



Sutton Town Centre Historic Area Assessment

Locus Consulting

Jack Hanson, Adam Partington, Olivia Morrill and Thomas Linington

Discovery, Innovation and Science in the Historic Environment



SUTTON TOWN CENTRE LONDON BOROUGH OF SUTTON

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SUMMARY

This report details the findings of a Level 3 Historic Area Assessment undertaken as part of the Sutton Town Centre Heritage Action Zone initiative.

Sutton Town Centre is located within the London Borough of Sutton in south-west Greater London. Originating as a highway-settlement at a major crossroads and turnpike, Sutton expanded dramatically following the arrival of the railways in the mid-19th century. Sustained growth over the following century saw major commercial, residential, civic and infrastructure development transform the town centre. Today's townscape draws its heritage significance from these phases of the settlement's past, illustrated by a rich assemblage of buildings and areas of architectural and historical interest.

CONTRIBUTORS

Research and fieldwork were undertaken jointly by Jack Hanson, Adam Partington and Olivia Morrill. Adam Partington acted as project executive and was principal author of the Architectural Character sub-sections of the Historical Overview section and the Condition of the Historic Built Environment. Jack Hanson acted as project manager and was principal author for all other sections and designed the linked 'Gateway' document. Olivia Morrill contributed to all areas of research and reporting and was principal author for the gazetteer of local historic buildings. Photography by Chris Redgrave (Historic England), Locus Consulting and CADHAS. Aerial photography by Damian Grady (Historic England).

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The Sutton Town Centre Historic Area Assessment is delivered through two complimentary documents:

HAA Gateway Document

The Gateway document can be used as a standalone document, summarising the town centre's distinctive historic townscape and heritage significance.

It is most effective when used as the 'gateway' to this Research Report, helping to signpost sections of the report that may be most relevant or informative to different readers, and aiding in navigation of its many pages and illustrations.

The Gateway Document can be downloaded from this link:

<https://historicensland.org.uk/images-books/publications/sutton-historic-area-assessment-gateway/>

HAA Research Report *(this document)*

A standalone research report providing detailed information on the town centre's distinctive historic townscape, and the nature, level, and extent of its heritage significance.

The report includes:

- A comprehensive examination of the character of the centre's historic townscape
- A review of the architectural and historical interests of its heritage assets
- Consideration of the issues and opportunities for the future management of the historic environment
- A gazetteer of individual buildings of interest examined during the project

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Gazetteer of Local Historic Buildings

A gazetteer has been created to provide additional insight into historic buildings within the study area.

The gazetteer is located within the report's Appendix, organised by road name.

Where further information on a building discussed within the research report is available within the gazetteer, the respective building name and/or number are formatted in bold and italicised text.

For instance – "...The old parish ***Church of St Nicholas*** was reconstructed in 1862-64 in Gothic style by Edwin Nash; Gordon and Gunton's ***Trinity Methodist Church*** followed in 1907; and the Inter-war years brought a new ***Sutton Baptist Church*** (Welch, Nugent Cachemaille-Day and Lander, 1934)..."

NB. The absence of a building from this gazetteer does not necessarily reflect an absence of historical or architectural interest, or a neutral/negative contribution to the historic townscape. The presence of a building within the gazetteer is determined by its examination during the Historic Area Assessment, and consequent discussion or reference within this research report.

I INTRODUCTIONS

I.1 The Sutton Town Centre Historic Area Assessment

The **Sutton Town Centre Historic Area Assessment** provides an evidence base for the centre's historic environment.

It can be used to:

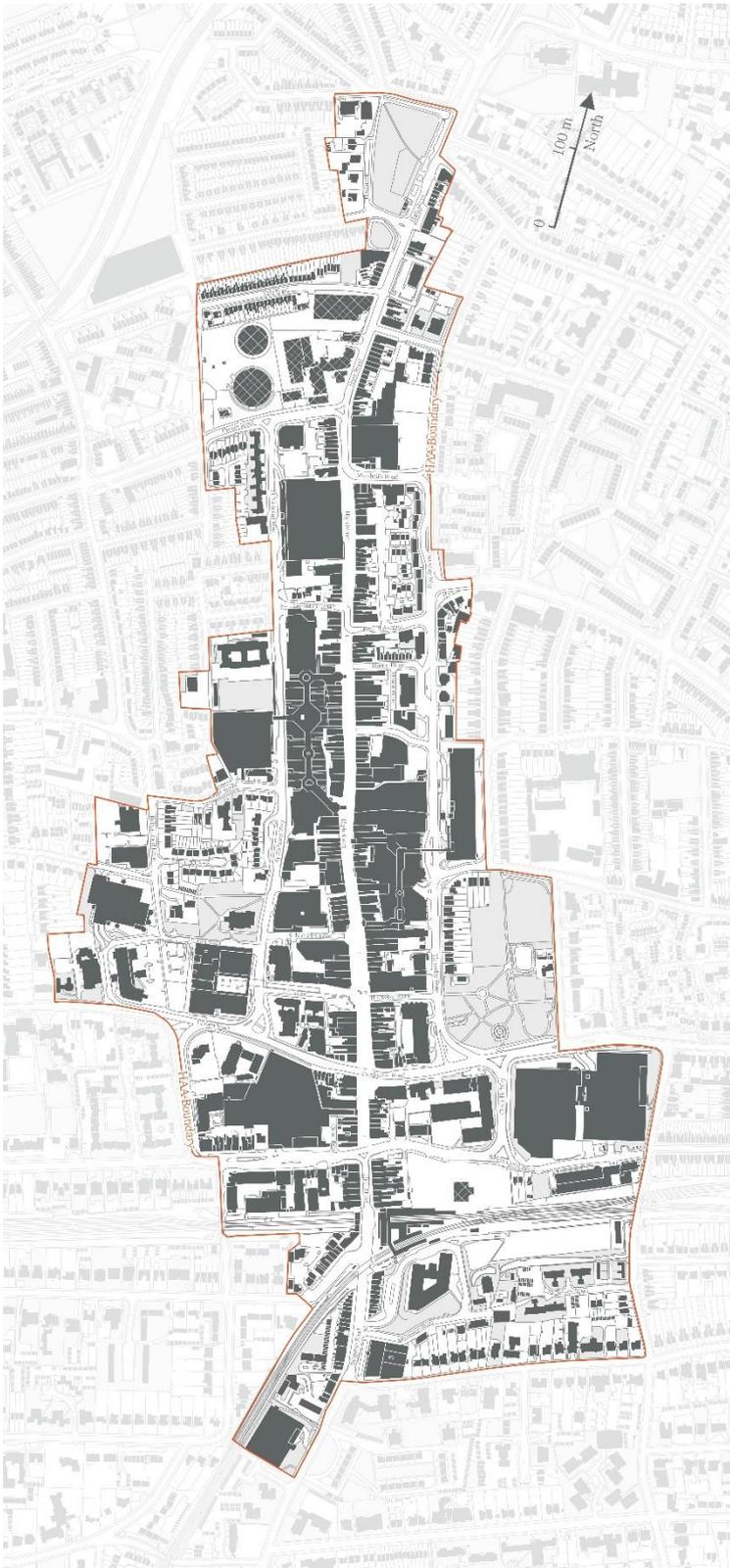
- Understand what defines the **heritage significance** of the town centre.
- Identify the **architectural and historic interest** of the town centre's heritage assets.
- Understand the distinctive **historic character and appearance** of the centre, and how the legacies of the past continue to contribute to the modern townscape.
- Highlight **issues and opportunities for change** for the centre's historic environment and heritage assets.

This understanding can be used to:

- Achieve more **informed management** of Sutton's heritage.
- Assist planners, property owners, developers, heritage specialists, local communities and others in **shaping a sustainable future for the town centre**.
- **Celebrate the centre's distinctive sense of place** which is anchored in centuries of growth, change and prosperity.
- **Capitalise on existing and potential roles that heritage plays in the town centre**, composed of people, stories, spaces and buildings that can provide long-term environmental, social and economic benefits.

For more information on the background, principles and processes of Historic Area Assessment see:

<https://historicengland.org.uk/images-books/publications/understanding-place-historic-area-assessments/>



London Borough of Sutton



Sutton Town Centre
Heritage Action Zone

Figure 1 Historic Area Assessment location

1.2 The Sutton Town Centre Heritage Action Zone

The Heritage Action Zone initiative aims to release the power of England's historic environment to fuel economic growth and improve the quality of life in villages, towns and cities. Working with local authorities, partners and local people, Historic England is helping to breathe new life into old places that are rich in heritage and full of promise, unlocking their potential and making them more attractive to residents, businesses, tourists and investors. Deteriorated historic buildings will be put back into use, conservation areas improved to kick-start regeneration and renewal, and unsung places will be recognised and celebrated for their unique character and heritage, helping to strengthen local pride.

Sutton Town Centre is on the verge of significant change, identified in the London Plan as one of eleven potential new Opportunity Areas. Over 40 sites have been identified for redevelopment, delivering more than 3400 new homes alongside increased retail and commercial space. Plans for growth present a series of challenges and opportunities for the constructive conservation of Sutton's historic environment, ensuring that the value, identity and potential of the past is fully harnessed for the benefit of investors, businesses and residents.

The Sutton Town Centre Heritage Action Zone partnership (launched April 2017) brings together Historic England, London Borough of Sutton, Successful Sutton Business Improvement District (BID) and Carshalton and District History and Archaeological Society (CADHAS) to work together over a three-year period (2017-2020) to deliver a series of projects that will promote local heritage, allowing it to support economic growth across the town centre.

Over the course of the programme the Sutton Town Centre Heritage Action Zone will:

- Support the delivery of Sutton Council's Town Centre Masterplan, designed to make Sutton a destination of choice over the next decade.
- Develop guidance, research, and management policies to help ensure the town centre's heritage significance is at the heart of new developments, embracing its historic distinctiveness.
- Strive to remove the High Street Conservation Area from the Heritage At Risk Register, creating an environment that keeps existing businesses and attracts new ones.
- Engage with the local community to increase the understanding of Sutton's heritage and the tools that are available to manage it, through published research and engagement events.
- Draw on Historic England's expertise in assessing significance and, through training events, equip Sutton Council and its partners with skills to preserve and enhance the character of the town when working with developers.
- Provide transferable lessons for other town centres for balancing growth with the management of heritage assets.



Sutton's Heritage Resources

A rich resource of materials is available to those wishing to engage with Sutton's heritage significance and distinctive historic environment. These include photographic, cartographic, documentary, and other sources, many freely available to both members of the public and commercial organisations. A number are the products of dedicated projects that have identified, disseminated and celebrated previously inaccessible resources, often delivered through partnership work, sometimes using a highly committed cohort of local volunteers, many associated to the Carshalton and District History and Archaeology Society. This report highlights a number of these resources, identifiable as purple text-box captions (such as this) distributed throughout the document.

Image – Sutton Town Centre viewed from the south c.1920, an image digitised by the Historic England Britain from Above programme.

2 STATEMENT OF HERITAGE SIGNIFICANCE

Sutton has a rich and longstanding history, exemplified by the streets, buildings, spaces and people that have shaped its town centre. It is a local centre, shaped and used by local people.

The Statement of Significance provides a rapid summary overview of Sutton's town centre's architectural, historic, artistic and communal interest. Significance is considered according to three core themes identified over the course of the Historic Area Appraisal, the detailed findings of which are expanded upon in subsequent sections.

The known and potential archaeological significance of the town centre is discussed within a separate research report undertaken by Oxford Archaeology (2018).

Throughout this section and the remainder of the report, the focus remains on the legible legacies of the past that, tangible or intangibly, contribute to the fabric of Sutton's town centre and its special sense of place.

Themes:

1. Sutton at a Crossroads: Historic Highways and the Turnpike Trusts

(page 7)

The legacy of Sutton's historical status as a significant highway, crossroads and stopping-point on routes between London, Brighton and the Banstead and Epsom Downs. The historic highway remains the single most dominant feature within the townscape, whilst several characteristics have been inherited from Sutton's rural past.

2. Successful Sutton: Striving for Commercial Growth

(page 11)

The town centre's rich assemblage of commercial architecture is the product of near unremitting development and regeneration from the mid-19th century onwards. Buildings, sometimes associated with prominent local individuals and organisations, contribute to the centre's identity and are pivotal in defining its distinctive townscape character and sense of place.

3. The Emergence of a Metropolitan Town Centre

(page 15)

A collection of heritage assets and areas which chart Sutton's transformation from a modest railway town into the main civic and administrative centre of the modern London Borough of Sutton.



Figure 2 This 1851 engraving depicts the Cock Hotel, with its signage straddling the busy highway. *London Borough of Sutton*

2.1 Historic Highways and Sutton Town Centre

Significance

A great deal of the town centre's heritage interest stems from the historical development of transportation networks. Sutton evolved in response to changing demands, new legislation and emerging technologies, establishing an identity intricately linked to the movement of people and interchange. Sutton's crossroads acted as a strategic conduit and stopping point within a network of regional highways and stagecoach routes. Later, the arrival of the railways would establish another major intersection and mode of transport.

Historical context

From the 17th century, if not before, Sutton increasingly established itself as a settlement with more than a local remit. It became a busy highway-settlement, a stopping point located on key routes between the capital and the countryside. Seasonal crowds flowed through the village, travelling to the races at Banstead and Epsom Downs. From the late-18th century stagecoach traffic between London and Brighton increased, with Sutton establishing itself as the first stopping point along one of the most direct routes from capital to coastal retreat. A steady flow of traffic also passed through Sutton between east and west, connecting the springline settlements of northern Surrey. The 1755 'turnpiking' of the roads formalised the village's status as a major transport conduit. Sutton's physical expansion, demographics, and economy remained closely tied to the highways into the 19th century.



Figure 3 The historic crossroads of High Street, Carshalton Road and Cheam Road is an enduring historical focal point within the modern townscape. *Historic England (DPI 77834)*

Legibility

Sutton's highway heritage is the single most dominant townscape feature. It is now a major public open space largely reserved for pedestrian footfall.

Extensive redevelopment of buildings and plots along High Street from the 19th century has left few architectural traces of its earlier history. Only subtle elements allude to what was a formative phase in the settlement's evolution.

The still active routes of historic highways remain highly tangible within the town centre's inherited character. However, as busy upgraded modern-day thoroughfares for car and pedestrian traffic, their historic roles can be obscured or overlooked.



Figure 4 Sutton's high street milestone, a rare monument to Sutton's influential Turnpike trusts. Located opposite the junction of Benhill Avenue. *Historic England*

Key heritage assets and inherited characteristics

- **The long linear layout of High Street**

See section 4.2

High Street's linear form is rooted in the early social and economic development of Sutton. The street is experienced through long vista views and a distinctive sense of enclosure formed by continuous building lines of properties still aligned to historical plot boundaries either side of the road.

- **The crossroads**

See section 4.4.3

The historic crossroads of High Street, Carshalton Road, and Cheam Road remains a ventricle for foot and road traffic, and a focal point within the modern-day town. The role is inherited from its 18th-century historical status as the location of Sutton's principal tollgates and coaching inn.

- **The Cock Hotel sign**

See section 4.4.2

An important and elaborate piece of historic street furniture marking the location of the Cock Hotel and Tap Hotel. A coaching inn within the settlement, the now demolished Cock Hotel was a landmark building and key stopping point adjacent to the crossroads. By Hart, Son, Peard and Co., award winning architectural metalworkers based in London and Birmingham between 1848 and 1913.

- **A Public Space**

See section 4.4.1

The open space in front of Old Inn House reflects the layout of the historic Cock Hotel forecourt and relative prominence of the location. The space, formed by a marked step in building line, sustains a subtle but tangible association to the historic crossroads.

- **High Street milestone**

See section 4.4.2

One of a series of navigational aids erected in 1745 between Westminster and Banstead Downs. It survives as testament to the significance of the coaching network that underpinned Sutton's development in the pre-railway era.

- **Street names**

Illustrating longstanding historical connections between Sutton and settlements further afield, such as Brighton Road.

- **The Green**

See section 4.4.4

A recreational space since at least the 18th century and a rare surviving feature of Sutton's post-medieval landscape. The Green illustrates the northern extent of the historic settlement, located over one kilometre from the historic crossroads to the south.

- **Urban blocks and development units**

See section 4.2

The grain and orientation of many urban blocks and building plots is inherited from the layout of post-medieval Sutton. Development from the 19th century to the present day has infilled areas between pre-existing roads, fossilising elements of a once rural landscape.

- **St Nicholas Church**

See section 4.3.3

St Nicholas Church occupies a religious site thought to date back to Saxon times. The church was rebuilt in the late 19th century, but its sylvan churchyard is testament to the former rural village. Grave markers and memorials commemorate prominent local families of the historical village from which the modern town would grow.

2.2 **Successful Sutton: Striving for Commercial Growth**

Significance

A core part of the town centre's heritage significance is drawn from the historical and architectural interest of its distinctive commercial architecture. From the mid-19th century, near unremitting processes of development and regeneration created a rich assemblage of modern and historic buildings exhibiting a variety of styles. Buildings along and either side of High Street, particularly from the early Victorian through to early post-war periods, illustrate the adaptation of a local centre to changing demands of commerce over a period of 150 years. Properties provide a cross section of the historical development of retail and service premises at a sub-regional level.

Historical context

Following the arrival of the railways in the mid-19th century Sutton experienced a sustained development boom. Although several developments appear to pre-empt the advent of rail, levels of growth were not explosive. Instead, it gathered pace over three decades, with Sutton's population attaining a sufficiently a critical mass by the late 19th century to establish itself as the dominant local municipal and commercial centre.

The historic coaching route of High Street formed the backbone for development, retaining dominance over the new railway station which arrived at its southernmost extent, where it still remains. After a period of modest incremental and speculative growth, larger terraces and shopping parades steadily developed over the following one-hundred years. Throughout, demand was initiated and sustained by the town's burgeoning suburban population, housed within new residential estates located adjacent the town centre. New service industries (such as banks, solicitors, and accountancy firms) grew to meet other demands of a growing middle class, introducing several grand buildings along High Street. These were followed by several equally prominent department stores and many of the national 'multiples' in the Inter-war years.

