-18 High Street

4.24 The original brickwork, detailing and windows should be retained / restored and where possible any altered features should be reinstated, in keeping with the original buildings, the architecture and detailing of the sub-area. This is particularly relevant for the two buildings at nos. 14-18 High Street.

4.25 Both the nomenclature of Sutton Court Road and the remnant wall from Sutton Court Estate are historically significant features connecting the area to its historic foundations. In addition, the Victorian architectural features of the buildings, as well as the location and length of the whole terrace (albeit now two buildings short) respects the established historic



Brown brick buildings with red brick detailing at nos. 10-12 High Street

positioning of the High Street and Sutton Court Road. These aspects all serve as an important reminder of previous land uses in the area and should be retained and enhanced.

Development Potential

4.26 This sub area is surrounded by sites allocated for future development, all of which have the potential to impact on the sub-area, either through works to the buildings/structures themselves, or through changes to the character and setting of the surrounding area. Appendix 1 shows the location of the allocated sites surrounding this area, which are: Sutton Station and Car Park; the buildings to the South of Grove Road; the buildings to the north of Grove Road; and the Shops Opposite the Station¹⁷.

4.27 The development of Sutton Station would allow for a new landmark building of 20-25 storeys, public transport interchange and high quality urban space. A building of this height would need to be carefully designed to ensure minimal impact on the 3-storey terrace on the adjoining site. As part of the redevelopment of this site and the sites to the South of Sutton Court Road, a pedestrian link is proposed, allowing for access from the station through to a proposed tram/bus stop and interchange on Sutton Court Road. Improvements to the public realm in this area, particularly in front of the station, which is a major town centre gateway, could also improve the setting of historic buildings,.

4.28 There is active pressure for change in this area. The building and sites to the South of Sutton Court road are currently vacant and have an existing planning permission for redevelopment, including buildings up to 14-storeys high. There is also development pressure in relation to the sites north of Sutton Court Road; Bank House is currently being retrofitted and a planning application has been lodged for a building up to 17-storeys on the vacant site at 17 Sutton Court Road.

4.29 The demolition of existing buildings and the heights of new buildings have the potential to impact on the historic terrace and therefore future developments need to consider and respect the nature of this part of the sub-area, both individually and cumulatively as development progresses.

Strengths

- Scale and rhythm of the terrace
- Detailing at upper storeys
- Historic reminders of the road layout and estate wall
- Human scale of buildings and spaces in between

Opportunities

- Key town centre gateway and focal space
- Surrounding development sites
- Reinstatement of traditional shopfronts, windows and brickwork.

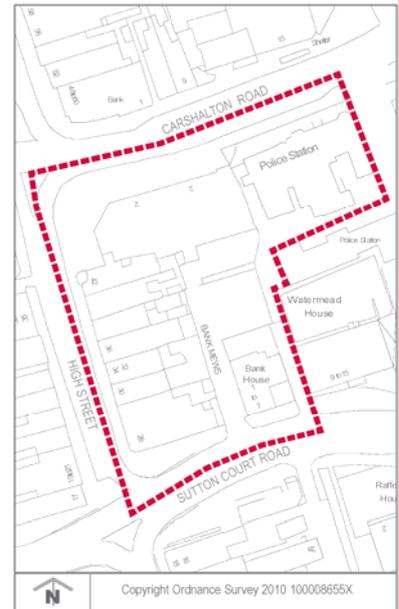
Key Considerations

- Tramlink route and associated building demolition
- Impact of major development sites including Sutton Station
- Relationship with the terrace opposite

¹⁷ These sites are allocated for development in the *Sutton Town Centre Area Action Plan: Preferred Options Document*, April 2009.

Sub Area 2: Numbers 26 – 42 High Street and Sutton Police Station

4.30 This area comprises mainly 4-storey commercial buildings lining the High Street (nos. 26 – 42) and includes a listed former bank (Grade II), the listed Sutton Police Station (Grade II), and two modern buildings with office and retail uses. The area is particularly historically important as the site of the Cock Hotel, constructed on the crossroads of the turnpike road.



4.31 What is now known as Sutton High Street was previously a well used turnpike road from London to Brighton, constructed well before 1755. Carshalton Road/Cheam Road was also an important road through Sutton, connecting a chain of old towns between Croydon and Guildford and for this reason was included as a turnpike road¹⁸. The Cock Hotel was located at the crossroads, on the corner of Carshalton Road and 'Cock Hill' (now the High Street) and was one of only two coaching inns in Sutton (the other was the Greyhound, further down the High Street). The inns provided a resting and changing place for horses as well as food and drink for passengers en route¹⁹.

4.32 The original Cock Hotel and Cock 'Tap' were built on the corner shortly after 1755 and remained there until 1896 when the old Cock Tap beerhouse was demolished and the 'new' Cock Hotel was built in its place. Both the old and new hotels stood alongside for a brief period, as shown in the 1896 photo below, before the old hotel was demolished. The old Tap and the new hotel were both set back from the road, creating a forecourt at the junction and this setback remains today, providing an area of public space, continuing the historic association with both the road layout and former regionally significant uses.



The original Cock Hotel, painted by Thomas Rowlandson in 1790. The tollhouse is to the right and the tollgate, with the sign on its beam is in the centre.



The new Cock Hotel shortly after its opening in 1896, built on the site of the old Tap beerhouse. The old hotel is still standing and is visible in the background to the right.

¹⁸ Robert P. Smith, pg 31, *A History of Sutton: A.D. 675-1960*, 1970

The Cock Sign

- 4.33 Historically, inns suspended their signs prominently over the centre of the carriageway to attract passing stage-coaches. A simple sign, like that shown in the 1790 illustration above, hung over the road and marked the old hotel until its demolition in 1897. At that time a new sign was erected which stood in the forecourt of the new hotel until about 1920²⁰. This sign is today located in the centre of the road at the junction of the High Street and Carshalton Road and should be retained in the immediate area as a rare and historically significant feature that serves as an important reminder of the historic turnpike road, Cock Hill, and the former landmark hotel buildings. The sign is nominated for inclusion on the local list (ref.# 109).



The Cock sign with Trinity Church tower and spire in the background.

Sutton Police Station

- 4.34 The Cock Hotel at the crossroads and the Sutton Police Station on Carshalton Road would have acted as landmark buildings for those entering the town centre from the east. Today, the one-way road system around the town centre means that for those in vehicles, the Police Station is not seen when approaching the town centre, but when leaving via Carshalton Road. Pedestrians, however, gain longer views of the building from Throwley Way and the corner of Manor Park (see Figure 4).
- 4.35 The Police Station is a late Victorian listed building, built in 1908, and included on the national register because it is “an unusually elaborate example of a Metropolitan Police Station built in a suburban area”²¹. The building is red brick with Portland stone dressings and each end of the central 5-bay building is framed by an Ionic pilaster. There are also features around the door, including the carved word ‘POLICE’, and an ‘oeil de boeuf’ window in the side wing. Few changes have been made to the building and it remains as an interesting and important town centre building.



Sutton Police Station shortly after it was built in 1909



Sutton Police Station today.

¹⁹ Frank Burgess, plate 136, *Sutton: A Pictorial History*, 1993

²⁰ Frank Burgess, page 11, *No Small Change; 100 Years of Sutton High Street*, 1983

²¹ Listed Building Citation

Former Cock Hotel Site

- 4.36 A five-storey office building with ground floor retail, at no. 2 Carshalton Road, stands on the site of the 'new' Cock Hotel (demolished in 1961)²². The office building makes a negative contribution to the character of the area and redevelopment offers the opportunity to construct a building that better reflects the significant history of the site, as well as better complementing the surrounding and adjoining buildings, particularly the listed Sutton Police Station.



5-storey at no. 2 Carshalton Road and 3-storey building with domed roof on the site of the Cock Hotel

- 4.37 Today a 3-storey building with a domed roof stands in the place of the old Cock Hotel at no. 42 High Street. This building coexisted with the 'new' Cock Hotel and can be seen in the 1933 photo to the right. The building is nominated for local listing (ref. # 90) and is in the High Victorian style with six over nine pane sash windows set regularly in red brick and stone dressings in quoin strips. The first storey windows originally matched the six over nine pane windows on the second storey, however the lower portion of the sash has since been replaced. The dome roof and globe finial remain and provide variety and interest to the skyline.



The terrace in 1933 with the domed building and Cock Hotel visible at the end

High Street Terrace

- 4.38 The adjoining terrace is a series of six, 4-storey buildings with the listed Edwardian Cock and Bull public house on the northern corner of the High Street and Carshalton Road. The length of this terrace and the position of the buildings was determined by the historic road layout, with Sutton Court Road to the south (discussed in sub-area 1 above). This terrace is nominated for local listing (ref.# 90).
- 4.39 Above ground level, the buildings form a uniform terrace, however minor changes are apparent: many of the original sash windows have been replaced; the remaining windows and stone window surrounds, with keystones, have been painted; and the entire Cock and Bull building above ground floor is now painted with a parapet added. Fortunately, 2 of the original 3 canted oriel windows remain, one of which retains



The same uniform terrace as above, with domed end building.

²² Frank Burgess, plates 138 &139, *Sutton: A Pictorial History*, 1993

most of its original glazing and glazing bars (at nos. 32-34 High Street) and reminds us how splendid the architecture once was.

Cock and Bull Pub

4.40 The Cock and Bull was built around the turn of the 20th Century and is a listed building on account of the ground floor carved stone detailing. The photo below shows the building in 1902 and the art nouveau decoration on the ground floor, extending into an oriel window above the doorway on the chamfered corner. The photo shows the bank building with the stone façade extending along the length of the 3-bay building.



Original canted window with glazing bars at 32-34 High Street

4.41 These details remain today however the carved stone façade now extends across the adjoining building at 28 High Street. It is likely that this occurred in 1961 when the bank extended its ground floor use into the adjoining shop. Comparison of the 1902 photo and the photo of the building show that painting the brickwork at upper storeys has obscured the decorative detailing, however the traditional shopfront remains and continues to make a positive contribution to the town centre environment.



Art Nouveau decoration on the base of the oriel window

4.42 This sub-area, including the site of the turnpike crossroads and the Cock Hotel and 'Tap', is crucial to the history and development of Sutton town centre and the borough as a whole. The

remaining features referencing this historical significance are: the road layout itself; the Cock Hotel sign; the building lines, including setbacks; and the location of the buildings themselves. This sub-area contains two nationally listed buildings, Sutton Police Station and the Cock and Bull pub, the quality and uniqueness of which positively contribute to this southern part of the High Street. Original features of the remaining buildings in the terrace, such as a canted oriel window with original decorative glazing bars and the details around and above windows should be protected, enhanced and restored.



The London and County Bank building in 1902 (Photo: Frank Burgess)

Development Potential

4.43 The sites to the north of Sutton Court Road

are allocated development sites (Site S2: North of Sutton Court Road, see Appendix 1) and could accommodate buildings of potentially over 11 storeys²³. These development sites are located to the rear of the older buildings along the High Street and the height, design and positioning of future development could impact on the listed Cock and Bull pub building (26-28 High Street) as well as the remainder of the Victorian terrace. The access road to the east of the Cock and Bull pub, off Carshalton Road, presents an unattractive environment and any redevelopment of these sites should consider the improvement of this access road on the setting of the listed building. The small scale character of these buildings and the wider historic context of the area should be carefully considered with any development to ensure the historic importance of the area is not obscured.



The Cock and Bull pub today

Strengths

- Site of historically significant Cock Hotel and crossroads
- Two listed buildings and other buildings of interest
- Views of Trinity Church spire
- Traditional shopfront

Opportunities

- Redevelopment opportunities
- Reinstatement of traditional shopfronts
- Reinstatement of windows, particularly oriel windows
- Reinstatement of brickwork, particularly the Cock and Bull pub

Key Considerations

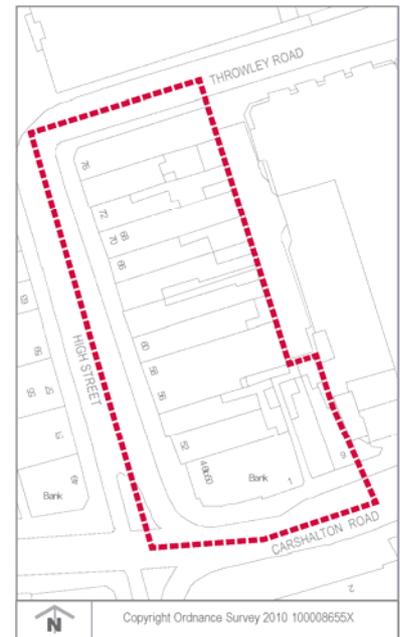
- Respect and enhance the reminders of the Cock Hotel and crossroads

²³ As outlined in the *Sutton Town Centre Area Action Plan: Preferred Options Document* (April 2009), and Gillespies' *Urban Design Framework for Sutton Town Centre* (February 2009). A planning application has been lodged for a building up to 17 storeys in height. No decision has been made in respect of this application.

Sub Area 3: 46-76 High Street and 7-9 Carshalton Road

4.44 This sub area includes two modern buildings on the corner of the High Street and Carshalton Road, a 3-storey Victorian terrace of 2-bay buildings at 46-76 High Street and two semi-detached buildings at 7-9 Carshalton Road.

4.45 In 1880²⁴ a terrace of 14 Victorian buildings were constructed down hill from the Cock Hotel, between Carshalton Road and the newly constructed Throwley Road. The underlying land had been in use as fields and as an old chalk pit before the buildings were constructed for shop uses. Throwley Road followed the field boundaries, resulting in a sharp 90 degree turn to the south and a gentler curve to the east, through a former flour mill. Although the introduction of the gyratory roads in the 1970s / 1980s changed the function of the roads and the direction of travel, the layout still survives today and is seen in Throwley Road, a portion of Throwley Way and Greyhound Road.



High Street Terrace

4.46 The historic road layout determined the location of the buildings, even to the extent that the corner building curved, in line with the site boundary. Eight of the original 14 buildings remain (nos. 60-76 High Street) and are now nominated for local listing (ref. #85). Most are in fair condition with: sash windows; Flemish bond brickwork; original yellow, red and grey brick arched lintel decoration; and polychrome brick bands continuing across the facades. The window detailing has been painted at no. 72 High Street and the entire building façade at the northern end of the terrace is painted (no. 76 High Street). This is an original corner building and the visible pattern of the brickwork under the paint shows that the detailing continues around the corner to front Throwley Way. This building has a significant 3 storey, 5 bay unsympathetic rear extension which is visible along

Throwley Way as pedestrians enter the town centre from Manor Park.



Terrace with original sash windows and brick detailing. The dormer windows are visible.



The 'Cock Hill' stretch of the High Street north of the cross roads in 1890

²⁴ Frank Burgess, plate 57, *Sutton: A Pictorial History*, 1993

- 4.47 Unlike most of the other Victorian terraces in the study area, these buildings do not have parapets and the original dormer windows are visible on six of the eight buildings. The dormer windows are however in poor repair and all of the original 6 pane casement windows have been replaced with a variety of different windows.
- 4.48 This terrace compliments one of a similar scale, built across the road (sub-area 4), ten years earlier, in 1870. As a cohesive group of buildings on either side of the High Street, they form a comfortable sense of enclosure, contributing to the quality of space between the buildings on the now pedestrianised High Street.
- 4.49 The historic merit of this sub-area is in the group of buildings that form the High Street terrace. They serve as an important reminder of the gradual development of Sutton High Street in the mid-late 1800s, as well as maintaining the historic association to road layouts and field boundaries. The quality and detailing of the buildings above ground level is good and little has changed in since their construction in 1880. Ground floor shopfronts should be restored to further distinguish the value of these buildings and contribute to a distinctive public realm.

Modern Buildings

- 4.50 The sense of enclosure established by the Victorian terraces is disrupted by the newer buildings at 46-54 and 56-58 High Street which date from 1986 and the early-mid 1950s. The frontages of these buildings are wider than the older buildings and at 4- and 5-storeys they are also taller. The windows and fenestration are different, and the rhythm established in the earlier buildings is not respected. The materials and colours are not compatible with glass, concrete and green panelling used on the 1950s building and dark red brick with tinted glass windows in the 1980s building. These newer buildings do not respect the scale of the surrounding or adjoining buildings are not in keeping architecturally with the remainder of the terrace. They make a negative contribution to the character of the area and present the opportunity for redevelopment that better respects the architectural qualities and heritage of the area. Similarly, the protection and restoration of the surviving buildings would ensure that the positive historic aspects do not deteriorate further.