Legibility

The dominance and status of High Street is emphasised by its very long extent, defined by impermeable lengths of attached buildings. There is a marked consistency of scale and massing to frontages, particular amongst historic buildings which sit cheek by jowl with their modern neighbours. A constant desire for prominence on bustling High Street is expressed within the eclectic and ornate architecture of commercial properties, which peaks in the Edwardian and Inter-war periods, before giving way to more functional, Modernist and eventual Postmodern aesthetics in the second half of the 20th century.

Whilst there has been significant loss to 19th-century commercial frontages at ground floor level, upper storeys retain a rich assemblage of traditional features. Several of

Sutton's historic service industries survive within better preserved prominent buildings, particularly those associated with its local banking heritage.

The once suburban setting of High Street has been comprehensively redeveloped with few exceptions. Post-war infrastructure, higher density housing, commercial development, and the redevelopment of the rear plots of High Street properties have severed it from the residential areas to the east and west that once sustained it. A hard, often defensive, and congested urban collar now encapsulates the historic highway.

Key heritage assets and inherited characteristics

- **Shopping parades and terraces**

See section 4.3.1

Shopping parades and terraces proliferate along Sutton's historic High Street and its southern surrounds and are a key component of its character and appearance. A compendium of terrace and parade styles have high levels of local architectural interest both individually and as a group. A key driver behind Sutton's rapid evolution from rural village to thriving metropolitan centre, surviving examples date from the mid-19th through to the mid-20th centuries.

- **Commercial units and department stores**

See section 4.3.2

Individual commercial units sit alongside the terraces and parades. They make a significant contribution to High Street, with some (particularly surviving department stores) of noted prominence. Many have historical interest through association to influential local business or national organisations.

- **Professional services**

See section 4.3.6

The growing prosperity of Victorian Sutton is reflected in a collection of historic buildings relating to professional services. These are often found in prominent locations such as on corner plots and in the south of the town centre around the crossroads, an area where new services gravitated following the construction of the railway.



Figure 5 Sutton High Street's commercial buildings are key components of local distinctiveness, with many forming local heritage assets. Shown is one of Sutton's most prominent examples, an Inter-war department store at **137-143 High Street**. London Borough of Sutton

- **Scale, form, and massing**
See section 4.2.2
 Despite largely piecemeal development, High Street displays a striking consistency in building layout and scale. The shared characteristic creates long views along High Street and accentuates in turn the eclectic collection of individual commercial frontages along its length.
- **Prominent buildings**
See section 4.6.2
 A select number of Sutton's historic commercial buildings enjoy a relative prominence in the townscape, some as landmarks within views, others using corner plots to achieve a relative status over their neighbours.
- **Adaptation**
See section 4.3.2
 The legacy of the town centre's rapid growth and changing socio-economic profile from the mid-19th century is illustrated by a small group of Victorian villas that adapted to meet growing commercial demands. Single-storey commercial shop frontages push out from former residential façades.
- **Icons of the High Street**
See section 3.4
 The town centre features several historic local businesses, now icons of High Street. One of the most famous, *Pearson's Cycles*, originated as a blacksmith shop in 1860, and is now the United Kingdom's oldest bicycle shop.
- **The Railway Station**
See section 4.3.8
 The railway station was the catalyst for Sutton's growth. The current station (built 1928) is the fourth iteration, making it the centre's most regenerated site. Redeveloped multiple times to meet ever-growing demand, it remains a landmark and major conduit at the southern gateway to the centre.
- **Suburban setting**
See section 5.3
 Although fragmented, the functional relationship between Sutton's historic commercial centre and surrounding residential areas illustrates the key role local communities have played in the centre's prosperity. Several estates (such as Thomas Alcock's Newtown Estate) were developed by people of local significance.

2.3 The Emergence of a Metropolitan Town Centre

Significance

Sutton's status as a primary metropolitan centre within Greater London evolved from the early decades of the 20th century. The legacy of this transformation, from modest railway town into the civic and administrative locus of the modern Borough, is a notable collection of heritage assets. All are of significance to the Borough, with several also recognised for their national importance.

Historical context

Whilst the railways were a major catalyst for change in the 19th century, it was within the early decades of the 20th century that Sutton witnessed explosive growth. Change was fuelled by new waves of suburbanites, broadening the town centre's commercial offer, services, and transportation infrastructure, consolidating the settlement's socio-economic status.

Sutton established itself as the main administrative and commercial centre in the Borough, moving beyond its role as a thoroughfare (as a highway and railway interchange) to become a destination in its own right. The town was strengthened through new civic infrastructure, an enhanced commercial offer, the development of expansive residential estates and the introduction of new cultural and recreational amenities.

Legibility

Whilst several key historic civic buildings have been lost or redeveloped (e.g. the late Victorian Municipal Offices, superseded by the 1970s *Civic Centre*), a good proportion survive (e.g. *Sutton Police Station*), with Manor Park the centre's principal open space. All remain prominent within the townscape, illustrating the early 20th-century growth of Sutton as an emerging municipal centre.

The nature and location of 20th-century urban regeneration has had a disproportionate impact on Sutton's social and recreational heritage. Few examples survive of what was once a relatively large stock of cinemas, public houses, halls and other amenities. The rarity of surviving buildings elevates their significance at a local level, as assets of both historical interest and communal value.



Figure 6 Aerial view of Manor Park from the southeast. *Historic England*



Figure 7 **Sutton Police Station** (1908), Carshalton Road. *Wikimedia*

Key heritage assets and inherited characteristics

- **Manor Park and Sutton War Memorial**

See section 4.4.4

An early 20th-century municipal park illustrative of the changing attitudes and aspirations of Sutton's governing authorities. The open space reflects their growing capacity and resolve to positively shape the urban environment. Further heritage interest derives from associations to prominent local figures and events, most significant of which is symbolised by the Grade II listed war memorial.

- **Civic, municipal, and institutional buildings**

See section 4.3.5

Rare surviving examples of Sutton's early 20th century transformation into a major civic centre. Built in 1908, Sutton's remarkable Grade II listed **Police Station** demonstrates the town's growing reputation as a municipal centre, as do a number of surviving early to mid 20th-century institutional (e.g. the **Masonic Hall**) and infrastructural buildings (e.g. the **Telephone Exchange and Post Office**). Besides these surviving municipal buildings are largely distinctive of post-war approaches to municipal planning (e.g. the 1970s **Civic Centre**), and provide a more contemporary source of historical interest, illustrative of changing processes of urban renewal, and the major reorganisation of London governance in the mid-20th century.

- **Ecclesiastical heritage**

See section 4.3.3

A defined group of both nationally and locally significant historic churches reflect the dramatic expansion of Sutton in the early 20th century, all constructed to meet demands of growing congregations. They include the 1907 **Trinity Methodist Church** by Gordon and Gunton (Grade II listed), the 1934 **Baptist Church** by Welch, Cachmaile-Day, and Lander (Grade II listed), and the former **Christian Science Church** (now 'Secombe Theatre') constructed in 1937.

- **Recreation and leisure**

See section 4.3.7

A small number of surviving historic communal and recreational amenities developed en-masse in response to Sutton's early 20th-century population boom. **Cheam Road Hall** is of particular local importance. There is also a strong level of survival of historic public houses.

3 HISTORICAL OVERVIEW

This section provides a synthesis of the growth of Sutton town centre, from its origins as a small rural settlement to a modern metropolitan hub.

The overview provides an historical context, illustrating how the centre's heritage significance, and its distinctive character and appearance, have evolved. It summarises the major drivers for change, highlighting key dates, events, people and movements.

How history manifests in the character of today's townscape is discussed in the following section ('Townscape Character'); which examines the centre's historic buildings and areas.

The Historical Overview section is divided into the following subsections:

- **Early History** (*page 19*)
Sutton's medieval origins, and the influence of local topography on its foundation and early development.
- **Sutton at a Crossroads** (*page 22*)
Sutton's heritage as a post-medieval highway, crossroads and turnpike which anchored the settlement as a key locality within the landscape. The development of an identity that would be sustained over the following centuries, intricately linked to transportation and interchange.
- **Railway Town** (*page 25*)
Sutton's dramatic transformation from modest rural settlement into a thriving town. The catalyst, the mid-19th century arrival of the railways. The commercial and residential development boom which transformed the town centre and its High Street.
- **Growth of a Metropolitan Centre** (*page 38*)
The continued, exponential growth of the town and its centre in the early decades of the 20th century. The waves of suburbanites who helped propel Sutton's development into a metropolitan centre.
- **Post-War Transformation** (*page 48*)
The reworking and redevelopment of aspects of the town centre's built environment and infrastructure; aiming to transform its civic facilities, retail offer, transportation and housing stock.

3.1 Early History

Sutton's historic townscape character is principally defined by its post-17th century built environment. This Historic Area Assessment focuses primarily on the heritage assets and townscape characteristics inherited over the last three centuries. The settlement's more ancient past, and its potential archaeological significance are covered in the 2018 report by Oxford Archaeology, also undertaken as part of the Sutton Heritage Action Zone programme.¹

Occupation of the area owes much to the topography of northern Surrey. Areas of bedrock divide the town centre, with White Chalk in the south, the London Clay Formation in the north, and a narrow ridge of Thanet Sand Formation dividing the two.² Water descends through the porous chalk meeting the impermeable clay, rising through the sands to the surface. This creates a band of accessible water sources, sufficient to sustain settlement, agriculture, and industry. Sutton's origins are tied to the ability to exploit this spring line*, with the extent of the town remaining somewhat constrained by the underlying geology until the major urban expansions of the mid-19th century.

Evidence for prehistoric activity within the assessment area consists principally of Mesolithic³, Neolithic⁴ and Bronze Age⁵ lithic materials excavated during archaeological investigation. These form part of a broader assemblage of prehistoric through medieval materials identified within the wider landscape. Evidence for Romano-British occupation is limited to a single ceramic find north of St Nicholas' Way.⁶

Settlement at Sutton is first mentioned 657 A.D. in reference to a 'Sudtone', a derivation of 'Sud' (meaning south or southern) and 'Ton' (meaning an enclosure, farmstead, village and/or estate). It was recorded to have been granted as a manor to the Benedictine of Chertsey Abbey.^{7,8} 'Sudtone' is again mentioned in the 1086 Domesday Survey, recording twenty-seven households.⁹ The lands of the manor remained with Chertsey Abbey until the Dissolution (1537), and subsequently passed through a succession of private ownerships.¹⁰

* As are many of its neighbouring urban centres including Carshalton, Beddington, Ewell, Croydon and Epsom.



Figure 8 Late 18th to early 19th century plan of Sutton by Mr W Robinson of Reigate. Surrey Historic Centre

The Architectural Character of Sutton Town Centre

*The architectural character of Sutton's town centre is modest, delicate, and intriguing to explore. It represents nearly two centuries of the unassumingly ambitious development from rural village to metropolitan hub and Borough centre, offering **a clear chronology** of buildings along streets.*

Blue inserts (such as this one) are distributed at pertinent points within this historical overview, reflecting the chronological progression of the centre's architecture.

Summary:

Sutton's architectural character is defined by its eclecticism and human scale. Except for a number of local landmarks, buildings compete for prominence in understated ways. There is no exuberant battle between buildings vying for prominence along High Street, but there is a sense of local rivalry, with southern areas and historic junctions the sought-after locations.

The architectural progression of buildings broadly follows national trends and is largely defined by a relatively narrow palette of local materials until the early 20th century. Revival styles are employed according to the fashions of the times and, albeit tentatively at times, the town embraces Deco, Modernism, Brutalism and Postmodernism.

Few examples are in their own right of national interest, with only a handful more of regional interest. The significance of Sutton's architecture is observed not within a select sample of buildings, but as the sum of its parts. With more consistent adherence to certain parameters, such as scale, form, and massing, the observer is often left with the finer architectural details to differentiate one build unit from another.

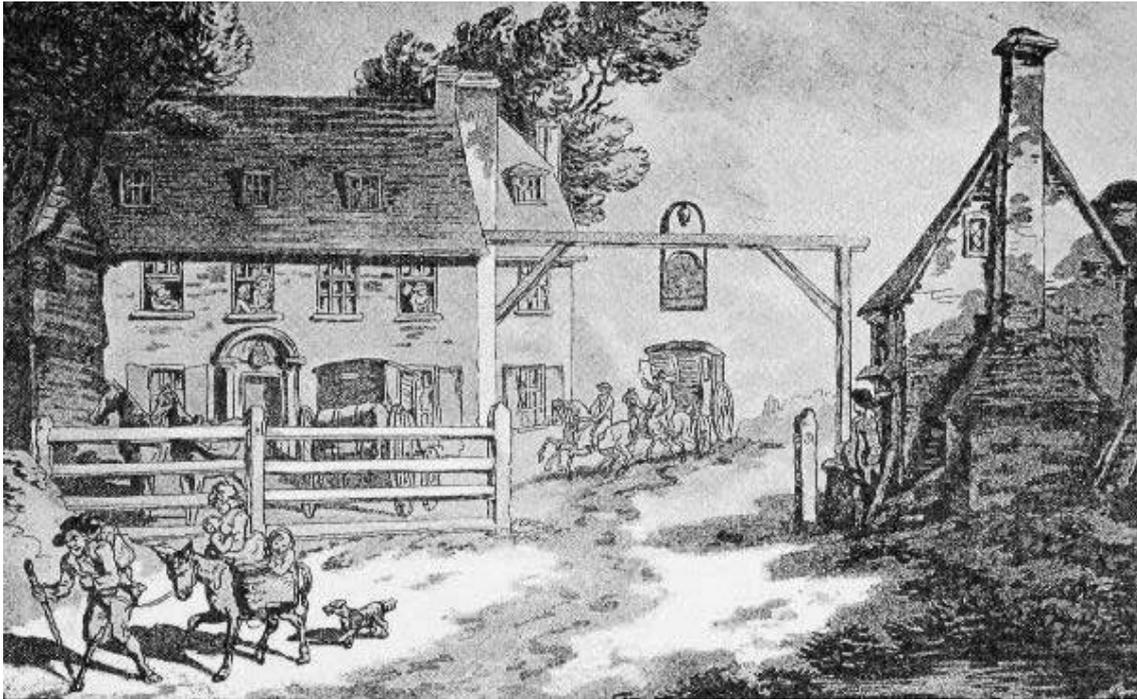


Figure 9 1789 sketch by Thomas Rowlandson, an English artist and caricaturist, depicting a busy Cock Hotel with its original signage spanning the highway and the tollhouse to the right. *London Borough of Sutton*

3.2 Sutton at a Crossroads

In the early 18th century Sutton was a modest rural settlement. Historic mapping shows a sparsely wooded landscape of gently rolling clay farmlands, characterised by a mosaic of small-to-medium sized semi-regular field enclosures, with a mixed settlement pattern, interspersed by farmsteads and estates.¹¹ Immediately south of Sutton were rolling chalk downlands which continue to define much of the northern landscape of modern Surrey.¹² Sutton had begun to establish itself as a significant locality within this landscape.

Highways, stagecoaches and the turnpike trusts

Immediately south and south-west of Sutton lie the Banstead and Epsom Downs. From the 17th century these became foci for sport and recreation (particularly horse racing), attracting vast crowds from both London and surrounding rural communities.¹³ Sutton acted as a significant conduit, as the first-or-last settlement encountered for those travelling from or towards the capital.

From the late-18th century stagecoach traffic between London and Brighton increased, with Sutton establishing itself as the first stopping point along one of the most direct routes from capital to coastal retreat.¹⁴



Figure 10 Roque's map of c.1760 displays Sutton (centre of image) and nearby north Surrey rural settlements. The importance of the highway to the settlement appears well established, with development occurring in a linear nature aligned to the road, in stark contrast to the more nucleated pattern of neighbouring Cheam and Carshalton. *London Borough of Sutton*

However, communications were not confined to these north-south routes. The growth in size and status of Sutton and its neighbouring spring line settlements also increased traffic along several east-to-west routes which linked villages between Croydon and Guildford.¹⁵

In recognition of the need for improved maintenance of the nation's road network, a system of turnpike trusts was introduced in the 17th century. Established via Acts of Parliament, they required travellers to pay tolls for the use of major routes, the proceeds of which being redistributed to maintain the highways. 1755 was a pivotal date in Sutton's history, with an Act of Parliament (28 George II Chapter 28) formally

turnpiking its north-south and east-west arteries.¹⁶ The crossroads of High Street*, Carshalton Road and Cheam Road was formally established as a major transport interchange within the northern Surrey landscape, and remains at the heart of Sutton's historical identity today.

Consequent to the turnpiking of roads, a new infrastructure of tollgates and tollhouses was established, the highways were improved and a system of milestones introduced.¹⁷ This greatly enhanced the ability for carriages and stagecoaches to transit from London to the south. By 1768 the settlement was becoming defined by its highway, with its distinctly linear morphology now stretching from the area of 'The Green' in the north to the intersection of 'Cock Hill' (now part of High Street) and Church Road (now St Nicholas Road) in the south.¹⁸ Clusters of buildings lined the road, with parish registers showing a concentration of service industries catering for horse-drawn traffic (including ostlers, blacksmiths, farriers and saddlers).¹⁹ Shortly after 1755 the Cock Hotel and Tap was established at the crossroads.²⁰ The larger of two coaching inns of the settlement†, it acted as an important stopping-point, offering respite and essential services to weary travellers and their horses. It was advertised through a large sign which straddled the highway, with the tollhouse and tollgate constructed opposite the hotel.

A prospering rural community

Heightened commerce and improved transportation links brought prosperity. A number of large houses were developed, set within large grounds. These spacious plots played an important role in the development of the settlement's form in the 17th through to the mid-19th centuries. Land ownership was focussed within relatively few families, notable names in the early 19th century including Hatch, Steel and Shepherd. The Church was also a major landowner.²¹ Sutton Court was the most prominent of the large houses, believed to date back to at least the 17th century.²² Located east of the High Street, the grounds of Manor House were located between Manor Lane and Benhill Avenue. Sutton Court stood where the Police Station now stands, within land that is today loosely bordered by Carshalton Road, the railway, and Langley Park Road. Both became associated to important local families, such as Hatch and Martindale.²³ Other large properties included Fernwood (a sizeable residence west of what was then Cock Hill, just north of the crossroads) and Sutton Hall (further west along Cheam Road).