Modern buildings at 46 – 58 High Street



Nos. 7-9 Carshalton Road

Carshalton Road

- 4.51 The two semi-detached buildings at 7-9 Carshalton Road, were built around the time of the High Street terrace and display the same window layout,

architraves / lintels and brick detailing around the windows, however the entire building façade has been painted and this detailing is now obscured. The buildings are both in poor repair with large cracks visible in the painted brickwork and a variety of replacement windows have been installed. They are set back from Carshalton Road, originally with a garden/forecourt, however the addition of shop fronts by 1913 obscured the ground floor and detract from the original building. While there are similarities between these two buildings and the main terrace on the High Street, they do not obviously form part of the terrace, do not contribute positively to the character and appearance of the area and therefore present a redevelopment opportunity.

Development Potential

4.52 There are no allocated development sites in or near this sub-area however the modern buildings at 46-58 High Street and the semi-detached buildings at 7-9 Carshalton Road do not make a positive contribution to the area. Well designed redevelopment that respects the road layout, building setbacks, height and character of the Victorian terrace would significantly improve the environment.

Strengths

- Unified Victorian High Street terrace
- Original detailing and many original windows at upper storeys
- Views of Trinity Church tower

Opportunities

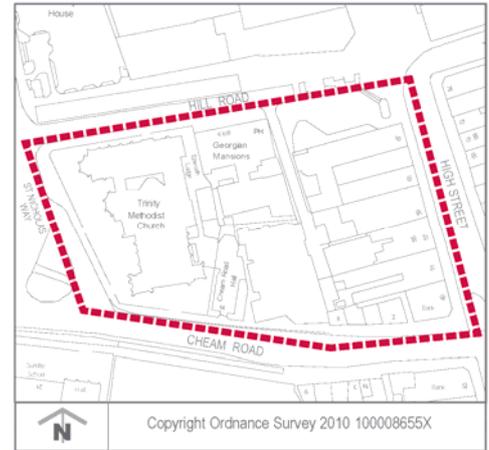
- Development opportunities
- Reinstatement of traditional dormer windows and shopfronts

Key Considerations

- Appropriate redevelopment of existing unsympathetic properties

Sub Area 4: 49-67 High Street, 2-8 Cheam Road, 6-9 Hill Road and Trinity Methodist Church.

4.53 This sub area is close to the heart of the town centre retail core, and adjoins Trinity Town Square to the north and Cheam Road to the south. The architectural character of the area is varied, with a row of Victorian shops, the listed Trinity Church (Grade II), a row of four mock Tudor buildings and a new blank façade on a single storey building which is painted black. The character of the public realm is also varied, with areas of enclosure and relative quiet on the pedestrianised High Street, the open area of the town square, as well as areas that are dominated by traffic on Cheam Road, travelling east along the gyratory.



4.54 Fernwood Villa and substantial grounds dating from at least 1842, was bounded by Cheam Road to the south, Church Lane to the north (now St Nicholas Road) and Cock Hill (now the High Street) to the east. Church Lane provided access to both St Nicholas Church and the Fernwood Villa. The trees in the garden are marked on an 1842 map, indicating that they were large and well established, and the 1865 map shows the trees, house and paths in greater detail, extending right up to the High Street and Cheam Road.

4.55 Around 1870 Hill Road was built between Cheam Road and Church Lane, dividing the Fernwood site in two. The remainder of the site was broken up into separate land parcels for development. In 1870 a terrace of 11 Victorian shops were built to the south of Hill Road, along eastern boundary, fronting the High Street. The 9 central buildings remain today however many are in poor repair. The building proportions of these Victorian shops are uniform, at 3-storeys, however development occurred in phases and the different detailing of each group adds variety to the terrace.



Four of the terrace at 51-61 High Street. The buildings to the right are not painted and the original detailing is visible.

High Street Terrace

4.56 The six buildings from nos. 51-61 High Street were built together and have feature tripartite windows, some of which have been replaced. The facades of the three buildings from nos. 51-55 High Street, have been plastered over and painted, obscuring the brickwork and



No. 67 High Street, now the end building in the terrace.

detailing, while the three adjoining buildings at nos. 57-61 High Street, are unpainted, revealing the original yellow brickwork with red brick arched architraves. The adjoining two buildings, at nos. 63 – 65 High Street are red brick with chamfered blockwork lintels. At second storey the lintels are cusped with the painted blockwork extending across the façade.

- 4.57 The northern most building, at the end of the terrace (no. 67 High Street), was the first bank in the town and was converted to a shop in 1896 by J. Sainsbury Esquire. It was one of the earliest Sainsbury branches and traded there until 1960²⁵. The unpainted red brick building is 4-bays with arched windows on the second storey. These windows are decorated with stepped, fan-like lintels and keystones while the third storey windows are plainer with keystones that extend into the detailing of the parapet. An additional building with 4-bays was located on the corner of the High Street and Hill Road but was demolished in the mid to late 1960s. The windowless side elevation of no. 67 now forms one of the enclosing walls of the town square and is decorated with the Sutton Heritage Mosaic, completed in 1994²⁶.
- 4.58 As a group, the 1870 buildings (nos. 51-67 High Street) form a varied terrace; differences in the number of bays, the fenestration, materials and detailing add variety and interest to the terrace while the building lines, heights and width create a unifying rhythm. Together with the terrace directly across the High Street (sub area 3) a comfortable human scale and sense of enclosure is established, following the positioning of the historic turnpike road and the development of Sutton as a town centre.
- 4.59 The building originally constructed on the corner of the High Street and Cheam Road was the southern most building in the 1870 terrace and had the same detailing as the adjoining six. The replacement Lloyds Bank building that stands there today dates from before 1926²⁷ and is a 3-bay red brick building with a chamfered corner, stone detailing and original sash windows. Stucco open & broken scroll pediments with a decorative cartouche of a vase with overflowing fruit adorns each of the first floor middle windows.



Lloyds Bank building, corner High Street and Cheam Road.

- 4.60 The High Street terrace in this sub area, and across the road in sub area 3, is characteristic of a small, human scale Victorian High Street. Together they enclose and frame the public realm of the pedestrianised High Street and provide links to the commercial development of the area over the 1870s and 1880s. Their positioning has been determined by the historical layout and development of roads which often followed plot boundaries and created small block sizes resulting in an easily legible environment. The character and

²⁵ Frank Burgess, plate 59, *Sutton: A Pictorial History*, 1993

²⁶ Sara Goodwins, pages 24-25, *Sutton: Past & Present*, 2004

²⁷ 1926 Pile's Local Directory

appearance of the group of buildings and the public realm between them creates an interesting and comfortable environment which should be preserved and enhanced.

Mock Tudor Buildings

4.61 These four buildings, dating from 1914-1926, are located at nos. 2-8 Cheam Road²⁸. The 2-storey buildings were built in pairs with distinctive detailing around the windows and gables. Some of this detailing has now been obscured, however the original canted bay windows and one original shopfront remains. The shopfront retains the original stallriser, arched windows with original mullions and transoms, high rectangular leadlight windows and a recessed door and entranceway. The fascia in the picture to the right is oversized which dominates and detracts from the human scale and elegance of the original window at street level. This frontage is one of only 4 surviving traditional frontages in the character appraisal area and it makes a significant contribution to the street scene. These four buildings have been nominated for local listing (ref. #51) however only the surviving shopfront (no. 8 Cheam Road) is being taken forward as part of the local listing process.



The four mock tudor buildings in 1932



The four mock tudor buildings today

4.62 These buildings, particularly the remaining original shopfront and the detailing at first storey, make a positive contribution by providing variety and character to the area and the town centre as a whole. At 2-storeys, their small scale allows views of the Trinity Church town and spire from the east, however the adjoining blank frontage (no. 10 Cheam Road) makes a negative contribution to the surrounding buildings and the area and presents the opportunity for sensitive redevelopment, while preserving views of the Church.