* The southern extent was at that time known as 'Cock Hill'.

† The other being the (now demolished) Greyhound, further north along High Street.



Figure 11 This postcard of the town centre, one of many held by the Sutton Archive, shows the third incarnation of Sutton railway station and the southern end of High street, circa 1905. *London Borough of Sutton*

3.3 Railway Town

Sutton remained a modest but relatively prosperous rural community until the mid-19th century, when it began a dramatic transformation into a prominent, and eventually urban, centre.

Arrival of the railways

Like many peri-urban settlements targeted at the time, the catalyst for growth was the arrival of the railways. “Railway mania” defined the 1840s, with companies competing nationwide to expand networks into the countryside around industrial centres. Investment poured into speculative railway programmes, spurred on by a booming industrial economy, low interest rates, and a favourable political climate. Newly prosperous investors provided both the fiscal stimulus for development and formed the key customer base, with the railways catering for growing demand for respite and recreation beyond the smog-filled metropolis.²⁴

The first line to Sutton opened 5th May 1847, initiated by the London and Croydon Railway Company.* The line sought to profit from potential traffic along a West

* The company later merged with competitors to form the London, Brighton and South Coast Railway Company which, alongside the South Eastern Railway, would be a major driver for London’s southerly expansion throughout the 19th and early-20th centuries. The two merged to form Southern Railway in 1923.

Early- to Mid-Victorian Architecture

Relatively few buildings survive of those constructed in and around the arrival of the railway, with those that do offering a partial insight into a period of significant investment, growth and regeneration of the town.

In the main, classical-styled features persist from the Regency period. An early example is a short run of terraces at Nos. **202–214 High Street** and the pair of slightly later and plainer properties at **123 High Street**.

Variations of classical styling continue into the mid-Victorian period and beyond (Nos. **188 to 192 High Street** built c.1871-1896), increasingly embracing Italianate features (e.g. **The Grapes Hotel** built in 1867). Constructed c.1843-7, six terraces at nos. **19-21 High Street** show that Italianate influences were evident prior to the arrival of the railways.

At the beginning of the final quarter of the 19th century the use of decoration and detail within buildings appears to be relatively modest, and achieved using small-scale decoration (e.g. **Nos. 51-67 and 194-196 High Street**). The use of new types of fenestration and other architectural detailing suggests that Sutton was keeping pace with the architectural trends of the mid-Victorian period.

At ground-floor level, precious few traces of former shopfronts survive; examples include moulded console brackets, a handful of pilasters and the occasional cornice detail above facias. The location and extent of surviving features is discussed in greater detail in the 'Condition of the Historic Built Environment' section.

The use of materials and decoration helps to elucidate a broad, loosely consistent, pattern that emerges within the townscape during the Victorian period. With the arrival of the railways at the southern end of High Street, the immediate area became the focus for relatively larger and more decorative buildings, mainly associated with services and banking.

Overall, an evaluation of the decorative style and material construction of surviving early- to mid-Victorian properties along High Street suggests that the arrival of the railways did not instigate an immediate or distinct change in the forms of architecture employed, as might be expected. Instead, the railways helped perpetuate a period of steady economic growth that in turn stimulated development of its suburbs. It is only in the final decades of the 19th century that the architecture of High Street steps forward from a small rural market centre to a more buoyant fully-fledged town centre economy.

Croydon to Epsom line, seeing potential for new commuter settlements in northern Surrey and seasonal revenue from the Epsom race crowds.²⁵ A second line to Epsom Downs was created in 1865, and another to London via Mitcham in 1868. These connected Sutton to both London Bridge and London Victoria. The town role as a key transport junction within the landscape was consolidated, now well connected by both highway and railway.

Wider infrastructure improvements coincided with railway development. A reliable supply of gas was established by 1856, with both mains water and sewerage treatment facilities arriving by 1863.^{26,27,*} Electricity would arrive much later in 1902.²⁸

The Sutton Gas Works first developed in 1856 in the north of the settlement. Initially a small works, it provided gas lighting along Sutton High Street. By 1866 three gas holders were evident on the site, under the ownership of the Sutton Gas, Light and Coke Company (formed 1857), and it continued to expand into the 20th century. Ancillary buildings lined adjacent streets, including the company's office and showrooms facing onto High Street.²⁹

A prospering urban community

Sutton's nodal status offered greater connectivity for travellers than neighbouring settlements, attractive to a growing middle class. Sutton's population increased dramatically, with census records showing a 100% increase between 1851 (>1300 people) and 1861 (>3000 people), and again between 1861 and 1871 (>6300 people). Over the three decades Sutton became the largest settlement in the modern Borough, surpassing neighbouring Carshalton and Cheam.

The make-up of the local demographic responded, with a rapid influx of professionals including bankers, solicitors, clerks, labourers, bricklayers, railway workers and servants. Concurrently, proportions of agricultural workers dropped markedly. All reflect a rapidly changing profile of Sutton's increasingly 'modern' population.³⁰

Urban transformation

Sutton's new appeal brought increased demand for housing, commerce, services, and infrastructure. The result was a development boom, transforming the once rural village into a thriving Victorian town. Almost all aspects of its built environment would develop accordingly, responding to the changing socio-economic demands of an evolving population.

The 1839 tithe map provides a snapshot of Sutton's morphology at the point of the railway's arrival.³¹ Although clearly a linear settlement, there were several areas of

* Prior to its introduction, houses within the porous chalk of southern Sutton required expensive private wells and pumping systems. Provision of mains water would thus have improved the viability of speculative residential development in these areas.

subtle nucleation^{*}, interspersed by the grounds around the large houses[†], and several small enclosures. The experience of High Street would have been one intimately connected to the rural hinterland, with areas of concentrated activity, punctuated by open views into the surrounding landscape.[‡]

Encountering the settlement when travelling along any of its radial routes would also have been a relatively ‘immediate’ experience, rapidly arriving to and departing from what was then a modest settlement. Single building plots lined a dominant High Street, with their rear boundaries generally demarcating the settlement’s edge.

By the turn of the 20th century much of the open space along High Street and some side streets had been infilled, particularly through redevelopment of large garden plots and the houses themselves. The introduction of rigid building-lines along the east and west of High Street (principally through new terraces and parades) marked a striking departure from the more piecemeal, lower density development which preceded it. Buildings were no longer set back at irregular distances and orientations from the roadside, but were now prominently abutting the footways. The result is the distinctive sense of enclosure encountered today.

A commercial development boom

By the mid-19th century, Sutton was primed for commercial development. The railway had provided socio-economic impetus, bringing with it a burgeoning community of wealthy middle-class residents. It also made Sutton more accessible to visitors, and enabled more efficient delivery of goods from further afield.[§] The long linear morphology of the settlement may also have provided ample opportunity for speculative development of commercial premises adjacent to High Street, as well as residential property to the rear.

Commercial development broadly followed national trends^{**}. From the mid-19th century the centre actively responded to the growth of a major new consumer group, the industrial middle classes. Whilst the ‘essential’ trades of local life remained those linked to sustenance (butchers, bakers, grocers, greengrocers, dairyman, fishmongers etc.³²), changing demographics brought rapid growth in many ‘non-essential’ services.^{††} The nature of the local retail ‘offer’ evolved, with many forms of speciality shops emerging in step with changing demands.³³ Local development was also fuelled by the

* Particularly around the crossroads of High Street/Cheam Road/Carshalton Road, and the now lost junction of West Street and High Street. The northern half of High Street had a more consistent density along its length.

† Particularly Sutton Court, Manor House, and Fernwood.

‡ In contrast to the relatively perpetual sense of enclosure experienced today.

§ A distinct advantage over competing neighbouring settlements.

** For dedicated research on the development of commercial practices and architecture in the United Kingdom see Jeffreys (1954); Jackson (1973); Morrison (2003); Stobart (2008); Preston & Hoskins (2013); and Historic England (2016a). The latter two discuss dedicated research into the evolution and changing styles of shopping parades over the last 150 years.

†† For instance: high-end tailors, drapers, hosiers, and boot/shoe makers; photographers; booksellers and stationers; furniture makers; wine and spirit merchants; glass and china dealers; watch and jewellery makers; hairdressers; and so on.



Figure 12 The southern end of High Street c.1918 with thriving shopping terraces seen stretching into the distance. London Borough of Sutton

greater mobility of both goods and consumers, afforded by the major advances in local transport infrastructure; first road, then rail and later trams and buses.

Sutton's first High Street terraces arrived in the 1840s. Eight Italianate units occupy what now constitutes **Nos. 17-23***, with another terrace of eight located at the junction of Benhill Street (now Avenue) and High Street (now **Nos. 200-214**).

Over the following half-century, the character of High Street was transformed, through a development boom of shopping terraces and parades.[†] The majority were constructed by local landowners and developers, seeking a rich return on their holdings located adjacent to High Street.[‡] Others began the gradual process of redeveloping plots occupied by the earlier rural building stock.

Development did not solely nucleate around the new railway station, nor was it a linear procession northward from the new transport hub. Instead, it appears to have

* It is unclear as to whether the terrace pre-empted, or coincided with construction of the railway, although it is not unreasonable to speculate that the latter was the catalyst. Today six of the eight units survive, with both of the two original end houses of the terrace demolished and redeveloped.

† The terraced form offered several advantages, including a higher density of combined commercial and residential space (with shops below traders' accommodation), and greater consumer convenience through grouping of complimentary trades. This created an increased earning potential, and in turn commanded higher sale or rental values – attractive to developers, builders and investors, who were themselves enabled by greater borrowing capacities granted by expanding building societies (for further discussion see Jackson 1973, 89-96 and Preston & Hoskins 2013 29).

‡ This has resulted in the 'fossilisation' of historical rural boundaries in the building lines of the modern built form, with terraces and parades adopting these alignments through their buildings lines. This dynamic is discussed further in section 4.2.

initially focussed on the settlement's historic centres, with the town maintaining its existing commercial emphases, rather than re-orientating its morphology. Terraces and parades were constructed between the station and crossroads, lining both sides of High Street between the railway and the road-junction with Hill Road by 1896.* Concurrently, terraces were appearing in the north of High Street, particularly around the junction with Benhill Street and, more centrally, around the (now lost) junction with West Street.

New premises adopted varying architectural forms, but the majority were anchored in early-to-mid Victorian styles (particularly Italianate), and were broadly consistent in both scale and form.†

Analysis of trade directories shows that the evolution of commerce along the Victorian High Street followed prevailing national trends. Although essential services remained dominant, a range of other services had begun to propagate. This included more specialised businesses, catering for contemporary fashions for goods and services. For instance, a photographer (No.18), toy dealers (Nos. 16, 32, 107), pianoforte tuner (No.27), upholsters (Nos. 77, 81, 272), and a 'coffee room' (No.42), among many others.

Existing businesses can be seen to have adapted to the changing nature of the local economy. Most notable, was Thomas Pearson's blacksmiths of No.94 High Street, transforming into Pearson Cycles at the turn of the 20th century, reconfiguring their expertise from horse-based transport to the increasingly popular bicycle.‡ The diminishing influence of coaching traffic (the highway now largely circumvented by the railway) is also illustrated by low proportions of associated businesses, with only two saddlers remaining in operation by 1891 (Nos. 102, 203).³⁴



Figure 13 High Street c.1910. Within 50 years of the arrival of the railway terraces and parades proliferated along a large proportion of the highway. Here, showing from the station in the south to Manor Place in the north.

* The only exception being the land occupied by the Cock Hotel, which would be infilled by parades by at least 1910.

† The scale, form and massing of these developments are discussed in greater detail within section 4.2.2.

‡ Pearson Cycles remains in operation today, still owned and run by the same family. It is Sutton's most famed, and celebrated local business, and a landmark of High Street.

Late Victorian Architecture

The final decades of the 19th century witnessed a distinct change in the design and decoration of buildings, with Sutton's High Street and surrounding areas playing host to a wide range of revival styles, often combined in eclectic fashion.

Properties are more daring and decorative, competing for prominence on High Street. More decorative designs were accompanied by increases in scale and massing. Other factors such as proximity to the railway station, corner plots, junctions, and buildings facing historic spaces, influence the status of buildings due to their sought-after locations.

The most decorative and impressive examples of properties of the period are mainly associated with large retail parades, civic buildings, hostelries, and financial services. Some carry their decoration over the full frontage, although the majority have relatively plainer second and third floors, with decoration returning to eaves and parapets.

There is no single prevailing style, with Italianate the most common, followed by Flemish revival and a persisting Classical style. There are a limited number of Tudor revival features, but these are more towards and during the Edwardian period. The Baroque-styled four-storey bank at the corner of Cheam Road and High Street is arguably the most decorative of surviving buildings. The exterior becomes increasingly decorative from base to parapet and was rendered at a later stage.

Small-scale decoration is increasingly used during the Late Victorian period, most often applied to accentuate openings and building edges. Notable examples include the moulded window surrounds at **No. 8 High Street** and the panels set within the semicircular window openings of **Nos. 30-38**, both loosely Italianate in design. Terracotta mouldings applied to window heads and as quoins are seen at **nos. 2-6**, and further north along High Street at **Nos. 119-121**. Both of these buildings have subtle Gothic influences, but the style is otherwise absent along High Street.

A small number of late Victorian buildings also incorporate small changes in form. Canted oriel windows appear on several properties at first-floor level (e.g. **Nos. 34, 38, and 174**), occasionally extending to the second floor, although projections are generally rare. A handful of properties turn their ridgelines perpendicular to High Street, creating intonations in the street scene (e.g. the crowstep gable of **No. 161 High Street**).

The pair of properties at **84-86 High Street** are amongst the earliest surviving Dutch revival properties along High Street and set the tone for the Edwardian period where the style was embraced further. With its sweeping run of broad Flemish gables, the Grand Parade is one such example, probably built at the very beginning of the 20th century. The building's fenestration set an important precedent, which was avidly followed by later buildings, in having similarly sized windows at first and second floor levels, departing from the pattern of earlier openings which diminish in size with height.

Beyond the historic core of High Street, and particularly to the north, the level of decoration reduces significantly. Whilst some middle-class villas embrace similar classical and Italianate architectural features, many properties are relatively plain in appearance (e.g. **Nos. 300-314 High Street**, comprising two terraces either side of Burnell Road, and **203-209 High Street**).

Very few traces of shopfronts remain, with the features all but eradicated by later 20th century redevelopment. Surviving features typically only include the uppermost scrolled console brackets, occasionally with their pilasters beneath.



Figure 14 Sutton's London and Provincial Bank (**43 High Street**) in 1900. The bank was (and remains) one of the town centre's most ornate development, located prominently at the corner of High Street and Cheam Road, at the historic crossroads. Today it remains a bank, occupied by Barclays. *London Borough of Sutton*

Growth of the professional services

The growing wealth of Victorian Sutton is also reflected in an increase in banks and other professional services, particularly focussed towards the south of High Street around the crossroads and station.³⁵ Several of Sutton's early banks adopted small terraced units with the earliest, a London and Provincial located at **67 High Street**.^{36, *} Perhaps most prominent of those surviving is the four-storey structure standing at the corner of High Street and Cheam Road (**41-43 High Street**), custom built by the London and Provincial Bank in 1894. Several units of the early-to-mid Victorian terraces were also converted to house new services. The 'Old Bank' public house (located adjacent to the station at **2 High Street**) takes its name from the building's second function[†], expressing its status through the use of stone at the ground floor. Similarly, the Cock and Bull Pub (**24 High Street**) occupies the former London and County Bank, another corner building of an attractive parade built around the turn of the 20th century. The 1937 **17 High Street** was constructed on the site of another Victorian bank, which again converted a prominent end-of-terrace property. Whilst

* The building would be converted into Sutton's first J Sainsbury's in 1896 (with the change noted in the contemporary Kelly's directory), adding another layer to its local historical interest.

† It was originally used as an ironmongery, before its prime location attracted more 'high status' tenants.



Figure 15 **Past on Glass: The Knights-Whittome Collection**

The rise of professional services in Sutton included a range of non-essentials. No.18 High Street housed a photographic studio (pictured left) of famed portrait photographer David Knights-Whittome (self portrait, right). During a diverse career Knights-Whittome produced thousands of photographs of places and people, including several members of the Royal Family.

During the demolition of his former studio in 1988, a collection of over 10,000 glass plate negatives were rediscovered. Concealed for 100 years they opened a fascinating window into Sutton's past, and the people who occupied it. Between 2014-16, a Heritage Lottery funded project led by the London Borough of Sutton enabled around half of the collection to be conserved, catalogued, and digitised. The voluntary efforts of local people were pivotal to the project's successes, hoping to (quite literally) shed light onto many of their forgotten predecessors. A large amount of the image collection can be accessed online - <https://pastonglass.wordpress.com/>. *London Borough Sutton*

concentrated in the south, financial services did appear further north, with another corner unit of an attractive late 19th-century parade (186 High Street) marked as a bank on historic mapping.

Trade directories also reflect a marked increase in other services, particularly estate agents, solicitors, assurance companies, and accountancy firms.³⁷ Again, southern High Street was a focus between and around the station and crossroads. The services appear to have most frequently occupied individual units of existing terraces or parades, rather than new buildings.

Housing

With an expanding population (both locally and nationally) there was a growing demand for housing during the Victorian period.

Speculative development targeted existing large houses and their grounds. Land was either made available for sale or built on by local landowners. Elements of High Street

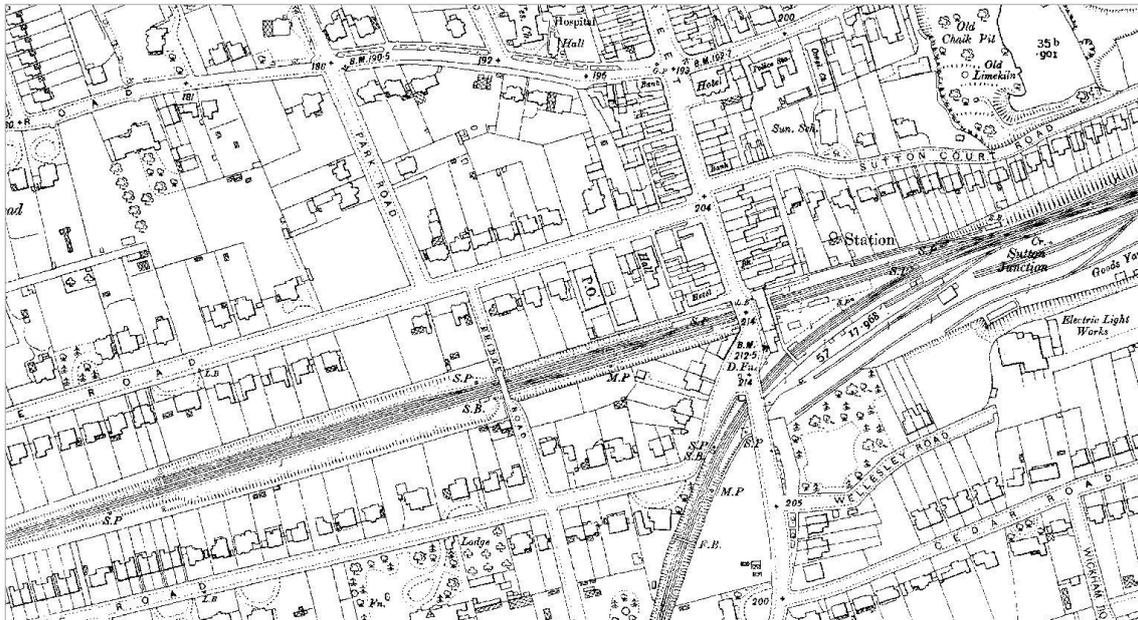
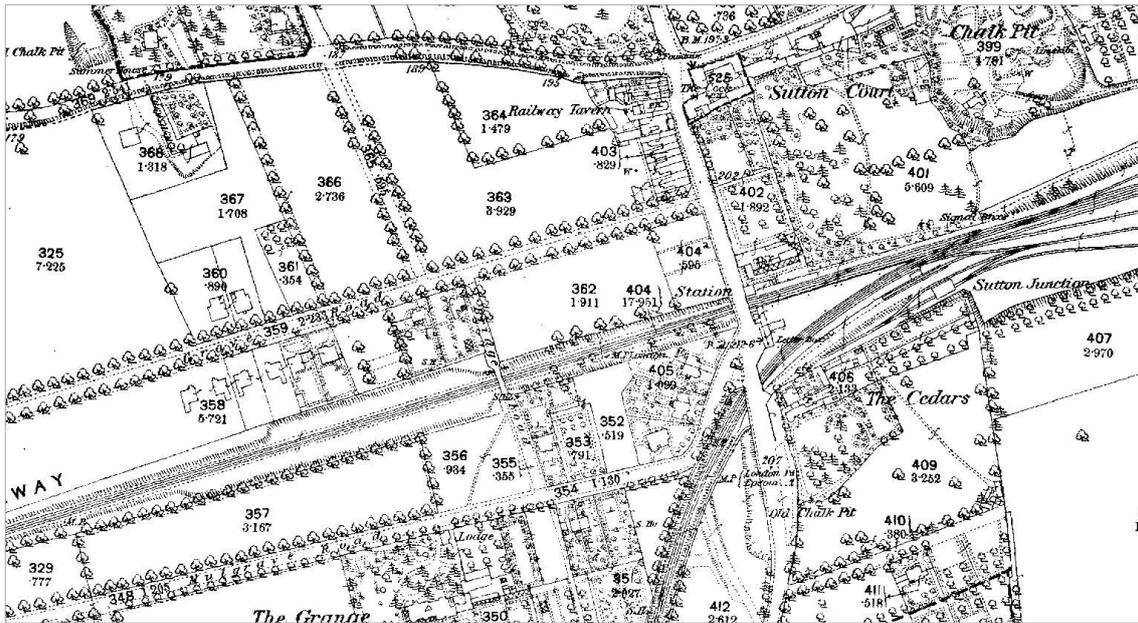


Figure 16 1st edition (top, c.1866) and 3rd edition (bottom, c. 1910) Ordnance Survey mapping displaying the rapid growth of Victorian residential villas in the south of the centre. Lands to both east and west of the highway, and north and south of the new station are all sold off and/or portioned for redevelopment. The development of terraces fronting the highway displays the higher returns expected from development of commercial properties adjacent to the established thoroughfare.

and connecting lanes were developed, providing accommodation within new terraces (later converted for commercial functions) and above new shopping parades.

These new residential areas significantly broadened Sutton's urban footprint, creating new gateways to the centre from east and west. New streets introduced planned elements to the urban form, contrasting with the more organic morphology of earlier roads and tracks.

Several large residential developments appear to pre-empt the arrival of the railways, including along Grove Road, Mulgrave Road and Worcester Road, all demarcated between 1815 and 1839 in immediate proximity to the station.³⁸ The Benhill Estate and Newtown developments also appear to herald the coming of the railway, situated further to the north and east of High Street, within the lands once occupied by Manor House and its grounds.* Several other estates developed in the latter decades of the 19th century, notably within the holdings of Sutton Court and The Cedars.^{39, 40}

The nature of Victorian expansion was typical of many similarly sized and located settlements at the time.⁴¹ During the period middle- and upper-class developments principally clustered around new railway stations, incorporating large often detached villas set back from the road within generous private gardens. The houses sought to attract London-bound commuters, and the bankers, clerks, solicitors and other agents of Sutton's growing metropolitan service industry. Working-class and lower-middle class estates were more often located further afield, designed for local workers who were not as reliant on access to the major transport links.[†] This is again seen in Sutton, including Thomas Alcock's Newtown to the east, and several areas in proximity to the gas works in the north-west. Mixed-use commercial and residential properties made a significant contribution to the housing stock of the period. In Sutton they are particularly notable along High Street, where development of new commercial terraces and parades significantly increased residential capacities, through the provision of apartments located above the ground floor. The accommodation often occupied by those managing the premises below.⁴²

The architecture of Victorian estates of all classes is also consistent with wider patterns seen within the London area. Although new estate roads were most often laid out in a single phase, the construction of houses was more piecemeal, with plots individually sold to, and developed by, competing local builders. This can be seen in historic mapping of Sutton, through the contrasting plan-form of domestic plots lining new roads, regularly interspersed with undeveloped gap-sites, and through the individually distinctive architecture of surviving development-units which reflect the preferences of different builders and rapidly evolving styles of the latter decades of the 19th century. The variety in built form can at times mask the size and extent of the landholdings that were made ready and available by land owners or agents, often though the provision of infrastructure, for development by multiple builders during the late 19th century.[‡] Nonetheless, they remain important reminders of 'proto-suburban' residential developments in and around the town centre.⁴³

* Developed by Thomas Alcock - Lord of Sutton Manor from 1845 and responsible for significant residential development within its holdings.

† Within Sutton, these working-class estates have however survived with a far greater level of integrity and legibility than their higher status neighbours, to the extent that all locally designated Areas of Special Local Character in the vicinity relate to working class and lower-middle class housing.

‡ This is in marked contrast to the more rigid architectural unity seen in many historic suburbs constructed from the early to mid 20th century, regularly influenced by emerging 'movements' of suburban design, constructed to prescribed designs by individual developers or corporations.

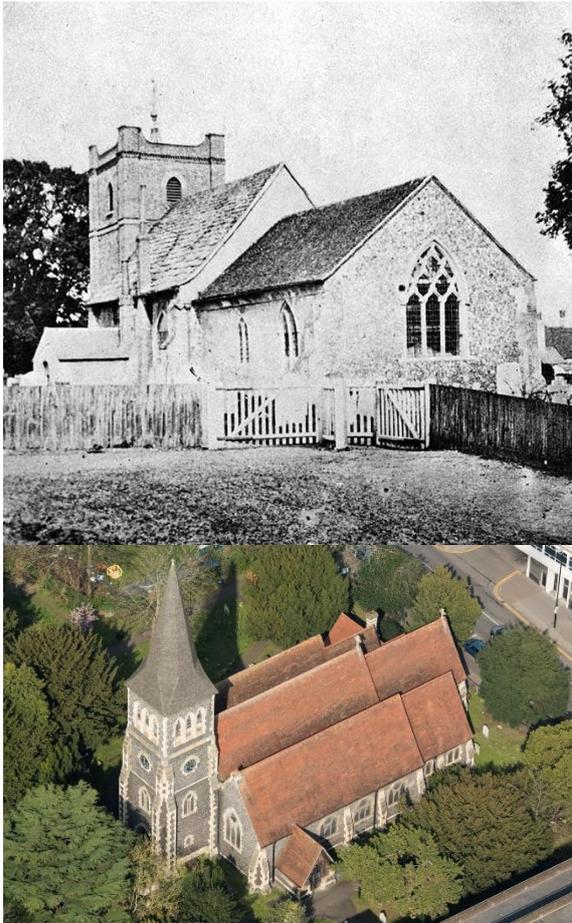


Figure 17 The medieval parish church of St. Nicholas (top) was rebuilt and enlarged in 1862, creating the building experienced today (bottom). *Historic England*

Ecclesiastical expansion

Victorian ecclesiastical architecture remains prominent within today's townscape*, and is testament to the growing population of Sutton and its religious affiliations throughout the era. The Church of England **St Nicholas Church** was totally rebuilt 1862-64†, providing additional capacity for a growing congregation.⁴⁴ This preceded further developments including Gordon and Gunton's Gothic **Trinity Methodist Church**⁴⁵ (1907), between Cheam Road and Hill Road, and S. S. Teulon's Gothic Church of England **All Saints Church**⁴⁶ (1866), immediately north of the assessment area along All Saints Road.

* The setting and context of the churches have however been changed by 20th-century redevelopment, some quite dramatically. This is discussed further in section 5.3.

† Thought to have originated as a Saxon church, St Nicholas evolved through the centuries as Sutton's ecclesiastical focus. The 19th-century reconstruction was designed in the Gothic style by Edward Nash. The church has recently been reappraised as part of the Sutton Town Centre Heritage Action Zone initiative, enhancing information within its National Heritage Listing (reference 1065629).

Edwardian Architecture

In many ways the architecture of the Edwardian period was conceived in the final decade of the Late Victorian period and elaborated upon. However, the period does see the introduction of a number of previously unrepresented styles with the assessment area receiving some of its most distinctive architectural additions.

Flemish and Domestic Revival styles prevail, notably Tudor Revival, alongside some Classical decorative features. The number of buildings constructed was comparatively small compared to the preceding period, and only a select number of these survive today. Many are individual bespoke units, but occasionally longer runs of terraces. Towards the end of the period the Arts and Crafts movement is embraced by a number of properties.

*One most conspicuous and eclectically styled building is the Edwardian Baroque Police Station on Carshalton Road. **Nos. 189 to 199 High Street** adopts an alternative approach to pairing various architectural styles. The five-bay façade features alternating bays of Regency and Tudor-style frontages. Tudor Revival is typically found on relatively more modest buildings in the main such as **89-97 High Street** and **Cheam Road Hall**.*

*A limited number of buildings are built in the Art and Crafts style, the most notable of which is the Winning Post Public House. Residential properties such as the pair of semi-detached houses at **278-280 High Street** and at **49 Vale Road** also feature elements of Arts and Crafts styling.*

3.4 Growth of a Metropolitan Centre

While the railways were a major catalyst for change in the 19th century, it was within the early decades of the 20th century that Sutton witnessed explosive growth. Census records for what would become the Municipal Borough of Sutton and Cheam display a five-fold increase in population between 1901 (c.15,000) and 1939 (c.75,000).⁴⁷ Fuelled by new waves of suburbanites, this consolidated the transformation of the settlement's socio-economic profile, with the town centre evolving accordingly to meet new demands.

During the period Sutton established itself as the main administrative and commercial centre in the area, moving beyond a largely transitory function, as a highway and railway interchange, to become a destination in its own right. The town was strengthened through new civic infrastructure, an enhanced commercial offer, and the development of expansive residential estates, coupled with cultural and leisure facilities.

Housing and transportation

Population growth brought further expansion to housing stock. Over 2600 homes were built within the Urban District between 1919 and 1938, alongside many more in neighbouring authorities (Merton and Morden, >2550; Carshalton, Beddington and Wallington, 1500).⁴⁸ Suburban estates were almost entirely speculative estates, of forms typical of the many thousands of properties constructed across the country in



Figure 18 The fourth iteration of Sutton's railway station frontage shown soon after completion in 1928. *London Borough of Sutton*



Figure 19 Sutton Tram depot around 1906, with two trams travelling to and from West Croydon. *London Borough of Sutton*

the early 20th century and Inter-war years. These developments blurred the lines between once individual and distinct historic settlements, creating the largely contiguous urban area encountered today.

Development of transportation infrastructure remained intrinsically linked to residential expansion, as a key driver for and enabler of growth. Electric tramways and bus networks enhanced connectivity between settlements, with particular improvements experienced by those not already well connected to the railways. The objectives of many tramways and bus routes was “sewing the threads between the outwards stretching fingers” of the radial railway towns.⁴⁹ This encouraged residential expansion into the remaining rural localities, often through housing infill of surviving areas of enclosure.

An electric tramway arrived in Sutton in 1906. Built by the London United Tramways Company it ran along Benhill Avenue to and from Carshalton, with a terminus in immediate proximity to High Street.⁵⁰ In conjunction with new bus routes and road improvements, more efficient connections were forged with neighbouring settlements. These included Carshalton and Wallington to the east, Mitcham and Morden to the north, and Ewell to the west. This brought new transport options to the less developed northern extent of High Street, which up until this point had perhaps remained less attractive for investment due to its relative distance from the railway.

Railway infrastructure also continued to develop, with improved services making travel to and from the capital more efficient. The capacity of Sutton Junction was increased with further goods yards and sidings. The continued prosperity of the station is reflected in several cycles of renewal, with the current structure representing the fourth iteration of the main station building, first replaced in 1865 (contemporary to the addition of the Epsom Downs line, and preceding the 1868 Hackbridge Line), again

in 1885, and again in 1928 (preceding connection to the Wimbledon Line in 1929-30) to create the extant buildings.⁵¹

The net result of housing and transportation developments was a significant increase in the town centre's 'catchment area', both in terms of its geographic extent and the size of the population. The centre's sphere of influence grew, becoming the core of a new metropolitan area, far removed in both scale and demographic from the relatively modest rural community of less than a century before.

Continued commercial growth

The growing suburban population resulted in increasing demand for new services. Sutton's commercial offer evolved, generally following broader trends of town centre development seen across the capital.

Many of the national 'multiples' located to Sutton, attracted by its growing reputation as a retail centre.* By 1938 High Street featured many of the major players,[†] and whilst their collective presence indicates a prosperous town centre, it is perhaps the Marks & Spencer of **No. 144** that is most illustrative of High Street's success at the time, with the presence of a store widely seen as the hallmark of a major suburban centre.⁵² Most of the multiples were tenants of existing units or, on occasion, 'anchor tenants' in new shopping parades. There does not appear to have been a great deal of 'self-build' development by the multiples, reflecting the prevailing trends of a preference to rent at the time.⁵³ A notable exception is **No. 69 High Street**, purpose built by Woolworths in 1916 and rebuilt and redesigned under the in-house Chief Architect, B C Donaldson, c.1934-35.⁵⁴ Co-operative companies also targeted Sutton, with the South Suburban Co-operative Society Ltd. occupying four sequential units in the north (**Nos. 247-253**).⁵⁵

Department stores became a staple of High Street.[‡] Analysis of trade directories shows a marked and steady increase in businesses occupying multiple adjacent units, 'knocking-through' to provide larger floorplates, and may have led to the reworking and loss of many earlier shopfronts. Regularly still described as 'drapers', they offered a range of (often complimentary) products within a concentrated retail experience. New

* The growth of 'multiple shop retailers' is significant in the history of British retailing. From the 1850s, individual firms began expanding from single to multiple locations, establishing 'brand' identities. Some of the earliest examples remain household names, such as W H Smith. The multiples proliferated, opening thousands of branches across the country, attracted to many growing local retailing centres such as Sutton. In time some developed bespoke architectural identities, with in-house teams delivering custom-built stores in distinctive styles and materials. For further information see Jeffreys 1954, 21-28 and Morrison 2015).

† Including: J Sainsbury's at No. 67; WH Smith located within a shopping unit of the railway station; Tesco's store at No. 212; F W Woolworths at No. 96; MacFisheries Ltd at No. 64; two Dorothy Perkins stores at nos. 82 and 213-215; W Barratt & Co Ltd at No. 56; and Singer Sewing Machines Co at No. 157; among several others.

‡ The turn of the 20th century saw a rapid rise in shopping for pleasure, rather than pure necessity. Retailing businesses were adapting to demand, offering a wider range of consumer goods within highly competitive pricing structures, and with increasing emphases on amenity, comfort, and service - looking to become destinations in their own right. Many existing businesses expanded their premises through purchase of, and amalgamation with, neighbouring units. The construction of custom-built stores also rose (particularly in the Inter-war years), with new construction techniques enabling broader retail floorplates. For further information see Jeffreys (1954, 18-21).



Figure 20 A lost icon of High Street, Shinner's Department Store / **Britain from Above Project**

The long Art Deco frontage of Shinner's Department Store (1949) would once have been a significant presence along High Street, a landmark both architecturally and socially.

This image is one of many aerial photographs of Sutton taken between 1920 and 1949. They formed part of a national collection that has been digitised and made available online, thanks to the **Britain from Above** project. Between 2010 and 2014 the Heritage Lottery funded a partnership of heritage organisations (led by Historic England and Historic Environment Scotland) to deliver a programme for the conservation of over 95,000 historical aerial negatives and photographs which were digitised, catalogued and made available within an interactive online resource - <https://britainfromabove.org.uk>

department stores were also constructed, with surviving examples including a former Burton's, designed by in-house architect Harry Wilson, occupying **Nos. 83-87** (built 1901-1910 and extended in the Inter-war period), and another at **Nos. 137-143** (built 1924-1932).⁵⁶

A major figure in the development of Sutton's department stores was Ernest Shinner. Shinner's Drapers opened at 79 High Street in 1899, occupying a single unit of one of Sutton's early shopping parades (located on the western side of the High Street, just south of the junction with St Nicholas Road). Over the next three decades he would annex neighbouring properties, occupying all but one of the terraced units by 1930.