Original shopfront at 8 Cheam Road

Civic / Community Enclave

4.63 Trinity Methodist Church and halls were built on the corner of Hill Road and Church Road (now St Nicholas Way) in 1907. The Gothic buildings are constructed from Kentish ragstone with Bath stone dressings and the tall

²⁸ These properties were listed in the 1926 Pile's local directory.

square tower, decorative buttresses and spire form an important town centre landmark. The church is in a prominent corner location for those entering the town centre and is best viewed from Cheam Road / St Nicholas Way. As a tall landmark feature in the town centre, the church tower and spire can also be viewed from afar, from the junction of the High Street and Cheam Road, as well as from Throwley Road and Trinity Square (see Figure 4).



Trinity Methodist Church tower

4.64 At the time of construction, a Public Hall (built 1878) was across Hill Road, St Nicholas Church (built 1862-64) was nearby at the end of the old Church Road and the Baptist Church was located on the corner of Hill Road and the High Street, together these formed an enclave of civic/community buildings and functions in the area. This civic/community enclave remains today despite the area having undergone changes since the end of the 1800s: the Public Hall was replaced with a modern office building in 1984; the Baptist Church moved to its current location on Cheam Road; the gyratory roads (St Nicholas Way) were introduced; and Council's Civic Offices were built across St Nicholas Way.



Modern, blank façade at no. 10 Cheam Road

4.65 The Cheam Road Picture Theatre (no. 10 Cheam Road) was built in 1911 and was one of the earliest in the town. The façade and inside have since been altered, but the main structure remains²⁹. Today a former nightclub (Kinetic) with an unattractive and blank façade fronts Cheam Road making a negative contribution to the area which detracts from the surrounding historic buildings and interrupts views, particularly of Trinity Church.



Former 'Hospital Hall' on Cheam Road

4.66 A small hall is located between Trinity Church and the building and poor façade of the former nightclub adjacent. The hall is shown on a 1913 plan as 'Hospital Hall' which would have related to the hospital that was located behind the hall on Hill Road.



Georgian Mansions, nos. 6-9 Hill Road

²⁹ Frank Burgess, page 25, *Now and Then: More views of Sutton old and new*, 1985

4.67 The building at nos. 6-9 Hill Road (Georgian Mansions) was constructed following the demolition of the Cottage Hospital which was on the site from 1902-1931³⁰. It is a 9-bay building of three storeys, the central 3-bays projecting under a tympanum with decorative cartouche. The building is also decorated with stone quoins, stone architraves around the central window, and red brick lintels. The building was occupied by a general grocer's (Surrey Homes Stores) at ground floor with flats above and today it is occupied by *The Moon on the Hill* pub. This building is complemented by the Georgian buildings across Hill Road, which is a larger 15-bay building, built by 1935³¹.

4.68 The gradual development of the churches, the hospital, the halls and later the cinema, established much of the early infrastructure required to ensure the development of a local community and a town of some significance with a growing population. Much of this still remains today and reminds us of this significant early period of development.

Development Potential

4.69 The Council's Civic Offices, located across St Nicholas Way to the west of the sub-area, is an allocated development sites (CW1: Civic Centre Site, see Appendix 1), the redevelopment of which could impact on this sub-area, particularly on the listed Trinity Church. The old Cheam Road Picture Theatre (no. 10 Cheam Road) also presents a development opportunity however the development of both these sites would need to carefully consider the setting of the church and views of the church building and tower from important town centre locations, particularly the Cheam Road town centre gateway and the historic crossroads (see Figure 4).

Strengths

- Listed Trinity Church
- Views of the Church tower from surrounding areas
- Traditional shopfront
- Variety of spaces
- Historic 'community hub' uses

Opportunities

- Development opportunities
- Reinstatement of traditional windows, brickwork and shopfronts
- Repair and upgrade of some buildings
- Enhance views to Trinity Church (redevelopment of 10 Cheam Road)

Key Considerations

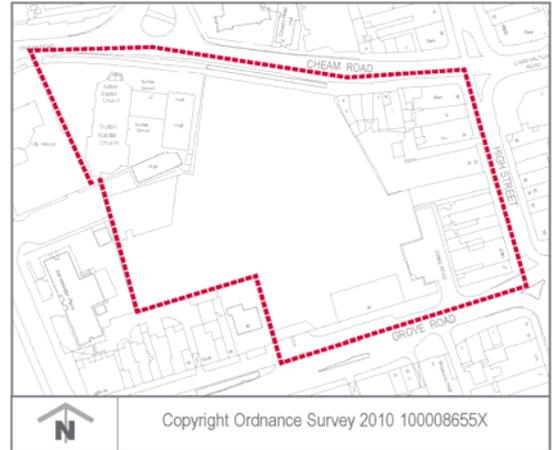
- Impact of development of surrounding sites
- Retention of views to Trinity Church and church tower

³⁰ Frank Burgess, pg 49, Now and Then: More views of Sutton old and new, 1985

³¹ Both Georgian buildings, on either side of Hill Road, are mentioned for the first time in the 1935 Pile's local directory.

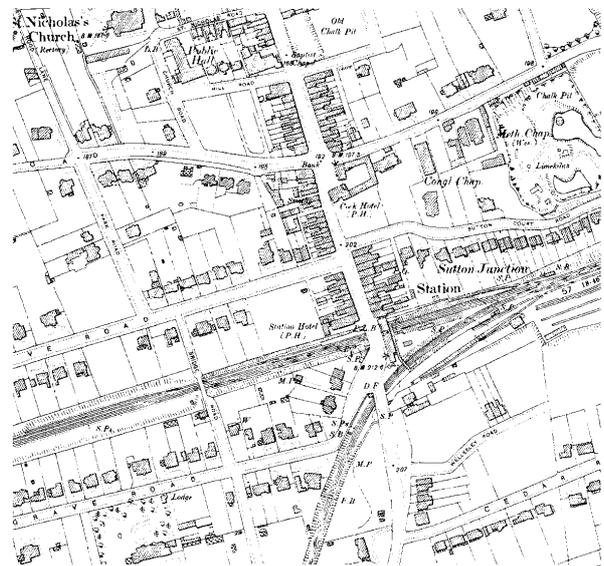
Sub Area 5: Numbers 17-43 High Street, 1-9 Cheam Road, Morrison Supermarket and Sutton Baptist Church

4.70 This sub area is characterised by mixed building qualities, including Barclays Bank, a high quality locally listed building and the nationally listed Sutton Baptist Church (Grade II). It includes buildings that span a long timeframe, from pre-1867 through to the present day, and a range of building types and uses including the church, Morrisons large format supermarket and row of traditional High Street shops (17-43 High Street).



4.71 From at least 1842 there was a small cluster of buildings around the crossroads and the Cock Hotel while the majority of buildings on the High Street were further down hill (to the north) at the original centre of the town. Following the introduction of the railway station in 1847, and later, water, gas and electricity, development gradually began to shift up-hill towards the railway station. The terrace in this sub-area is the oldest in the character appraisal area, dating from between 1843 and 1867. The remaining terraces in the area developed over the next 50 years, until around 1900.

4.72 Grove Road, running along the southern edge of this sub-area, was lined with trees which extended up to the High Street. The road was also lined with large, detached, late Victorian mansions which developed from the late 1800s and whose residents would have supported the banking and business functions at this end of the High Street.



1896 map showing the High Street and the large, detached houses on Grove Road and to the south of the railway tracks.

4.73 By 1934/35 retail uses began extending out from the High Street into the side roads and most of the large dwellings had been altered or demolished, with only two remaining largely untouched. Today, aerial photographs reveal that a row of four dwellings remain just beyond the sub-area; the dwelling at 36 Grove Road, has retained it's original set-back from the road (historically allowing a sweeping entry/exit for carriages) while the adjacent three are obscured behind the shopfronts from 44-66 Grove Road.

4.74 The historic road layout of the area has determined the size of this sub-area block; it is a large block when compared to others in the character appraisal area and by the 1930s building extensions and infill development was established to the rear of existing buildings, in the centre of the block the development of banks of garages shows the importance of the motor vehicle. The completion of the Sutton Baptist Church in 1934 complemented the other civic functions across Cheam Road (in sub-area 4).

High Street Terrace

4.75 On the High Street, the terrace of six buildings (nos. 19-29 High Street) is the oldest within the character appraisal area, dating from between 1843 and 1867, and is nominated for local listing (ref. #90). The terrace stopped at Grove Road to the south, with the Railway Tavern (discussed below) and smaller shops to the northern end of the sub-area.³²



The oldest terrace in the study area, nos. 19-29 High Street

4.76 The fenestration is the same on all six buildings in this terrace; two arched sash windows with keystones and a string course on the upper level and three rectangular sash windows contained under a floating cornice with consoles at first floor level. Most of the original sash windows remain and the buildings are in moderate repair, however no. 25 is in very poor repair with crumbling detailing, plants sprouting and cracks appearing in the plastering and blockwork.