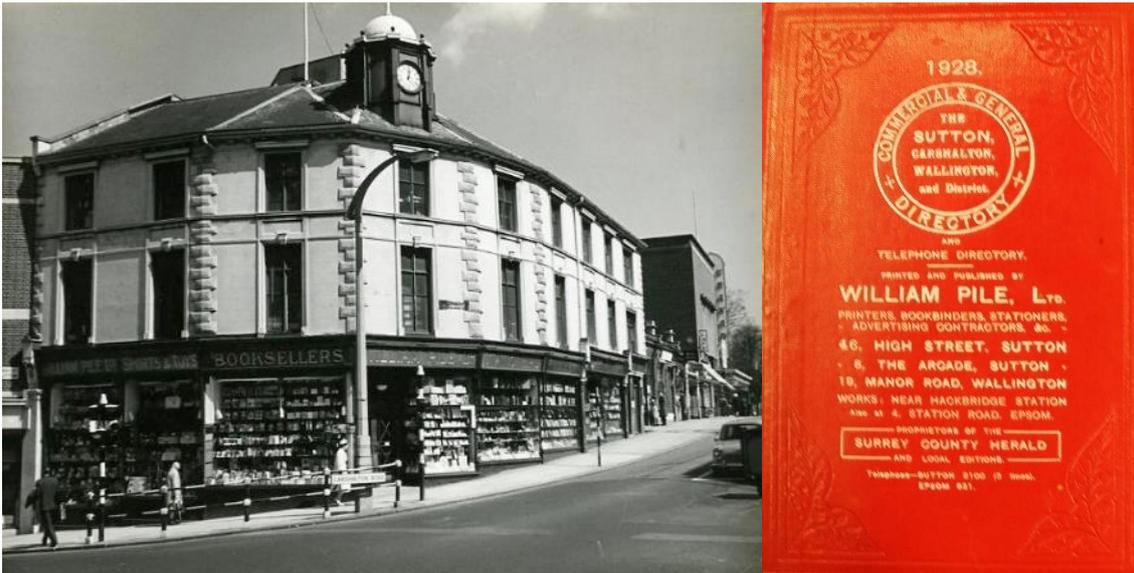


Figure 21 Pile's Local Trade Directories

William Pile Ltd. was a landmark of High Street. A local stationer, bookbinder and printer of the Sutton Herald newspaper, the company had its main premises at 46 High Street (having originated at number 26), located prominently at the north-eastern corner of the historic crossroads. Often known as Pile's Corner (pictured here in 1963), William Pile Ltd produced commercial and general directories for Sutton and district, which provide a fascinating insight into the social and commercial histories of Sutton. The entire series, spanning decades is available to study at the Sutton Archive, whilst elements of four have been transcribed into this report's appendixes. *London Borough of Sutton*.

Shinner would transform his holdings in 1932, refacing the terrace with an Art Deco white faience façade, again extending in 1934 after his acquisition and demolition of the neighbouring Sutton Baptist Church.⁵⁷ The store would remain a landmark of High Street for decades (taken over by Alders in 1979). Shinner was also responsible for Sutton Arcade (built 1926), seeking to follow the fashion for new arcades set by other centres. It was notable for its iron and glass roof and provided an attractive new pedestrian route between Throwley Way and High Street.^{58*}

Construction of parades and terraces continued apace, with the early decades of the 20th century (in particular the Inter-war years) widely considered the heyday of their development.⁵⁹ Multiple parades appeared in the town centre in a variety of styles[†], illustrating how Sutton remained an attractive place for retail investment. The now rolling process of infilling gap-sites and the redevelopment of the older building stock was ongoing (e.g. **151-159** and **181-189 High Street**). Sustained demand also led to commercial development pushing beyond High Street, broadening its commercial footprint. Notable in the assessment area is a cluster of three parades constructed around 1929/30, located south of the station (**Mulgrave Court, Station Parade, and Nos. 20-32 Brighton Road**). Development also occurred along several east-west aligned secondary streets. This included custom-built parades (e.g. **2-8 Cheam Road**),

* Unfortunately, Shinner's significant influence to Sutton town centre has few architectural legacies. The arcade was largely demolished for later-20th century redevelopment, with only a small element of its western arch surviving off Throwley Way. The department store was demolished and redeveloped in the late-1990s.

† Neo-Georgian, Art Deco and stockbroker-Tudor being particularly popular.

Inter-war Architecture

The architecture of the period shows the adaptation of many of the styles of previous periods, offering some sense of continuity. On the one hand buildings can be seen to conform faithfully to the conventions of particular architectural styles, whereas others carry forward the spirit of eclecticism of the Edwardian period, often with dramatic effect.

Surviving examples include the Regency-styled parade at **20-32 Brighton Road**, Tudor Revival at **151-159 High Street** and Flemish at **213-217 High Street**. Nos. **2-8 Cheam Road** are a fine example of the diligent approach to the construction of buildings in the Domestic Revival Style.

The Arts and Crafts style continues but is almost exclusively associated with domestic architecture such as the ornate terraces at **Nos. 10-38 Throwley Way** and, to a lesser degree, in build units along Vale Road.

In the main, Inter-war buildings along High Street opt for an underlying classical built form with various degrees of decoration. Station Parade at **1-10 Tudor Court** is a notable example, assimilating Arts and Crafts, Art Deco, and classical elements. Plainer examples include Nos. 286 to 294 High Street, built in loosely classical proportions reminiscent of mid-Georgian terraces, and **Nos. 267-281** which have a Venetian inspired arrangement of windows at second-floor level. More decorative classical examples include the Telephone Exchange and Post Office, and the pair of 'Georgian Mansions' along Hill Road.

Art Deco architecture is observed mostly within commercial buildings, notably banks along High Street, with other examples along Grove Road (**No. 17**) and St. Nicholas' Road (Nos. 83 to 87) junctions. Brick was used as a load-bearing material (e.g. **Nos. 226-230 High Street**) although a number are of a steel framed construction. The corner building at St. Nicholas Road and High Street is probably the earliest surviving steel-framed building on High Street.

There is a strong emphasis on symmetrical form, with façades typically subdivided into a series of linear bays defined by columns and recessed windows with decorative spandrel panels. A fine example is **137-143 High Street**, built 1924-1932 in a Neoclassical Art Deco style. The five-storey steel-framed department store has a faience-cladded frontage with five bays to the principal (east) elevation and three bays to the south.

Only one example of the Streamline Moderne style of architecture, a form of Art Deco that appeared late on in the Inter-war period, is seen on High Street, at **No. 211**.

Small-scale decoration is sparse compared to earlier, more eclectically styled, buildings. Simple brickwork patterning is common in buildings of the late Inter-war period, such as on the modest two-storey shopping parade at **354-360 High Street** which features a band of alternating blocks of headers and stretchers to the eaves.

Windows are steel framed, with many smaller buildings now replaced with uPVC substitutes.

There is a relatively better degree of shopfront retention from this period, often as structures descend down to ground-floor level, although examples are rare. The frontage at Mr. Manze (**226 High Street**) retains its splayed threshold and stall riser, and features a replacement awning.

and extensive redevelopment of Victorian and Edwardian villas; converted through forward-extension over front-gardens to create new retail premises (e.g. **36-74 Grove Road; 3-9 Carshalton Road; 8-10 Mulgrave Road**)*.

The development of parades continued for a short period immediately after the war, typically adopting early-Modernist styles (e.g. **Grosvenor Court** on Brighton Road, and **Nos. 211-217 High Street**). These would be the last of over half-a-century of parade-development in Sutton, with the capacity for new-build diminished (few High Street plots were now available), and the focus of investment moving to larger floor-plate department stores.

New suburban demands: leisure and recreation

Between 1900 and 1939 Sutton witnessed expansion of its cultural and leisure facilities. New attractions catered for the evolving tastes of an increasingly metropolitan demographic.

During the early decades of the 20th century the development of premises including cinemas, skating rinks, baths and halls was seen as a hallmark of a prosperous centre, key to enticing people to live, work, and visit.⁶⁰ A plethora of such attractions in early-20th century Sutton denotes its evolution from semi-rural settlement to urban centre. Combined with an expanding retail offer and continued speculative residential development, these leisure amenities also illustrate an important shift in the town centre's identity. Sutton was expressing itself as a destination in its own right, rather than a place to pass through (as a highway stopping point) or move away from (as a commuter town).

Film rose rapidly as a popular pastime for suburbanites in the early 20th century, creating a small boom of purpose-built cinema complexes in urban areas, often featuring striking and grandiose façades.^{61,†} By 1935 three are evident within Sutton town centre. The largest, located north of Carshalton Road (immediately southwest of Manor Park), and between Throwley Road and the High Street. Two other cinemas were located along Carshalton Road opposite the Manor Park, and another at 10-12 Cheam Road.

Public halls were constructed in and around the town centre, including one along Cheam Road ('Cheam Road Hall), two off Vale Road, one east of Robin Hood Lane (a cricket practice centre⁶²), two along Wellesley Road, one north of (the now truncated) West Street, and the largest at the corner of Hill Road and Church Road opposite Trinity Methodist Church.[‡]

* This conversion is tangible today, with the roofs and upper storeys of the villas visible when looking beyond the single-storey shopfronts.

† Early cinemas were often ramshackle affairs, and could even be perilous due to the flammable nature of the nitrocellulose film. The Cinematography Act 1909 clamped down on such practices, instigating the boom of more permanent, purpose built complexes.

‡ Sutton Adult School & Institute (1910) is a prominent local heritage asset located slightly outside the assessment area, along Benhill Avenue. It was later renamed the Thomas Wall Centre.



Figure 22 This 1938 aerial image shows the multiple large halls and recreational premises that appeared to the rear of High Street (both east and west) in the early decades of the 20th century. The large rectangular building in the top right of the photograph is the now demolished Plaza Theatre (later the Granada Cinema) which once fronted Carshalton Road. *Historic England*

Other new facilities included a roller-skating rink and a public bath, off the newly laid out Throwley Road. There was a small increase in the number of public houses towards the end of the Victorian era, including the redevelopments of both the Cock Hotel (1898) at the crossroads, and the **Red Lion** (1907) towards the north of High Street.⁶³

A civic society

A growing population brought greater emphasis on local government authorities. The parish of Sutton became a Local Government District in 1882, reconstituted as Sutton Urban District Council following the Local Government Act 1894. The district formally expanded in the 1920s to incorporate elements of Cheam, becoming the Sutton and Cheam Urban District, before successfully pursuing a charter of incorporation in 1934.⁶⁴

The formation of the Urban District preceded the development of prominent civic infrastructure and institutions. The Municipal Offices were constructed 1902, their



Figure 23 Sutton Municipal Offices, built 1902 on High Street, at the corner of Throwley Road. Now demolished London Borough of Sutton.

ornate Baroque architecture a celebration of the centre's growing status. The new **Police Station** followed in 1908 adjacent to the Cock Hotel on Carshalton Road, and a new post office was constructed on Grove Road around the same time. All were built in styles and forms that heralded Sutton's growing metropolitan identity.

The largest, and arguably most prominent, aspect of Sutton's municipal growth was Manor Park. Created in 1912, it expanded in a piecemeal manner over following decades^{65*} **Sutton War Memorial** was introduced into the space in 1921.⁶⁶

Historic mapping displays a contemporaneous increase in schools and educational facilities within the town centre. Two were located off Wilcox Road (now demolished), for the communities occupying new terraced housing constructed west of the town centre. Institutions also gravitated to the centre, with a **Masonic Hall** constructed at 6 Grove Road in 1897, purpose built by the Freemasons, designed by Richard Creed and constructed by local builder Duncan Stuart & Sons of Wallington.

Expanding congregations led to the establishment of several new churches. The Free Gothic/moderne style **Sutton Baptist Church** was constructed south of Cheam Road in 1934 (replacing one located at the corner of Hill Road and High Street), designed by Welch, Nugent Cachemaille-Day and Lander.⁶⁷ It would create a dramatic street scene in partnership with the earlier **Trinity Methodist Church** (built as the Sutton Wesleyan Methodist Church, 1907), forming a new gateway to Sutton High Street

* The history and form of Manor Park and nature, level and extent of its heritage significance are discussed in greater detail in the 'Public Realm' and 'Open Spaces' section (4.4.1 & 4.4.4 respectively).

from the west.* Relatively contemporary in both date and design, the **Christian Scientist Church** joined the Baptist Church and Methodist Church along Cheam Road in 1937, consolidating a south-western ecclesiastical focus within the town centre.

* Discussed in greater detail in section 4.5.

3.5 Post-War Transformation

Processes of redevelopment continued with Sutton town centre across the latter half of the 20th century, bring great changes to areas of its townscape.

Although a traumatic event for Sutton's population, the Blitz did not result in a level of damage which fundamentally affected the historic character of the town centre or require its extensive reconstruction.^{68,*} Therefore the majority of the town centre's post-war change was planned, with an overarching aspiration for urban intensification and renewal, and to transform the centre's civic facilities, retail offer, transportation infrastructure, and housing capacity.[†]

Urban Redevelopment

Several phases of urban redevelopment occurred, particularly intensive beyond High Street, transforming areas of townscape in all directions.

West of High Street, in the area defined by Cheam Road, St Nicholas Way and Robin Hood Lane, there was significant redevelopment of lands occupied by Victorian villas, and their expansive private gardens. The unexploited, low-density land proved opportune for the creation of new large-scale developments which were increasingly in demand. Large car parks arrived in the 1960s, to the west and south of **St Nicholas Church**, with further villas later cleared to create additional capacity. The Modernist **Civic Centre** was constructed between 1973 and 1978, followed by an adjacent hotel and multi-storey car park in the 1990s. Several large offices have been constructed (e.g. St Nicholas House and Chancery House), and modern medical facilities introduced off Robin Hood Lane.

East of High Street, the area once occupied by Sutton Court and the chalk pit experienced another dramatic transformation. Again, many Victorian villas (laid out in the late 19th century) have been replaced by 20th- and 21st-century offices, apartments and a superstore. With further renewal found just to the south, over the railway line, featuring multi-storey offices (Sutherland House built 1950-60s and Quadrant House built in the 1980s).

In the north of the assessment area, further offices, garaging, showrooms and light industrial buildings were developed around and within the former gas works site. Most prominent was the 1969 ten-storey Eagle Star House and its five-storey car park, constructed for the eponymous insurance company.⁶⁹ Additional car parking was also provided across the centre.

* Three 'sticks' of high explosive ordnance dropped east, west and south of the assessment area, with more isolated incidents of flying bombs and incendiary devices. A subtle, but interesting impact of the Blitz on Sutton's heritage assets can be identified within St Nicholas Church. The windows of its northern façade are all plain (not stained) glass, having been blown out by a bomb landing in its churchyard during the night of 24th September 1940.

† The effect upon the built historic environment was relatively profound, with impact acutely focussed on particular areas of the town centre. The nature and level of these impacts are discussed in detail within section 5.

Post-war Architecture (up to 1975)

Following the Second World War Sutton returned promptly to business as usual. Bombing left few gap sites for immediate redevelopment, and consequently the sample of post-war buildings found along High Street today is not as extensive as elsewhere in the capital.

Sutton avoided replica Georgian and Victorian developments, seen elsewhere in the UK, electing for modern styles. Nonetheless, the architectural expression was cautious at first, with the retention of the Deco-inspired architecture. An example is **Nos. 33-35 High Street**, a three-storey commercial and office unit with a classical Deco style showing influences of Streamline Moderne.

Built between 1935-1956, the four-unit parade at **Nos. 213-217a** in the north of High Street has an eclectic mix of architectural features within a classically proportioned form of central projecting bay flanked by two recessed wings. Decoration includes a Dutch gable above a wide concrete Deco panel, Art Deco balconies, pilaster capitals, and rectangular panels of decorative herringbone brickwork. The aesthetic is known to be a trademark of Edward Lotery, a major developer of London shopping parades.

Within a decade the Deco style waned, with buildings taking on a more basic and functional form. Small-scale decoration reduced significantly, and buildings had a strong horizontal emphasis, often achieved through broad spans of horizontal openings that increasingly emphasise the structural form of buildings. Materials also became larger in scale and of a more prefabricated or artificial palette, such as concrete lintels and surrounds to window openings (e.g. **Nos. 148-150 High Street**).

The simplified elevation of **Nos. 122-124 High Street** is illustrative of a dramatic shift in the architecture that occurred over the post-war period. The highly plain, two storey building is devoid of decoration, with plain concrete lintels above metal casements set within horizontal openings and a concrete capping to a plain parapet. The Modernist **56-58 High Street** make a more rousing contribution to the street scene, with alternating floors of horizontal window openings and stone render that stretch the full breadth of the unit.

The timing of this change loosely coincided with the years following the Festival of Britain which ran for five months in 1951 (the exhibition ground lay only ten miles from Sutton's High Street). It is likely that the new Borough Council (formed in 1965) was also a catalyst for the town centre's adoption of modern pioneering architectural styles throughout the second half of the 20th century.

Early examples of Brutalism are prominent on High Street with their highly robust style contrasting with the established vernacular. **105-111 High Street**, built in 1969 by in-house Boots the Chemist designer Basil Whiting, is constructed in stock brick with a white rendered frontage (formerly tile). Arguably the most conspicuous is the Aspects building (1975), a concrete car park and retail unit built from a robust structure of textured 'beton' concrete.

Towards the end of the post-war period a divergence began to develop between those styles that continue with a Modernist approach and those that look back to more traditional architectural forms, albeit in a highly simplified style.

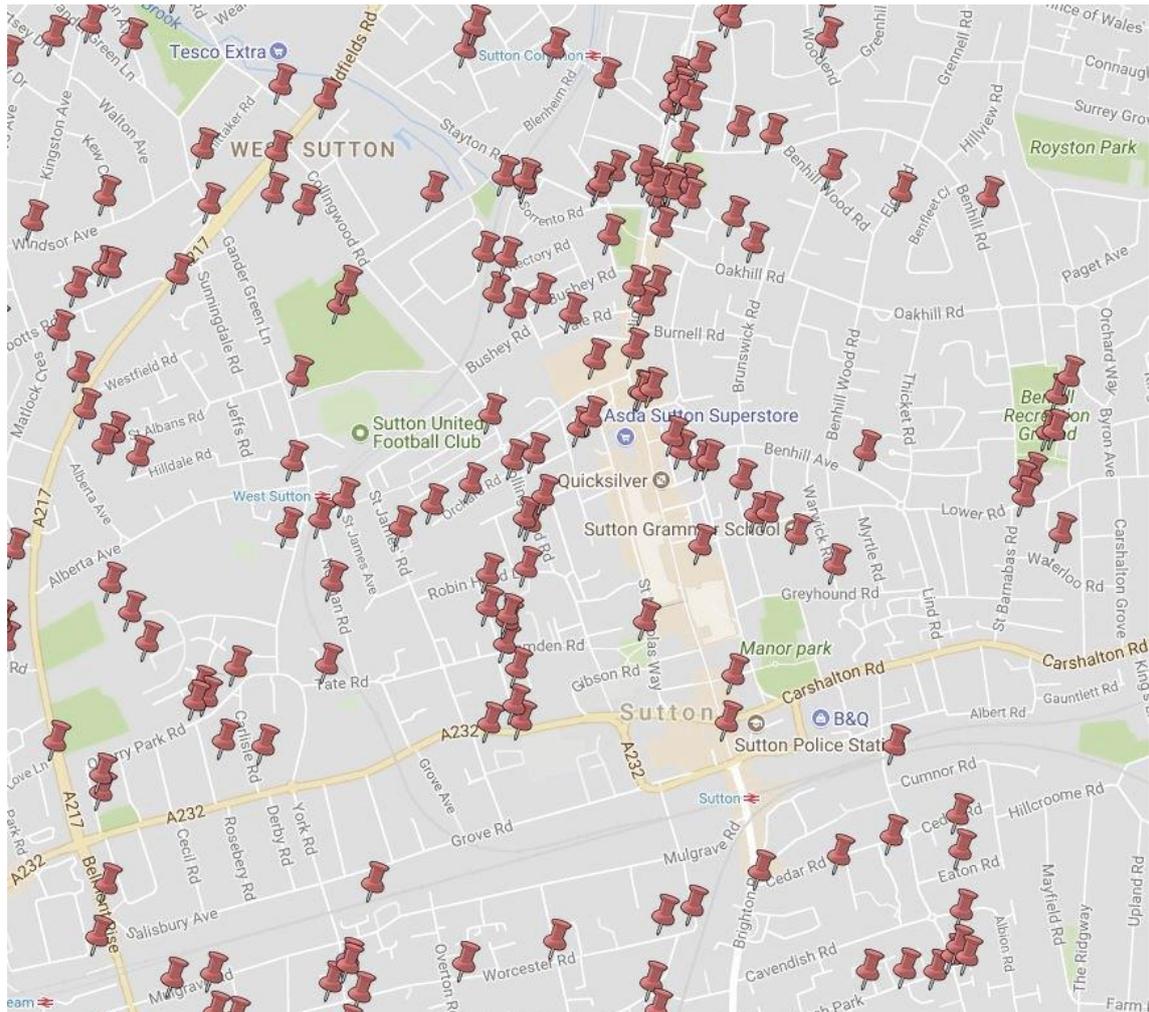


Figure 24 Sutton & Cheam Bomb Maps

After the Second World War Fred Darbyshire, an engineering assistant from the borough's Engineers Department, created bomb maps based on the records of local air raid wardens. It was from this information that Sutton's Archive and Heritage services created a digital representation of bomb damage across Sutton and Cheam. The resource pinpoints exactly the location, date and type of bomb that was dropped. This extract from the online map highlights the relative infrequency of bomb damage to High Street compared to surrounding areas. *London Borough of Sutton*

Perhaps most prominent was the 'Wells Park' multi-storey, a major development on the High Street opposite the junction with Marshall Road. Eagle Star House has now been demolished with it, and the remainder of the historical extent of the gas works. Redevelopment of the site has been only recently completed, bringing a new contemporary residential scheme and supermarket to the north of the town centre.

Transformation of the central road network

The reorientation of Sutton's central road-networks constituted a key phase of its post-war redevelopment, bringing major changes to the town centre.

Conceived and constructed in the 1970s-1980s, Sutton's one-way 'gyratory' road system diverted traffic around a newly pedestrianised High Street. The motivation, as outlined in the 1975 Development Plan, was to "alleviate pedestrian/vehicle conflict" along High Street, and reduce "traffic overload" at the historic crossroads.⁷⁰ In the east, Throwley Way was extended north in two phases, first meeting Benhill Avenue, before pushing through to Marshall's Road.* To the west, St Nicholas Road was extended by over 600 metres to join Crown Road.

Both extensions required the wholesale demolition of existing buildings and a significant reworking of existing routeways. Buildings lost included the St Nicholas Church rectory, several schools, Sutton's market, a skating rink, drill hall, and a cinema (amongst others). Several streets were also truncated and/or diverted, with terraced houses and shops along them cleared.

The gyratory created a collar around the centre, which would lead to a secondary phase of intensive redevelopment of spaces to the rear of buildings along High Street.[†]

Commercial growth

The post-war decades also witnessed a continuing emphasis on the growth of Sutton's commercial offer, the nature of, and ambition for, this development, however, marked a clear departure from Sutton's Victorian and Inter-war expansion. The centre's retail strategy was now less concerned with the redevelopment of individual units fronting High Street (although, many did change), instead focussing on greater levels of exploitation of areas to the rear.

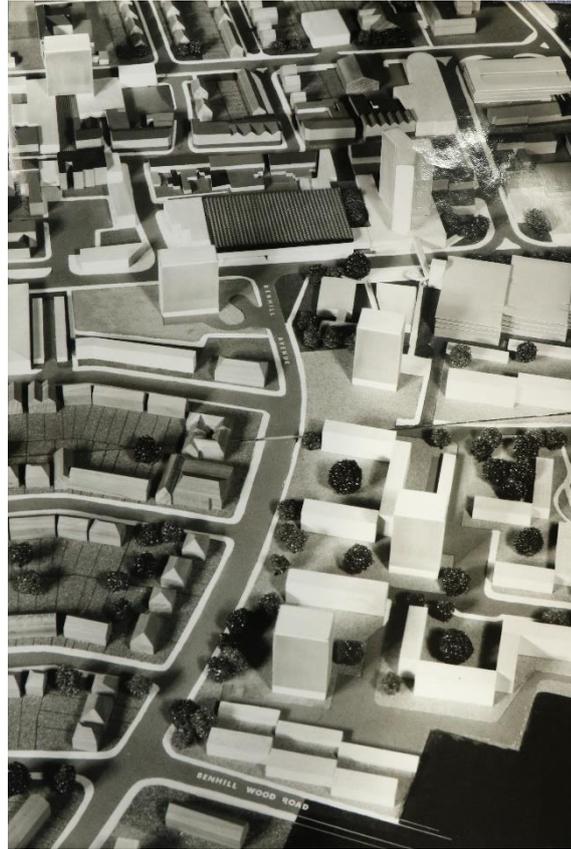


Figure 25 The 1970 town model demonstrating the (then) proposed gyratory system. This photograph depicts an extended Throwley Way, bisecting Benhill Avenue and running parallel to High Street. *London Borough of Sutton*

* Throwley Road had already been partially extended to the north to Lodge Place in the 1970s, providing access to/from a new multi-storey car park.

† Together these processes have had a significant impact on the physical fabric and experience of heritage assets within the historic townscape setting, both along and around High Street. Discussed in section 5.



Figure 26 St Nicholas Centre, opened 1992, one of two major retail developments added to the town centre since the 1980s. The shopping centres straddle either side of the High Street, occupying swathes of land located to the rear of the buildings which front the historic highway.

Two large covered shopping centres were constructed, accessed off High Street and the new gyratory. This significantly broadened the centre's retail offer, increasing the number of retail units, and partially shifting the emphasis away from what was once a highly linear High Street. Time Square opened in 1985 (constructed across land east of High Street to the rear of Nos. 100-146), served by a multi-storey car park accessed off the gyratory and an office complex. The St Nicholas Centre followed in 1992, this time west of High Street (to the rear of Nos. 129-211), again with associated multi-storey car parking of St Nicholas Way. The arrangement and reorganisation of the retail offer emphasised a new reliance on the motorcar. It also illustrates the centre's continued adaption as new fashions and trends for shopping arose nationally, continuing a cycle of retail redevelopment that had been ongoing for over a century.

Large supermarkets also developed within the centre, often through the clearance and amalgamation of multiple plots. For instance, the urban block defined by Grove Road, Sutton Park Road, Cheam Road and High Street was redeveloped as a Safeway (now a Morrison's) in 1986. The Wells House multi-storey car park is now the site of an ASDA, and a large Sainsbury's has been constructed on the site of the former gas holders.

Smaller-scale interventions have also occurred along and behind High Street, including amalgamation and/or redevelopment of traditional shopping units along contemporary designs. Several units create distinction through their horizontal emphasis, breaking the verticality of the Victorian terraces (e.g. the purpose-built 1969 Boots at Nos. 105-111, and 56-58 High Street). Others define themselves by their materials (e.g. the 'Aspects'

building, occupying the corner plot of Throwley Road and High Street (Nos. 78-82)). More recent developments have pursued Postmodernist approaches (e.g. 46-50 High Street and 71-81 High Street). The Time Square and St Nicholas shopping centres also make an impression within the High Street, 'punching' through with striking gateway features, projecting beyond the historically rigid building lines into the public realm.

Finally, quite significant rear extensions were added to many units to increase their commercial floorspace. Of these, a number extend through the entirety of their urban block, between High Street and the gyratory, to facilitate goods access, and to expanded internal capacities.

Town centre housing

Concurrent to renewed commercial and infrastructural growth was a drive to increase housing capacity and diversity within the town centre. Multiple phases of residential redevelopment have occurred since the mid 20th century, continuing apace today.

The town centre's post-war housing schemes included both speculative (e.g. Collingwood Estate; Homefield Park; City House) and local authority schemes (e.g. Elm Grove; Crownbourne Court). These were broadly typical of contemporary developments seen across Greater London at the time in terms of their aspirations and designs. The schemes often comprehensively redeveloped areas of historical townscape, demolishing existing buildings in pursuit of urban intensification. Many were also either directly or loosely associated with the wider strategies of town centre renewal (e.g. the 'gyratory' road realignments), therefore largely focussing on areas beyond and around High Street. Beech Tree Place (off Robin Hood Lane) perhaps stands out for its local historical associations. Built within the plot of the former

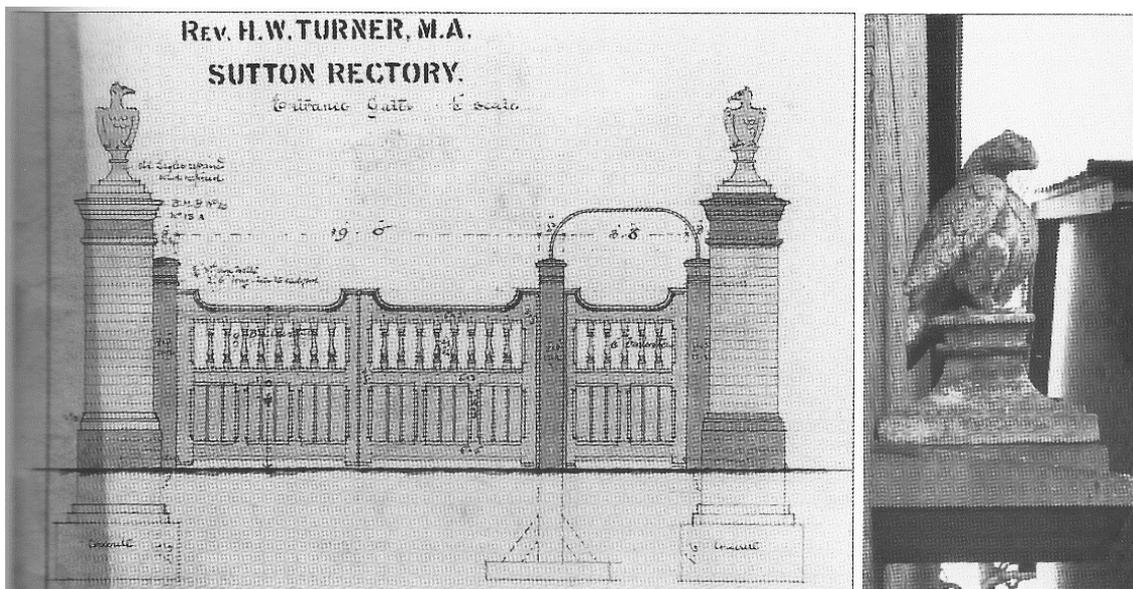


Figure 27 Eagle sculptures originally designed for the gateposts of the St Nicholas rectory, now adorning **Beech Tree Place**. Goodwins (2004)

rectory of St Nicholas Church, they are adorned by eagle sculptures which once topped the rectory's gateposts.⁷¹

Beyond the assessment area, many of the new housing estates would redevelop lands once occupied by Victorian and Edwardian villas, mirroring processes occurring within the town centre and creating higher density housing provision with easy access of the commercial core. A prominent example is the semi-Corbusian Benhill Grounds constructed on the site of the Benhill Estate, once a 19th-century middle-to-upper-class suburb.

The 21st century is seeing a continuing drive for residential growth both within and immediately around the centre. Tall residential schemes are being planned and constructed within the High Street environs, in many cases redeveloping the plots and/or buildings constructed as recently as the post-war decades. Prominent examples are the new scheme completed in the far north of High Street (beyond the commercial core) on the site of the former gas works, and a collection of new blocks rising along Sutton Court Road.

Modern Architecture (1975 to Present)

Modernism prevailed during the 1970s, marking the beginning of the final and current period of Sutton's architectural evolution. Soon after the London Borough of Sutton was established comprehensive areas of townscape were redeveloped for public services, commercial offices and high-rise housing, providing opportunity for large-scale Modernist architecture.

One of the town's more expressive Modernist buildings, the sprawling C-plan Civic Centre, was built between 1973 and 1978, designed by the Borough Architect's Department, with Peter Hirst as principal. To the north east, St. Nicholas House is of a similar age. The structure has a low-level four-storey base to a tower that rises a further eight storeys above. The building is one of the first tall buildings in the town centre.

Later Modernist examples include the part Brutalist office accommodation at 15 Carshalton Road, probably from the 1980s, and Times House, comprising rounded external lift shafts engaged within floors defined by long stretches of steel-framed horizontal windows and concrete painted banding.

Sutton features several Postmodern buildings built around the turn of the 21st century, alongside a number of more bland and simple contemporary buildings, such as the utilitarian tower block at the corner of Throwley Way and Throwley Road.

Postmodern buildings are generally restrained in character, with No. 71-81 High Street, currently occupied by Waterstones, arguably the most expressive. Other loosely defined Postmodern buildings include Sutton Gate at the corner of High Street and Carshalton Road, and the long façade of Morrisons supermarket facing Cheam Road and Grove Road.

In the main, Modernist and Postmodern buildings are constructed of brick set within a steel or concrete frame. Windows are typically steel framed. Modernist buildings are relatively plain, with few small-scale details to façades, with the emphasis placed instead on their structural form. Postmodern buildings are comparatively more elaborate, using brick or faux stone decoration to openings, eaves and façades. Features are often oversized to accentuate them, and window openings are strongly vertical.

Towards the end of the period and the current day, there is a move towards the construction of relatively tall buildings either side of High Street, some early examples of which have now been refitted and overhauled. A number of recent buildings are contemporary in style, often made up of a slender framework of large recessed vertical and/or horizontal bays which incorporate balconies such as at No. 17 Carshalton Road. The use of structural glazing is increasingly common with some building façades built almost entirely of glass. Examples include the small scale glazed façade within the Parade at 168-172 High Street and the Subsea 7 building in the far south of the project area. The last two decades of Sutton's development is yet to generate a clear sense of character with various approaches to architecture observed along and on either side of High Street.

4 TOWNSCAPE CHARACTER

Sutton town centre's heritage significance creates a distinctive sense of place in many ways. This section articulates how its multi-layered history is encountered today, through characteristics including its urban form, the architecture of surviving historic buildings, and the nature of public realm and open spaces.

Historic townscape characteristics can be readily appreciated, such as the eclectic architectural assemblage of High Street's commercial premises. Others are more subtle such as the grain of the historical plots of former rural houses and enclosures fossilised along High Street. All combine to create a locally distinctive character, featuring a rich assemblage of heritage assets of architectural and historical interest.

The Townscape Character section is divided into the following subsections:

- **Topography** (*page 57*)
How the town centre's historical development has been intimately linked to local landforms and geology.
- **Urban Form** (*page 58*)
How Sutton's morphology has inherited aspects of its former rural landscape, and how the scale, form, and massing of the built environment is dominated by the legacies of 19th- and 20th-century growth.
- **Forms of Historic Development** (*page 64*)
The key 'typologies' of buildings which collectively form Sutton's historic built environment.
- **Public Realm and Open Spaces** (*page 90*)
The nature of High Street's public realm and its focal points, exploring how the centre's open spaces illustrate key components of Sutton's historical development.
- **Movement and Accessibility** (*page 103*)
Town centre gateways and the changing nature of accessibility between High Street and its suburban setting.
- **Views and Landmarks** (*page 113*)
The character of views within Sutton town centre, and landmark heritage assets within the assessment area.

4.1 Topography

Sutton's High Street enjoys an intimate relationship with the local geography. Its location and long linear form are testament to historical practices of accessing higher drier ground to the south and wetter lower ground to the north. Running precisely perpendicular to the stratigraphy of the underlying geology, over a remarkably short stretch, High Street descends north from chalk uplands across two bands of sand, clay and silt, before reaching the London Clay basin.

The precise historical location of the town is underpinned by the presence of springs that result from the change in geology, and Sutton is one of a number of spring line settlements in the area that have evolved in this way.