Barclays Bank Building in 1900 (Francis Frith photograph)

Barclays Bank

4.77 This is a four-storey locally listed building, built as the London and Provincial Bank in 1894, and is located at the busy and historically significant town centre junction of Cheam Road and the High Street. Historically, this is the crossroads of the turnpike road, and is opposite the site of the historic Cock Hotel and Tap. It is a tall, grand and decorative building, providing a distinctive local landmark and contributing to a sense of arrival to the town centre when arriving from Epsom/Cheam direction.



Locally listed Barclays Bank building

³² Ibid. The smaller shops included Mr Anscomb's bakery business and Mr Watts' fruit, vegetable and pork shop.

4.78 The ground floor comprises a series of arches and is dressed in rusticated stonework. The rounded entranceway on the corner is surrounded by a decorative architrave and a segmental pediment (open). These features demonstrate the importance of the bank and the ground floor and make a positive contribution to the town centre environment. The second storey is relatively plain, with fluted columns (engaged) and simple cross windows. The third storey is heavily dressed with decorative carvings surrounding the windows, the columns and dentil. The fourth attic storey is above a decorative frieze and built into a decorative parapet with balustrades. Scrolled pediments each topped with a globe finial were originally positioned above each set of three attic storey windows and obscured the attic roofs behind. This detail has since been removed but the attic storey windows and roofs remain.



The grand entranceway to Barclays Bank

O'Neill's Pub

4.79 This pub adjoins Barclays Bank to the south (nos. 37-39 High Street) and is a 3-storey dark brown brick building with chamfered corner. The same brick has been used in the detailing around the windows and as horizontal and vertical elements. The original windows are in place but the shaped parapet has been painted. The decorative door surround



O'Neill's pub on the site of the historic Railway Tavern

extends up into a double storey oriel window. A public house, originally the Railway Tavern, has been on this site since the days of the old Cock Hotel³³, however the old building with a rounded second storey window had been replaced by 1896. The access and service lane adjacent to the pub allows views of the corner of the building however the lane is also used as a rubbish area and the space has a negative impact on the building and surrounding area.



The Railway Tavern in 1885. The wooden pillar and beam to the left is the supporting sign for the Cock Hotel

Morrisons Supermarket

4.80 This supermarket development and High Street entrance dates from 1986 and occupies the entire central portion of this large block where there was once a mix of shops with other infill buildings to the rear. The development has three frontages; a single storey High Street entrance; 2-storey retail units and the entrance to Morrisons multi-

³³ The Railway Tavern is noted on an 1865-1884 map, and is well established in an 1885 photograph (Sara Goodwins, page 27, *Sutton: Past & Present*, 2004).

storey car park on Grove Road; and a long 2-storey façade facing Cheam Road.

4.81 The frontages are unattractive additions to the streetscene and do not compliment the surrounding historic environment. The single storey High Street entrance interrupts the rhythm and roofline of the other 3- and 4-storey buildings, leaving a 'gap' in the High Street. The long, horizontal façade facing Cheam Road does not include entry/exit

points or other active uses and does not relate well to the adjoining listed Sutton Baptist Church, or the historic buildings across Cheam Road. The Grove Road frontage includes a shop unit at 30 Grove Road, however this is bounded by an unattractive access/service road and the entrance to the Morrisons car park on either side. These spaces and uses are unattractive and the large format single-use is out of character when compared to the fine-grain Victorian buildings on the High Street, extending down the side streets.



New buildings at 31-35 High Street interrupting the historic High Street

4.82 The building at 33-35 High Street, adjacent to the Morrisons entrance dates from 1957. The 3-storey building respects the building and roof line of the surrounding historic buildings, however it presents a wide frontage to the High Street, extending across what was the site of two old shops. The building has a horizontal emphasis, which together with the design and



The Coral building, no. 17 High Street

materials, does not relate to the historic context of the High Street. The Morrisons entrance and this 3-storey buildings are not attractive additions to the High Street and carefully designed redevelopment would be appropriate.

Coral Building

4.83 The Coral building, on the corner of the High Street and Grove Road (no. 17 High Street), is a purpose-built two-storey bank building, built in Bauhaus style in 1937. The building originally on this site was the end building in the Victorian terrace which was used as a shop, and subsequently the National Provincial & Union Bank, which was demolished to make way for the building there today. This building has been nominated for local listing (ref. #17).



Sutton Baptist Church entranceway

Sutton Baptist Church

- 4.84 This is a listed building, constructed in 1934 in the Free Gothic style with imposing proportions. It is one of the best examples of a contemporary brick building in the borough and the only decorative features on the plain red brick façade are panels of roof tiles laid end-on. The triple lancet windows have simple clean lines and are a feature on each of the elevations. The church building marks an key gateway to the town centre and can be viewed when approaching from the west.



Two-storey shops at nos. 1-9 Cheam Road.

Shops at 1-9 Cheam Road

- 4.85 Nos. 1-9 Cheam Road is a row of six 2-storey shops dating from before 1929³⁴. The shops are in poor condition with a variety of replacement windows and unattractive and ill-proportioned fascia. As a two-storey structure, the terrace has a horizontal emphasis, however sets of three tall windows and pilaster detailing provide vertical elements, breaking up the façade.

Development Potential

- 4.86 This sub area contains two significant landmark buildings, Barclays Bank and Sutton Baptist Church, as well as the oldest Victorian terrace in the character appraisal area. This historic setting and the small scale, fine grain character of the area has suffered from the large-format single-use Morrisons supermarket development and the 1957 building at 33-35 High Street. These existing unsympathetic developments provide the opportunity for new development that better respects the historic buildings and the historic context of the area. The redevelopment of Morrisons could address the 'gap' on the High Street as well as unattractive frontages on Grove Road and Cheam Road and the adjoining building at 33-35 High Street could better respect the rhythm of the High Street.
- 4.87 There are two allocated development sites that could impact on the area; the Civic Centre Site (CW1) across Cheam Road to the north-west and the shops and Morrisons car park entrance fronting Grove Road (S1: North of Grove Road). Redevelopment of the Civic Centre site should consider the impact of buildings, with

Strengths

- Listed Sutton Baptist Church
- Locally listed Barclays Bank
- Town centre gateway
- Historically significant crossroads site
- Oldest Victorian terrace in the area
- Mixed architectural qualities

Opportunities

- Development opportunities fronting the High Street, Grove Road and Cheam Road
- Repair of some buildings
- Reinstatement of traditional windows, brickwork and shopfronts

Key Considerations

- Impact of new development on the existing historic environment, particularly the large Morrisons site.

³⁴ First listed in the 1929 Pile's local directory.

heights of between 6-10 storeys, on the setting of the listed Sutton Baptist Church. The redevelopment of the Grove Road frontage extends up to the rear of the High Street terrace and adjoins the Coral building, which are both nominated for local listing. Building heights in this area could be between 4 and 6 storeys, with a landmark building up to 10 storeys on the corner of Grove Road and Sutton Park Road³⁵. Building designs, including heights and materials need to carefully consider the historic context of the area, particularly closer to the 2 and 3-storey buildings along the High Street.

³⁵ As outlined in the *Sutton Town Centre Area Action Plan: Preferred Options Document* (April 2009), and Gillespies' *Urban Design Framework for Sutton Town Centre* (February 2009).

Sub Area 6: Numbers 1 – 13 High Street, 1-7 Grove Road, and Sutton Masonic Hall

4.88 This sub area comprises a High Street terrace dating from between 1868 – 1896, a 1930s replacement building on the corner of the High Street and Grove Road, a row of 1930s shops (nos. 1-7 Grove Road) and the Masonic Hall at no. 9 Grove Road.