In little less than a mile High Street falls almost 30 metres in altitude, with the steepest section running from Grove Road to Church Street. The sustained change in gradient brings about a series of aesthetic and physical experiences along High Street which extends north onto the flatter and lower lying London clay, before meeting higher ground at Benhilton and Rosehill. Descending from the railway station there are vista views along High Street, with the eye drawn to the first and second floors of buildings, as well as the falling and stepped eave-lines of properties. The vista and overall experience offer a sense of broadening space towards the far north of the thoroughfare, a sensation which is now terminated by the modern apartment block at the corner of Crown Road, reinstating a sense of intimacy to the public space formed by the pedestrianised High Street. Elevated areas offer more plan views of the High Street, emphasising its prolonged length and highlighting features between its opposing building lines, notably trees.

Conversely, views looking north are more constrained, with vista views tapering to a point as the rising stepped eaves-lines of buildings enclose a tighter townscape, emphasising the foreground and midground to views. Accompanied by the rising gradient over a long stretch of the thoroughfare, moving south along High Street and up to its southern extents instils a sense of denouement, and gives southern stretches a relative prominence. The higher status is reflected in the prominence of buildings and an improved sense of prosperity.

The experience of travelling along the full length of High Street, and in particular moving from north to south, is prolonged. The journey culminates in the arrival at the railway station, shortly after the historic junction of Carshalton Road and High Street where the Old Inn now marks the spot of the Cock Hotel.

4.2 Urban Form

- **Broad Morphology** (page 58) - Identifying how Sutton town centre's broad morphology has been inherited from the settlement's rural past.
- **Scale, Form, and Massing** (page 60) - Exploring the distinct forms of development found along and away from High Street, and how the centre's historical development has (and continues to) influence them.

4.2.1 Broad Morphology

While Sutton's architectural character is principally defined by its 19th- and 20th-century transformation, its underlying morphology is inherited from the settlement's more ancient, rural past.⁷²

Key aspects of urban form reflect Sutton's status as an historically significant highway settlement. The length and surviving linearity of High Street reflect the linear development of Sutton in the 18th and 19th centuries. The street is intermittently intersected by several minor east-to-west arteries, with many inherited from rural tracks (e.g. Camden Road; Greyhound Road) and lanes (e.g. Manor Lane; Robin Hood Lane),* sustaining a legacy of the historical street hierarchy. The crossroads at High Street, Carshalton Road, and Cheam Road continues to function as a major ventricle for both foot and road traffic, illustrative of Sutton's pre-railway significance within the wider landscape.

The layout of many urban blocks is inherited from post-medieval Sutton. Successive phases of 19th through to modern development have occupied plots that were first laid out as rural fields, enclosures, and private gardens. The morphology of this once rural landscape remains subtly tangible within the townscape. The phenomenon is most apparent along High Street, with the length and width of its terraces often pre-determined by the rural plots they redeveloped. Examples are **2-42 High Street** which define the length of the historical walled gardens of the Sutton Court Estate, and **166-186 High Street** which occupy an area of informal parkland once associated with Manor House.

The historical rural landscape continues to influence building practices today. The asymmetrical footprint of 46-54 High Street respects the layout of the late 19th-century terraces it replaced which themselves were built in alignment to an early field boundary. This is also evident beyond High Street, both at a small scale (such as the post-war **Beech Tree Place** development which demarcates the grounds of the original St Nicholas Church parsonage, its glebe and later its rectory) and in several larger schemes (such as the hotel and multi-storey car park plots east of the **Civic Centre**, which define the extent of a high-status villa).

* Many historic rural tracks and lanes were enhanced to service the new residential estates built in the later 19th and early 20th century, while a smaller number align to historic field boundaries.

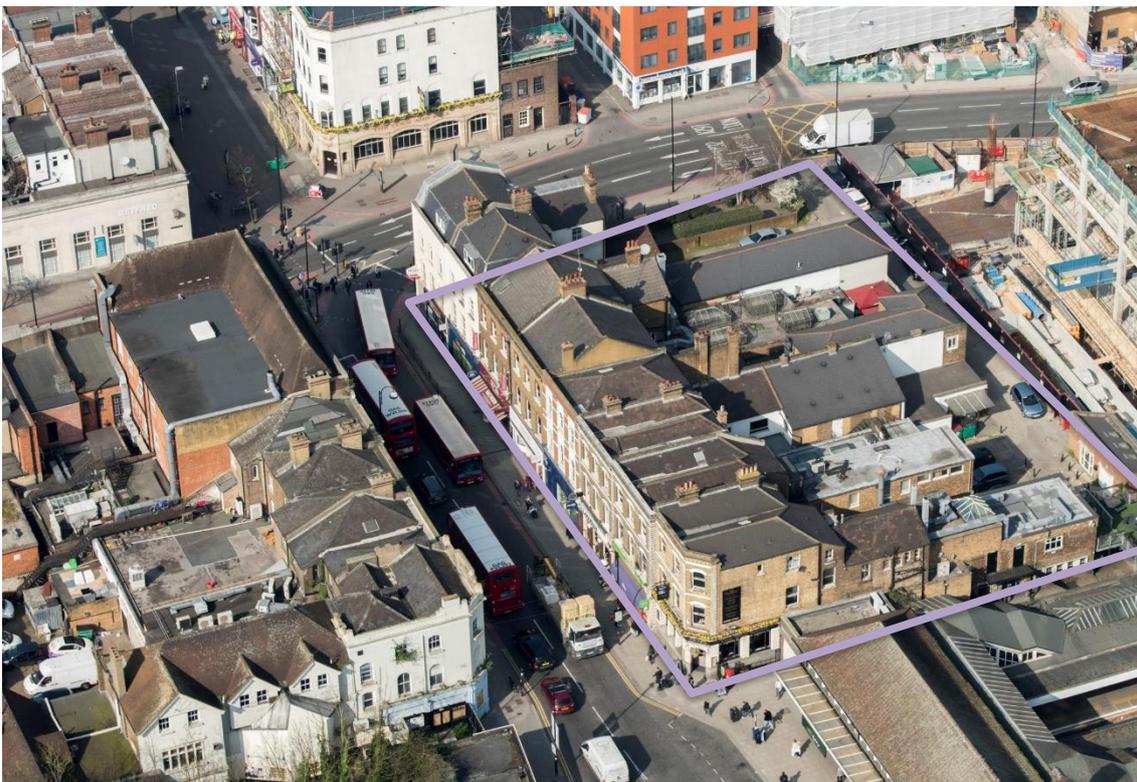


Figure 28 The extent of development units reflects Sutton's once rural landscape. Here **Nos. 1-16 High Street** (nb. the end terrace No.18 has been demolished) still mirror one of Sutton Court's walled garden (seen here in the 1866 1st edition OS map). This plot was sold off for redevelopment by the landowners following the arrival of the railways, the land consequently becoming more valuable due to its prime location fronting a rapidly evolving High Street. *Historic England*

4.2.2 **Scale, Form, and Massing**

High Street

Although High Street has a rich diversity of architectural styles, the layout, scale, form and massing of properties along its length are characterised by a marked consistency, particularly amongst the surviving stock of traditional buildings.

High Street's exceptionally long linear building lines set at the back of the footway are a striking characteristic of the townscape. Formed of many parades, terraces, and other buildings, they define a now pedestrianised historic highway. From the station gateway in the south, to the site of the historic gas works nearly one kilometre north, no buildings have a notable set-back. In turn, almost all buildings are rigidly orientated onto the street, with the exceptions of some which occupy corner plots.*

Historic and modern buildings are (with rare deviation) three to four storeys in height. No buildings achieve dominance, and few prominence, by virtue of their vertical scale (with the possible exception of **43 & 137-143 High Street**). Variations in roof lines are subtle, resulting from slight differences in the height of individual storeys from one building to the next, the gradually sloping topography, and the use of a variety of roof structures (from simple gabled eaves, to cross-gables, and ornate parapets). The vast majority of ridgelines run parallel to the street, although some earlier buildings have their ridge lines perpendicular to the roadside, often hidden behind parapets

The widths of High Street buildings are also characterised by *both* consistency and irregularity. On first impression, there is great variety in the breadth of frontages facing High Street, created by the often architecturally distinct development units of shopping parades and terraces. Two factors often determine their extents, the dimensions of the rural plots within which they were constructed, and/or the designs of the builders who purchased and developed plots on a more piecemeal basis. They range from the relatively broad (e.g. **174-186 High Street**) down to singular structures (e.g. **161 High Street**).

The majority of individual shopping units, however, (including those which collectively constitute the parades and terraces) are consistent in horizontal-scale, of between five and seven metres in width, possibly reflecting the adoption of standardised designs.

* These make a notable contribution to the character and appearance of High Street, and are discussed in detail in their respective subsections of the 'Forms of Historic Development' section (4.3).

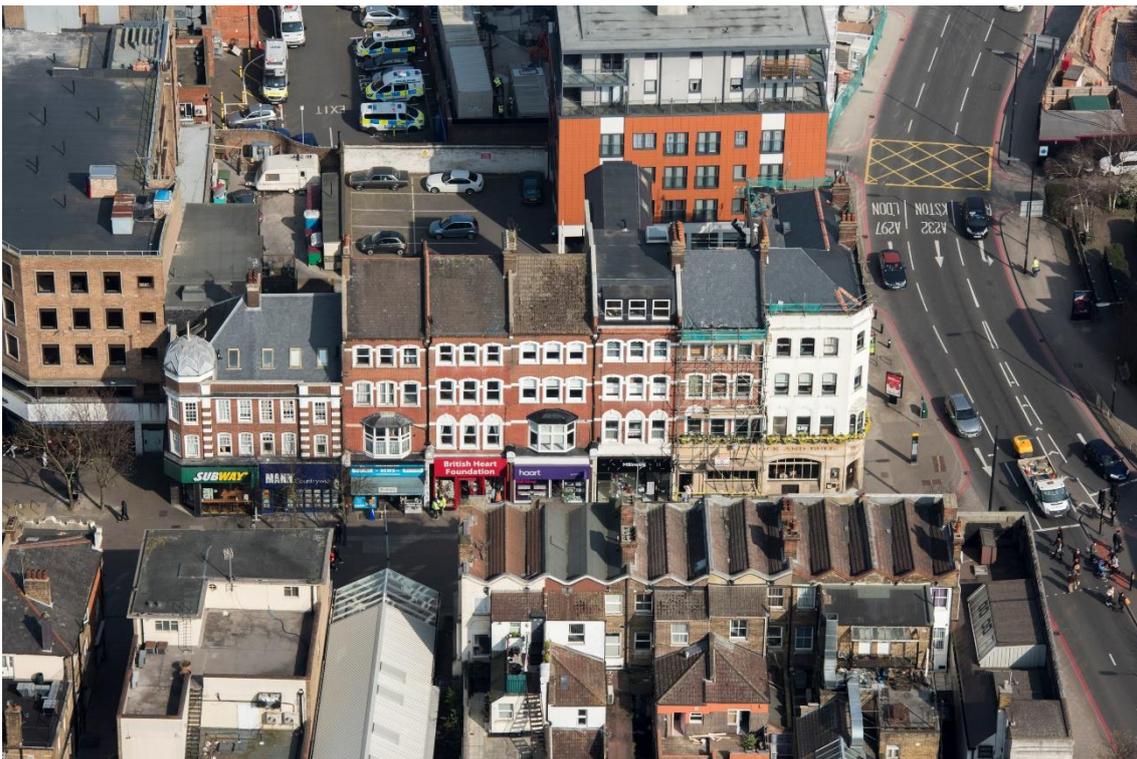
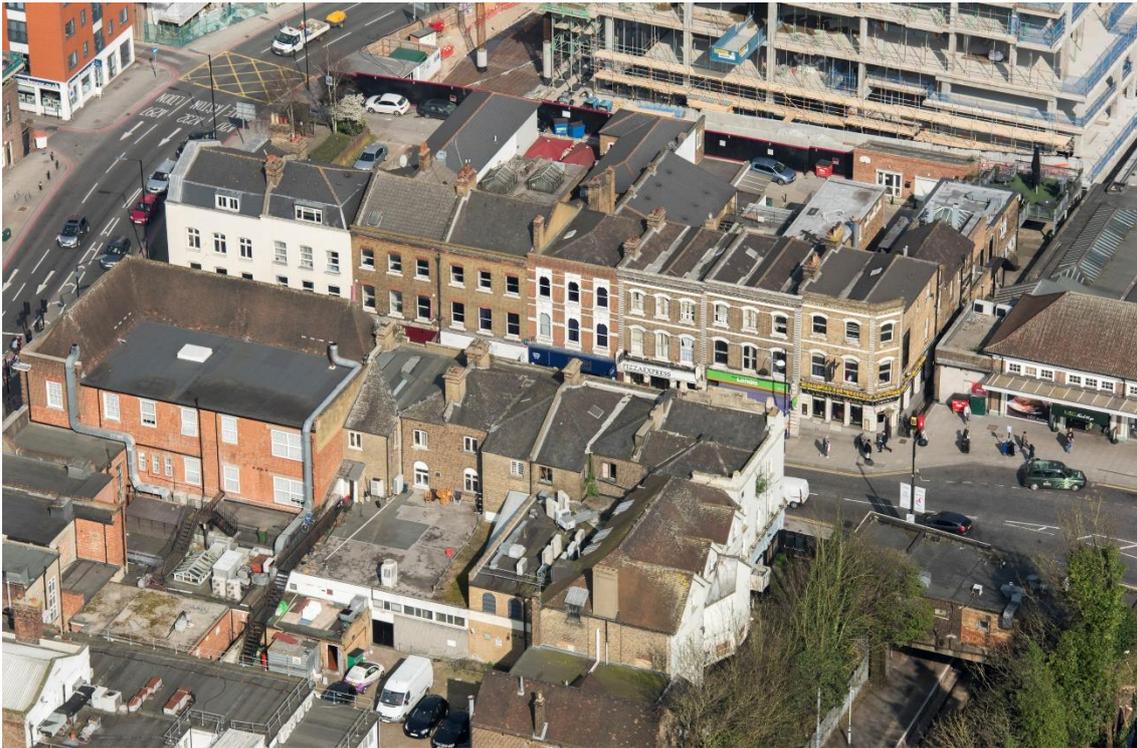


Figure 29 Shopping terraces and parades are defining components of local urban form, bringing high levels of consistency to High Street's scale, form, and massing. *Historic England*

Overall, there is a strong vertical emphasis within the façades of traditional buildings, with fenestration and the arrangement of bays particularly influential to this end. Together with consistencies in the heights and breadths of buildings, there is a distinctive sense of rhythm along continuous lengths of the High Street, despite the significant variations in architectural styles and detailing found from one development unit to the next.

Extended regularity in scale, form and massing can be associated with townscapes with a relatively coarse urban grain. However, analysis of historic mapping shows a finer-grained High Street, with a high level of permeability created by arterial streets, footpaths, tracks and small alleyways. These led both away from High Street into adjacent residential areas, and to the rear of High Street properties serving 'backland' yards and working spaces. Today, post-war development has significantly transformed this dynamic, as discussed in the 'Movement and Accessibility' section (4.5).

High levels of continuity and consistency throughout much of High Street's scale and form create a strong, consistent and unifying sense of enclosure. In conjunction with the linearity of High Street, it enforces long views along the historic highway, enabling few out from it. This physical and visual enclosure has several effects on the experience of High Street's historic environment today. Open areas within the public realm are afforded prominence, including several historic focal points of the town centre (e.g. the crossroads, and the station frontage), which form welcome intonations along High Street. A close sense of intimacy is created between street and buildings, with intriguing historic façades providing architectural interest.* It showcases the morphology and dominance of the historic highway, which underpins Sutton's early historical development. Finally, it strongly accentuates any deviation from the traditional urban form, notably several modern developments which have introduced new characteristics to High Street and surrounding area.

Beyond High Street

The urban form within the assessment area changes markedly beyond High Street, with the scale, form and massing of the built environment largely transformed by post-war redevelopment.†

Large-footprint buildings predominate, ranging in height from four storeys to greater than twenty. Their form and function vary considerably, from the semi-brutalism of the 1970s **Sutton Civic Centre**, to expansive retail centres (e.g. St Nicholas Centre, Times Square), modern office blocks (e.g. Quadrant House, Time Square House, Copthall House, Chantry House), high-rise housing (e.g. 'Aspects' at I Throwley Way), superstores (e.g. the B&Q south of Carshalton Road), and multi-storey car parks (including the clumsily Postmodernist Robin Hood Lane/Camden Road example).

There is a marked and dramatic change when moving between the relatively modest proportions of High Street, and the imposing scale, form and massing of buildings and

* Particularly above ground floor, where there is far greater historical integrity of traditional features and materials, as discussed in section 5.1.2.

† Discussed in section 5.3.

infrastructure in its immediate environs. The contrast instils a sense of separation between the High Street and its surroundings, fracturing an established functional relationship between Sutton's historical commercial and residential areas. Today, the area immediately surrounding High Street forms a 'shell', physically and experientially encasing the historic highway and its heritage assets.

The transformation of the urban form of these areas has provided opportunities for continued urban renewal and regeneration. Within the assessment area, High Street's environs continues to be the focus for major redevelopment. Several landmark schemes have been delivered or are on the verge of completion. In scale and form these are often tall buildings, of ten storeys upwards. Perhaps most notable is new gateway development in the north, on the site of the old gas works.



Figure 30 Sutton's former gas works, off High Street and Vale Road, can be seen here (top) in 1924. A succession of redevelopment has seen them removed from the townscape, with the recent residential and commercial scheme (bottom) now occupying the entire site. *Historic England*

4.3 Forms of Historic Development

Specific elements of Sutton's historic built form make defining contributions to the town centre's inherited character, illustrative of three centuries of evolution towards the modern townscape. Collectively, their architectural and historical interest creates an intriguing and distinctive sense of place, closely linked to local identity.

These 'typologies' are identified and discussed within this section, providing an overview of their origins, forms and functions. A gazetteer of known local heritage assets is included within the report appendices, providing more detailed architectural descriptions and historical background for specific buildings.