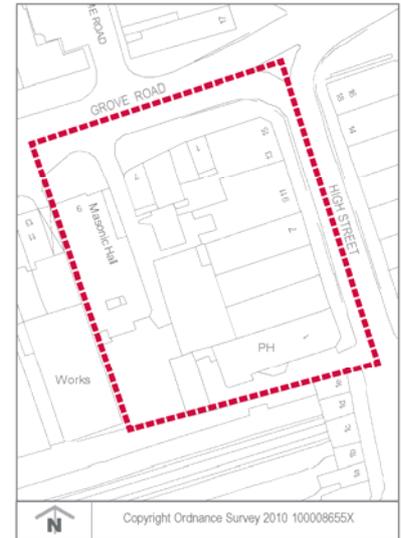
High Street Terrace

4.89 Historically this was a terrace of 8 Victorian shops, dating from before 1896, however today only four of the original buildings remain with Mitre House constructed in place of the end four buildings, on the corner of Grove Road. This entire terrace, from 1 to 15 High Street has been nominated for local listing (ref. #90).

4.90 The relationship between this High Street terrace and the terrace across the road (in sub-area 1) creates a comfortable sense of enclosure, at a human scale, as well as an immediate introduction to the town centre's historic environment of a Victorian High Street when arriving via the Station and Brighton Road.

4.91 The southern most building, opposite Sutton Station (no. 1 High Street), was formerly the Station Hotel and is now a public house, this includes the 3-storey weatherboard building to the rear which was also historically part of the Hotel. The 3-storey brick building fronting the High Street had contrasting brick lintels with keystones over the windows; this brickwork has since been painted and a few of the original windows at upper storeys have been bricked over or replaced. The ground floor retains some original carved detailing in the pilasters and the upper floors are generally in good condition, although some vegetation is sprouting above the entranceway.

4.92 The three remaining historic buildings in the terrace (nos. 3-7 High Street) continue the 3-bay rhythm, fenestration, and arched window detailing that is also seen in the hotel building on the corner. All of the original sash windows remain however the buildings have been painted, obscuring the original brick detailing, and all shopfronts have been replaced which detract from the quality of the upper storeys. Vegetation is visible above the parapets at nos. 3 and 5 High Street.



The old Station Hotel at no. 1 High Street. The pitched roofs of the weatherboard building to the rear are just visible.



Carved detailing at no. 1 High Street

- 4.93 The 3-Storey Mitre House was built in 1932 and replaced the four buildings on the corner of Grove Road. A 2-storey building continues around the corner on Grove Road with 10 bays, 5 bays under a stepped parapet, 2 bays to the east, and 3 bays on a rounded corner to the west. Both buildings have nine over nine pane sash windows which are set regularly into brown brick, with red lintels and stonework keystones. The corner building has further stone dressings establishing a strong vertical element.



Terrace at nos. 3-7 High Street

Masonic Hall

- 4.94 Sutton Masonic Hall at 9 Grove Road was purpose built for the Freemasons in 1897 by a locally known architect, Richard Creed, and local builder, Duncan Stuart & Sons of Wallington. The architectural detail of the building is interesting with the central three bays projecting under a tympanum supported by pilasters on the second storey and decorative blockwork at the ground floor, including a moulded bull's eye and keystone above the door. Unfortunately all of the windows have been replaced or altered and the bull's eye above the door has been filled in with a ventilation grill. This building has been nominated for local listing (ref. #59) and the architect is responsible for two nationally listed buildings in Sussex and Essex³⁶.



3-storey Mitre House on Grove Road

Development Potential

- 4.95 A new road link, from opposite the railway station on Brighton Road/Mulgrave Road through to Grove Road is allocated for in the Development Framework for Sutton Station and Adjoining Land SPD (July 2005), as well as the Sutton Town Centre Area Action Plan: Preferred Options Document (April 2009). The construction of this road would remove traffic congestion from the High Street and allow for environmental improvements around the station entrance however it would require the demolition of the buildings at 2-4 Mulgrave Road as well as the Masonic Hall. The impact of the demolition of these buildings and the construction of a busy road would require the careful assessment of the impact on the surrounding historic environment and the character appraisal area as a whole.



The Masonic Hall, no. 9 Grove Road

³⁶ The former Essex County Cricket Club Pavilion, a Grade II listed building, erected in 1886; Pells County Primary School at Lewes in East Sussex, a Grade II listed building, built in 1896.

4.96 Development site S5: Shops Opposite Station is located to the south of the former Station Hotel (no. 1 High Street) and there is the potential for building heights of up to 10 storeys stepping down to 4 storeys further south. Across the High Street, Sutton Station is also included as a development site (S4) and together these sites have the potential to significantly change the character of the public environment. As a major town centre gateway it is important that any new development is well designed to enhance the existing historic assets already in the area and not dominate the 3-storey human scale buildings in both this sub-area and those across the road (in sub-area 1).

Strengths

- Town centre gateway and focal space
- Comfortable relationship with the terrace across the High Street

Opportunities

- Development opportunities
- Road link
- Repair of some buildings
- Reinstatement of traditional windows, brickwork and shopfronts

Key Considerations

- Impact of new development on the existing historic environment
- Impact of the proposed road link, particularly on the Masonic Hall

Public Realm

- 4.97 The recent High Street Renewal Scheme involved comprehensive changes to the soft and hard landscaping, the removal of a range of street clutter and the installation of new, uniform street furniture along the High Street. The works include Trinity Town Square/Throwley Road and extend up to the junction of Grove Road / Sutton Court Road. The public realm in this High Street section of the character appraisal area is now in good condition and the removal of street clutter allows for clearer views of the surrounding environment, including historic buildings.
- 4.98 The High Street area outside Sutton Station and the east/west roads would benefit from an extension of the scheme using a range of compatible materials. As a key town centre gateway, the area around the Station should be upgraded to improve the arrival experience to the town centre and the proposed conservation area. The High Street outside the station is a busy vehicle road and the pedestrian footways along this stretch are narrow and can become congested which does not allow easy views of the surrounding historic buildings or allow space to dwell. The junction of the High Street with Grove Road/Sutton Court Road is busy and the pedestrian crossing points would benefit from upgrading and removal of barriers.
- 4.99 Where possible, a reduction in street clutter is desirable. This includes posts, signs, railings, columns, apparatus, structures, advertisements and these should be kept to a minimum in order to enhance views in the proposed conservation area and not detract from the detailing and features of the historic buildings and environment. If designated as a conservation area, the existing street signs could be updated and consideration could be given to information boards in order to indicate the extent of the conservation area and to bring attention to the special character and history of the area.
- 4.100 The public realm is well defined and comfortably enclosed by a uniform building line at street level and by a consistent roofline at 3-4 storeys. Any taller buildings should be designed to reduce their visual impact. To achieve this, form, materials, colour, base and skyline need particular attention and an oppressive sense of enclosure should be avoided.

Problems, Pressures and Capacity for Change

- 4.101 Sutton town centre, as one of only four metropolitan centres in South London, is key location for regeneration and growth. A higher intensity of development could put pressure on and threaten the historic fabric of the area and it is important that any new development respects the local context and distinctive local character of the appraisal area.
- 4.102 There are a number of buildings within the character appraisal area that impact negatively on the area and the surrounding buildings. These are shown on Figure 6 and are generally newer buildings that do not respect the cohesive form and architectural qualities of the Victorian buildings such as the scale of the buildings, the rhythm of bays and windows and the colours and materials used. Those sites identified in Appendix 1 are allocated for

development³⁷ and along with those that negatively impact on the area, present the opportunity for redevelopment and have the capacity for change within an otherwise largely developed town centre. With careful design and consideration of the surrounding historic environment, new development on these sites has the potential to positively contribute to and enhance the character appraisal area.

- 4.103 Sites within the Conservation Area with the potential for redevelopment are:
- Sutton Station and Car Park (Allocated Development Site S4);
 - Land to the North of Sutton Court Road (Allocated Development Site S2), including Bank House (1-7 Sutton Court Road). The access road to the west and the land to the rear of this site is Council owned;
 - No. 2 Carshalton Road, corner of the High Street which has a negative impact on the area;
 - Nos. 46-58 High Street, which have a negative impact on the area. Nos. 46-54 High Street are the site of the former Municipal Offices and are owned by the Council;
 - Nos. 10-12 Cheam Road. The modern façade of this building has a negative impact on the area;
 - Nos. 33-35 High Street which has a negative impact on the area; and
 - The Morrisons building, at no. 31 High Street and also fronting Cheam Road and Grove Road, has a negative impact on the area. This includes Allocated Development Site S1: North of Grove Road.
- 4.104 Sites in the vicinity of the Conservation Area where development has the potential to impact on the area are:
- Land to the South of Sutton Court Road (Allocated Development Site S3);
 - The Civic Centre Site (Allocated Development Site CW1); and
 - Shops Opposite the Station (Allocated Development Site S5).
- 4.105 As both a town centre gateway and a focal space, the area outside Sutton Station is a key space. The quality and finish of the buildings and the public space should mark the entrance to this area as well as the town centre as a whole. The redevelopment of Sutton Station provides the opportunity for a larger and improved station forecourt which would also allow views of the historic buildings and adjoining terraces marking the beginning of the town centre (the Old Bank and the former Station Hotel at nos. 1 & 2 High Street).
- 4.106 Four traditional shop fronts remain within the Conservation Area, providing variety, interest and historic references at street level, as well as enhancing the overall character of the area. There have been some inappropriate replacement shopfronts which detract from the quality of the historic buildings at upper storeys as well as presenting a cluttered and unattractive image in the town centre. There is the potential for enhancements to many of the shopfronts in the character appraisal area. The reinstatement of traditional

³⁷ These sites have been identified in the *Sutton Town Centre Area Action Plan: Preferred Options Document*, April 2009.

shop fronts or modern replacements with sympathetically designed and correctly proportioned signage, stall risers, windows and canopies would enhance individual buildings as well as contributing to the over all historic character of the High Street Crossroads as a locally important area.

- 4.107 The council intends to pursue a shopfront improvement scheme, the funding for which is likely to be dependent on a partnership approach between the council, English Heritage, land owners and developers (s.106 agreements). The production of shopfront design guidance, expanding on that already contained within Sutton's Urban Design Guide³⁸, is considered necessary and the council is currently looking at ways of producing and distributing this guidance.
- 4.108 Many of the original sash windows at upper storeys have been replaced with a variety of different window types and materials, including uPVC frames. The replacement windows are often proportioned differently, with larger, thicker dividing bars (transoms and mullions) which alters the original appearance of the building or terrace, including the horizontal or vertical emphasis of different buildings. In most cases one or some of the original windows remain, albeit often in poor repair, providing a template for the reinstatement of windows at upper storeys.
- 4.109 Many parts of the High Street terraces have been painted or rendered which obscures detailing, particularly around windows. The removal of paint from brickwork would reveal original detailing and clearly tie specific buildings to the remainder of the terrace, enhancing the overall character of the terraces. A range of different bricks (red, brown and yellowish) and a variety of dressing materials (brick, stucco and stone) have been used in the construction of the historic buildings within the area. These materials create a colour palette that is cohesive yet there are interruptions as much of the brickwork has been painted and modern buildings have deviated from the prevailing palette.
- 4.110 In addition to replacement windows and painted brickwork, some buildings are in poor repair with cracks in the brickwork and deteriorating detailing. Vegetation is sprouting from a few High Street buildings which will further erode the buildings. This lack of maintenance at upper storeys is problematic in that further neglect could lead to pressure for change and redevelopment detracting from the cohesive nature of the terraces. Sensitive improvements to the buildings would enhance the area, support retention of the historic terraces, as well as increasing the value of individuals' properties.

³⁸ SPD 14: Creating Locally Distinctive Places, Sutton's Urban Design Guide

Summary of Special Interest

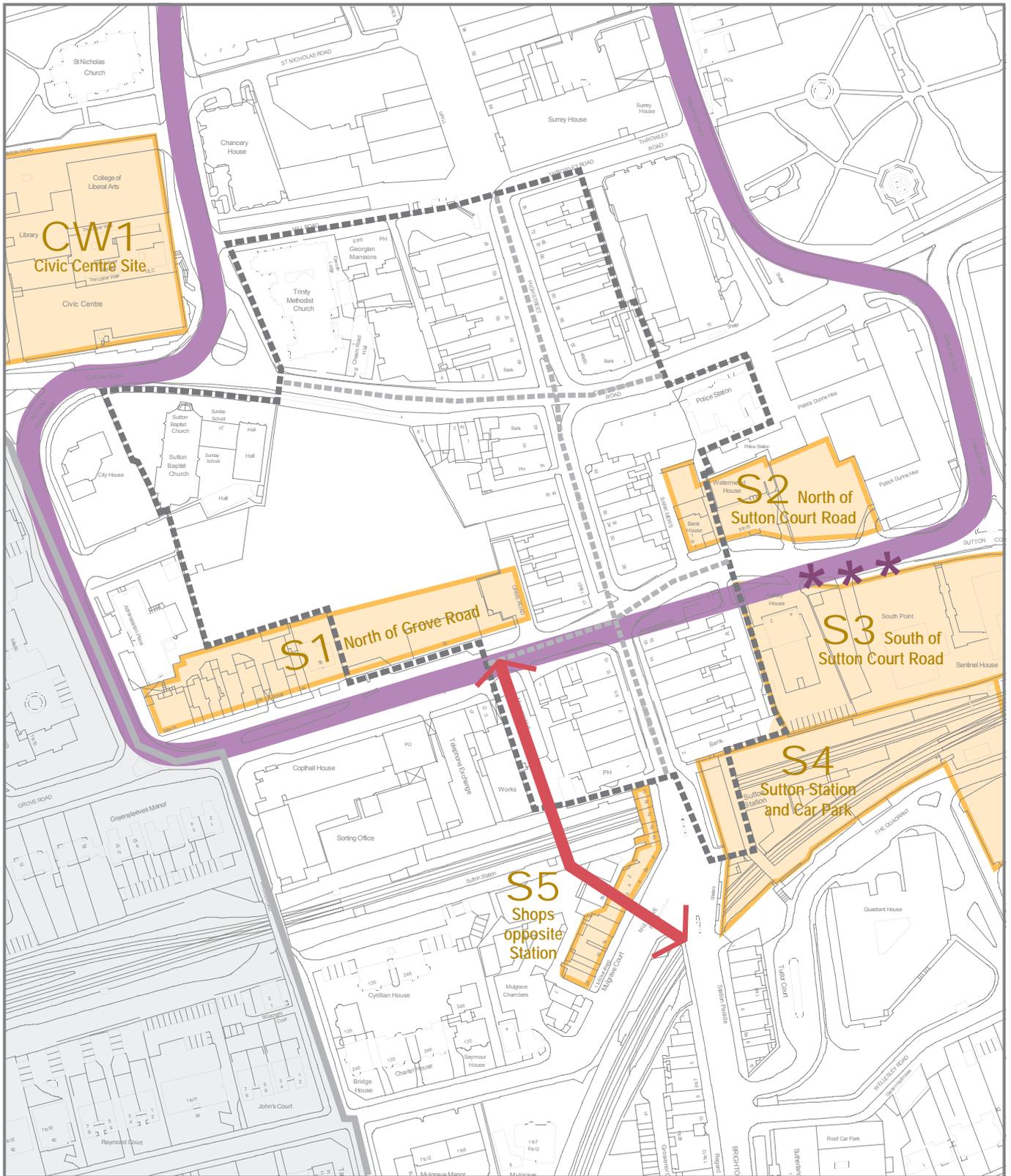
- 5.1 The early historic context of this area, developing around the crossroads of a busy turnpike road, provided the foundation for the development of Sutton town centre today. It is an area that reminds us of the importance of the High Street as a major route from London to Brighton, as well as a busy route to Epsom on Derby Day. The Cock Hotel and 'Tap', located at the crossroads, marked a key location around which development grew. The crossroads is still a busy area in the town centre and reminders of the importance of the area still remain in the road layout, the location of the buildings and the Cock Hotel sign in centre of the road. Despite the development of the gyratory roads in the 1970s and 1980s, many of the historic roads remain today. These older roads established the size and shape of the blocks in the area and have determined the length and width of the High Street terraces.
- 5.2 The buildings, road layout and development pattern provide clues that remind us of the historic development of the area: from busy crossroads surrounded by a small rural community; to a developing Victorian town with large estates, mansion houses and gardens extending up to the High Street; and finally through to a town centre with a range of civic, community and leisure uses supporting the development of a town of some significance.
- 5.3 With the introduction of the railway to the south, this southern part of the High Street provides a fundamental historic link by showing the evolution and development of Sutton town centre, with the heart of the centre moving up the hill, towards Sutton Station and the connections to central London.
- 5.4 The defining qualities and overall character of the area are created by its surviving historic road network and purpose built Victorian shopping parades along a developing high street. While a few key buildings existed well before the mid-1800s, the High Street terraces developed over about a 50 year period, up to the early 1900s. The detailing on individual buildings is different, which provides variety and visual interest however there is a unifying scale, rhythm and appearance.
- 5.5 The buildings along this southern stretch of the High Street are in terraced blocks of 3 or 4 storeys which form a continuous building line, forming the edge of the public realm. The area between building frontages is from 14 – 17 metres wide and the relationship between the height of the building and the width of the road creates a comfortable sense of enclosure at a human

scale. The number of bays and frontage widths are uniform within individual terraces, but vary between terraces within the character appraisal area.

- 5.6 Views of key historic buildings in the area help to improve legibility when arriving in the town centre, as well as when moving around and through the area. The scale, height and detailing of these buildings also provides interest to the streetscene and skyline in the character appraisal area.
- 5.7 The grand Bank buildings, the Victorian terraces lining the High Street and a number of important community and civic buildings, mainly to the edges of the character area, all contribute to the character and local interest of the area. The scale and rhythm of these buildings, along with the palette of materials, differences in detailing and the location of specific key landmark buildings, contributes to a unique yet legible environment that is specific to the history and development of the Sutton High Street and town centre.

Conclusions and Recommendations

- 6.1 This assessment demonstrates the historic importance of the High Street Crossroads in the growth and development of Sutton town centre. This combined with the architectural interest and the aesthetic value of the area provides character and a sense of identity to the town centre and is considered to be sufficiently significant to merit designation as a Conservation Area.
- 6.2 However the character appraisal also identifies opportunities to improve the proposed Conservation Area and emphasises the need to preserve and enhance its local history. Evidence of past intrusion on the historic fabric of the area can be seen in the loss of several historically significant buildings, including the Cock Hotel, and past permissions for some inappropriate and unsympathetic infill development and poor quality shop fronts with overly dominant fascia. Furthermore the character appraisal also recognises the need to prepare the Conservation Area designation in the context of a regeneration agenda for the town centre and seeks to provide helpful guidance where there are competing planning objectives.
- 6.3 Accordingly the designation of the High Street Crossroads area as a Conservation Area is recommended in order to provide the appropriate development guidance to landowners and developers, emphasising the need to preserve and enhance positive historic features and the local history of the area.



Appendix 1 High Street Crossroads • Allocated Development Sites and Proposals

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- Character Appraisal Area
- Character Appraisal Sub-areas
- S4 Allocated Development Sites
- Indicative Road Link
- Tramlink
- Potential Tram Stop



Features of Merit

Listed Buildings

- Sutton Police Station, Carshalton Road (south-east side), Sutton. Grade II listed building.
- Nos. 26 & 28 High Street (east side), Sutton. Grade II listed building.
- Sutton Baptist Church, Cheam Road, Sutton. Grade II listed building.
- Trinity Methodist Church and Hall, Cheam Road (north side), Sutton. Grade II listed building.

Locally Listed Buildings

- Barclays Bank, 43 High Street, Sutton.

Proposed Local List

- Sutton Court Estate Wall, boundary of 2 Sutton Court Road, Sutton (ref. #97).
- Nos. 1 – 15 High Street, Sutton (ref. #90).
- Nos. 2 – 18 High Street, Sutton (ref. #90).
- No. 17 High Street, Sutton (ref. #17).
- Nos. 19 – 29 High Street, Sutton (ref. #90).
- Nos. 30 – 42 High Street, Sutton (ref. #90).
- Nos. 60 – 76 High Street, Sutton (ref. #85).
- No. 8 Cheam Road, Sutton (ref. #51).
- No. 9 Grove Road, Sutton (ref. #59).
- The Cock Sign, junction of the High Street and Cheam Road / Carshalton Road (ref. #109)

Glossary of Terms

Defined in Planning Policy Statement 5: Planning for the Historic Environment

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and where appropriate enhances its significance.

Conservation Area: An area of special architectural or historic interest identified by the Local Planning Authority (LPA) under the Planning (Listed Buildings & Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character or appearance of such areas.

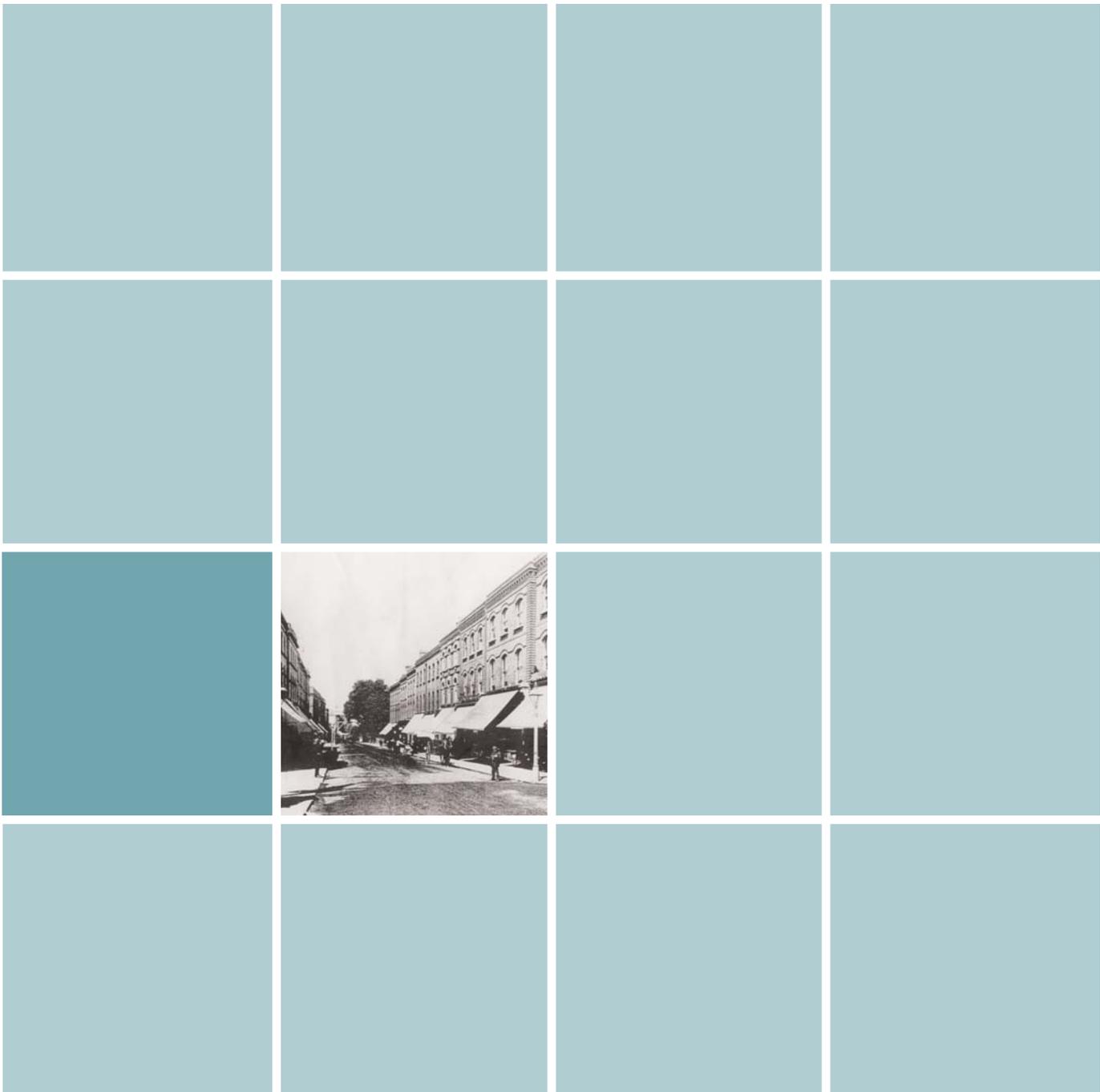
Designated Heritage Asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

Heritage Asset: A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. Heritage assets are the valued components of the historic environment. They include designated heritage assets (as defined in this PPS) and assets identified by the local planning authority during the process of decision-making or through the plan-making process (including local listing).

Historic Environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Those elements of the historic environment that hold significance are called heritage assets.

Setting: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance: The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic.



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