The typologies identified are:

- **Shopping Parades and Terraces** (page 66) – A compendium of mid-19th through 20th century historic terraces and shopping parades. Many are significant local heritage assets in their own right, forming an important component of the local historic built form.
- **Commercial Units and Department Stores** (page 71) - Individual commercial units add to the centre's assemblage of historic retailing premises, including notable examples associated with prominent national 'multiple' retailers. The centre's historic department stores are amongst Sutton's most prominent buildings.
- **Ecclesiastical** (page 76) –A group of significant historic places of worship illustrate the dramatic expansion of Sutton between the mid 19th and early 20th century. Several are landmark buildings within the townscape.
- **Residential** (page 79) – A fragmented but important collection of historic villas and residential terraces survive within the assessment area.
- **Civic and Institutional** (page 81) – A small but defined collection of buildings illustrates Sutton's development into a 20th-century metropolitan centre.
- **Banking and Services** (page 83) – Prominent architectural legacies of financial and other professional service industries which arose to meet the new demands of Sutton's rapidly growing middle class in the late 19th and early 20th century.
- **Recreation and Leisure** (page 85) – Rare surviving examples of amenities which were once common across the town centre, catering for Sutton's new suburban and metropolitan communities.
- **Infrastructure and Industrial** (page 88) –A significant legacy of development of transportation infrastructure. Most notable are the railway station and the railway line itself.

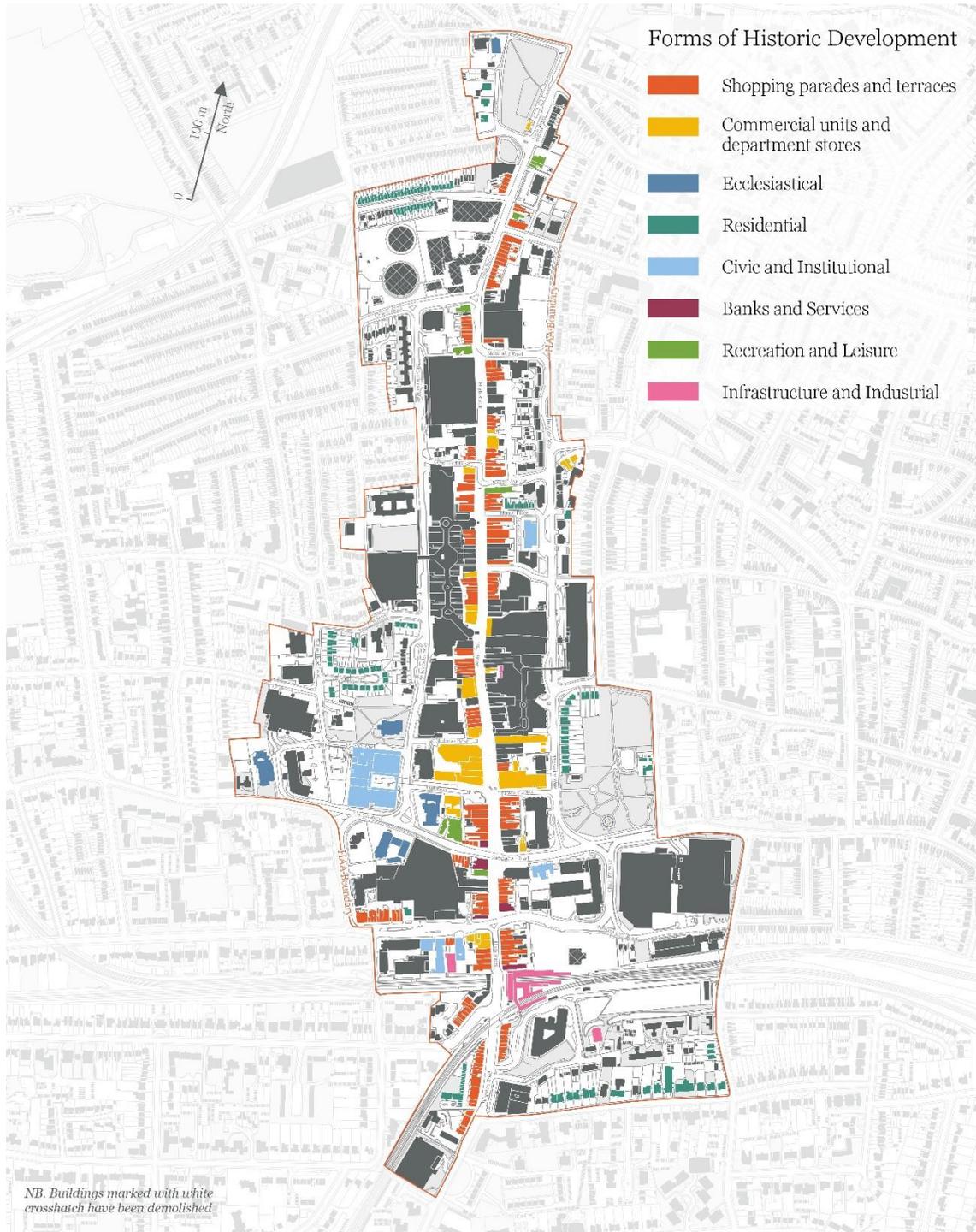


Figure 31 Distribution of Sutton's historic forms of development.

NB. This map is provided for illustration only. Several buildings are associated with multiple types (e.g. public houses converted from old banks). A building's absence from this map should not automatically be taken as evidence of a lack of historic significance, nor is the extent of mapping necessarily representative of the extent of heritage significance within a specific building or development unit.

4.3.1 Shopping Parades and Terraces



Figure 32 Nos. 19-21 (left) and 67 (right) High Street. London Borough of Sutton; CADHAS

Shopping terraces and parades are of particular significance in the growth of Sutton's High Street from the mid 19th century to the Second World War. They have become defining components of the centre's built environment, establishing the rigid building lines and striking consistencies in scale, form and massing.

A large number survive as local heritage assets. Despite some loss and alteration*, they collectively remain as an identifiable group of buildings. They are found in a compendium of architectural styles, spanning over 100 years of changing commercial practices on the British High Street.†

Victorian Development

Changing practices of retail and commercial services (see Sections 3.4 to 3.5) coincided with the introduction of new commercial architecture within the centre. Mirroring residential growth, terraces became the dominant style of development on High Street. Their regularity in form and style and prominent positioning immediately adjacent to the footway contrasted markedly with the largely piecemeal nature of development that had come before.⁷³ In many cases, terraces were purpose-built as

* Discussed in further detail in section 5.1.2.

† More detailed descriptions of their diverse architectural character, materials and detailing are provided in the report gazetteer.



Figure 33 Early terraces and parades at **Nos. 1-7** (top) and **60-76** (bottom) High Street. *Historic England* (DPI 77840)



Figure 34 Left: The two remaining units of the late Victorian parade that was once adjacent to the former Municipal Offices. Top right: **203-209 High Street**; bottom right: **202-214 High Street**.

‘shopping parades’, defined as “planned developments incorporating rows of shops (facing onto an outdoor space), with a strong degree of architectural uniformity.”⁷⁴

Sutton’s High Street proved highly attractive to parades probably due to its long linear length and the arrangement of land tenure with single broad plots existing along the thoroughfare.

The centre’s oldest surviving parades are found at **17-23** and **200-214 High Street** (both constructed at some point between the 1840s and 1860s), closely followed by many more developments over the following three decades. Many survive, some in their entirety, others as partial remnants of once much longer terraces. Examples include (but are not limited to) **Nos. 2-6, 10-16, 19-21, 24-38, 51-61, 60-76, 63-65, 119-121, 123-125, 188-198, 246-254, and 300-310 High Street**. Remarkably, these early terraces and parades are among the oldest buildings within the town centre, testament to both the pace and extent of change that Sutton has witnessed since the Victorian era.

Parades also reflect Sutton’s ability to sustain high levels of growth into the 20th century. Many were purpose built in more “assertive” styles, increasingly designed by professional architects aspiring to create ‘eye-catching’ façades to attract custom to the tenanted business.⁷⁵ Collectively the later Victorian terraces and parades reflect the establishment of a retail and commercial focus to the settlement, with an emerging town centre increasingly looking to cater for a broader ‘catchment area’ of customers, as the surrounding landscape began the processes of large-scale suburbanisation.



Figure 35 The 'Grand Parade', 152-164 High Street. Historic England (DPI 77836)

Sutton's grandest parades emerge from this period. Most notable are the **Grand Parade (152-164 High Street)** built around the turn of the 20th century, and **174-186 High Street** built 1898. Historically another ornate late-Victorian parade (built in 1895-90) was located adjacent to the Municipal Offices, immediately north of High Street's junction with Throwley Road, but today only two units survive (**Nos. 84-86**). Other less prominent examples include **89-97 High Street**, and **203-209 High Street** (1871-1898).

Edwardian and Inter-war Development

Sutton's shopping parades continued to proliferate into the early 20th century. Whilst their style evolved in step with changing fashions and architectural movements, their broad form remained consistent with their predecessors (three-to-four storeys, built onto the highway, within the prevailing building line), re-affirming the distinctive combination of consistency and eclecticism that characterises Sutton's architectural heritage.

The revival of polite classical idioms was influential in parade development, with Neo-Georgian styles dominating. Designs were seldom "stylistically pure", choosing to selectively adopt elements of other movements, including revival styles, Art Nouveau and Arts and Crafts.⁷⁶ Neoclassical parades make a valuable contribution to local character (although the Victorian styles are perhaps more prevalent overall, particularly along High Street). Two of the four 20th-century parades grouped south of the railway



Figure 36 Clockwise left-right: **189-199 High Street**, **176-186 High Street**, **151-159 High Street**, **2-8 Cheam Road**. Image sources: CADHAS

station are good examples, **Mulgrave Court (1-6 Mulgrave Road)** and **20-32 Brighton Road**.

There are several ‘Tudoresque’ parades, which reflect the growing fashions for Domestic Revival within Inter-war speculative residential schemes. Built prior to 1926, **Nos. 2-8 Cheam Road** are exemplars, and are among the most distinctive of the centre’s parades. **151-159 High Street** (built 1920-1924) also adopt a Tudor revival style, with others including embellishments, such as **189-199 High Street**. The eclectic ‘**Tudor Court**’ (also known as ‘Station Parade’) of Brighton Road reflects its name in the timber-studs and fenestration decorating the second floor of its central bays, whilst also featuring an array of other stylistic features, including both Art Deco and more classical elements.

Post-War Development

Following the war, levels of parade development drop markedly within the town centre, once again in line with national trends. Those that were constructed are relatively austere, often using only small variations in brickwork around openings for decoration. Examples are seen at **275-281** and **354-360 High Street**.

A notable exception is a four-unit parade encountered in the north of the High Street, at **Nos. 213-217**. Built between 1935-1956, the building has an eclectic mix of architectural features, perhaps the most notable being rectangular panels of decorative



Figure 37 Geometric brickwork along the eaves line at **354-360 High Street** (left). Herringbone brickwork and stylised Art Deco features at **213-217 High Street** (right). CADHAS

herringbone brickwork. This aesthetic is known to be a trademark of Edward Lotery – a major developer of London shopping parades.^{77,*}

Other examples reflect the beginnings of a transition from Neoclassical and Neo-Vernacular architecture towards modernity by commercial architects. **Regent Parade** and **Grosvenor Court** (Brighton Road), located in the very south of the assessment area, are a combined parade-and-mansions development, constructed between 1949 and 1956. A substantial provision of residential accommodation is spread over four stories and two build-units, fronted by a projecting row of single-storey shopfronts. While the main block is built of brick in a distinctively Modernist aesthetic, the shop frontages retain some classical elements.

4.3.2 **Commercial Units and Department Stores**

Individual Shopping Units

Individual shopping units intersperse with parades and terraces, enriching High Street's assemblage of commercial premises and positively contributing to the town centre's distinctive character and appearance. The large majority of individual units were built through infill of gap sites, as extensions to existing terraces, or through redevelopment of earlier units.

Their character embraces over 150 years of the changing fashions of commercial architecture. Some are more prominent than others, standing out through more striking design and detailing (e.g. **161 High Street**), or through use of styles which consciously deviated from prevailing patterns. **67 High Street**, **119-121 High Street**, **149 High Street**, and **211 High Street** are all good examples of units with ornate period styles. Many have a simpler aesthetic, but remain characteristic of their respective period of development (e.g. **123-125 High Street**; **177 High Street**).

* No evidence has identified this parade as an Edward Lotery product. His style was replicated by many parades across the country, with this a possible example.



Figure 38 Former Woolworths building at 96 High Street. *Historic England (DPI 77865)*

Several units are of historical interest and local communal value through association with prominent local businesses, while a number are remembered principally for their occupation by national retailers.

Multiple Shop Retailers

The history of multiple retailers on Sutton's High Street is most clearly illustrated by its department stores (discussed in the following section).

There are however a small number of specific individual units that are of historical and architectural interest, custom built by retail organisations in a distinctive 'in-house' style. Perhaps most notable is the former Woolworths at **69 High Street**, originally built in 1916 with the existing façade the product of a 1934-1935 redesign.⁷⁸ The 1969 Boots at **109-111 High Street** was also an in-house design led by Basil Whiting.

Examination of trade directories reveals that most multiple retailers rented pre-existing units on the High Street, many occupying several adjacent units of its terraces and parades. A good example is **67 High Street**, originally constructed as a London and Provincial bank, it was adopted as Sutton's first J Sainsbury's in 1896 and remains among the centre's most attractive individual terraced units. Another example is the legacy of Edward Harris Rabbits.* An early adopter of the multiples format, the

* Originally of Newington Butts, Rabbits adopted Sutton for his footwear manufacturing business, becoming an important local developer. Alongside his significant High Street development, Rabbits was responsible for the



Figure 39 'Edward Terrace' 246-254 High Street. Historic England (DPI77839)

onymous 'Edward Terrace' of **246-254 High Street** housed one of his many stores.⁷⁹

Department Stores

Department stores came to Sutton in the later 19th and early 20th centuries through both the amalgamation of existing units alongside the construction of custom-built stores. The legacies of this growth are several of High Street's most prominent and architecturally distinctive buildings. They are of historical interest through their illustration of the changing nature of the British high street in the early 20th century, and as Sutton's local response to it. Individually, they hold interest by association with businesses of both local and national repute, with a number designed in distinctive in-house architectural styles.

Several of Sutton's early 20th-century custom built stores survive along High Street. The grandest is the Art Deco **137-143 High Street**, a four-storey faience-cladded structure which sat prominently at the (now historical) junction with West Street. The building was occupied for many decades by John Perring Ltd., the well-known local furnisher. **Nos. 83-87 High Street** is a similarly prominent development, located at the junction with St Nicholas Road, built by Burton's between 1901-1910, and designed by in-house architects.⁸⁰ The neighbouring Marks & Spencer (144-146 High

construction of several of Sutton's Victorian residential estates, including much of the Benhill Estate, the Rose Hill Park Estate, and the Strawberry Farm estate in Carshalton. For further information see Skelton 2017.



Figure 40 The prominent Art Deco former department store at **137-143 High Street**.

Street) and British Home Stores (138-142 High Street) were constructed in the 1930s. Both were relatively extensively remodelled (externally and internally) in the post-war decades. Shinner's department store (historically 71-79 High Street), once the centre's most locally significant department store, has been lost.

Originally designed, built and occupied as individual units, a number of Sutton's shopping parades and terraces were amalgamated to create larger retail floor plates, including for department stores. Where this has occurred, the now broadened ground-floor shopfronts sit in contrast with the upper storeys, where the original delineation of individual units remains tangible through the spacing of bays, and/or use of architectural detailing. Several of the more locally significant examples have been lost including the Wooton Brothers store, expanding from No. 13 High Street in 1891 to incorporate Nos. 9, 11 and 15 by 1928. Soon after it was replaced by **Mitre House**. Also lost is the William Pile Ltd. store of 46-50 High Street - a printer, publisher, stationer and author of the local 'Pile's Trade Directory' upon which much of this research has relied.



Figure 41 *Mitre House*, at the corner of High Street and Grove Road

Mixed Use Commercial Units

The early decades of the twentieth century saw some shopping parades adapted for mixed use. By 1914 the floors over parade shops were frequently leased separately, often as offices, workshops, or residential accommodation.⁸¹

New commercial developments intended for a mixed-use and multiple occupancy arose within Sutton's town centre, mostly in the Inter-war years. These units provide interest through their revival architecture, and illustrate the centre's evolving commercial profile.

Examples include the classically styled and proportioned *Mitre House* (built 1932-1935) which sits prominently at the junction of High Street (**Nos. 9-15**) and Grove Road (**Nos. 1-7**), from the 1930s, the opposing pair of 'Georgian Mansions' on Hill



Figure 42 *Sutton Baptist Church*, Cheam Road. *Historic England* (DPI 77845)

Road, and **216-220 High Street** further north, which again display an assortment of classical features.

Although several were constructed in rows, sharing a consistent style, these were not parades by definition, with upper floors dedicated as much to office space as residential use, and often without rear access.⁸² Sutton's trade directories show individuals occupying 'mansion' flats as high-status town centre residences. Higher yielding commercial uses included accountancy and solicitors, reflecting the town's continuing maturity as an economic centre.

4.3.3 ***Ecclesiastical***

All four of the centre's historic churches date from the mid 19th and early 20th century, built or rebuilt to meet the needs for growing congregations. The old parish **Church of St Nicholas** (Church of England) was reconstructed in 1862-1864 in Gothic style by Edwin Nash^{83,*}; Gordon and Gunton's **Trinity Methodist Church** followed in 1907⁸⁴; and the Inter-war years brought a new **Sutton Baptist Church** (Welch, Nugent Cachemaille-Day and Lander, 1934) and a **Christian Science Church**

* Nash (1813-1884) was an ecclesiastical architect principally operating across Kent and occasionally other south-eastern counties in the mid 19th century.



Figure 43 The former **Christian Science Church** at 42 Cheam Road. *Historic England (DPI 77848)*

(1937). The churches also reflect the diversity of Sutton's religious demographic. Non-conformist congregations were sufficient to require the construction of three major buildings within the townscape.

There is a loose cluster of places of worship in the south-west of the assessment area, with three off Cheam Road (Trinity, Baptist, and Christian Science), and St Nicholas located immediately north along St Nicholas Way. This geographic focus reflects the increasingly southern emphasis of Sutton's civic and municipal redevelopment in the later 19th and early 20th century. The Cheam Road churches continue to delineate the western approach to the town centre.

Two more modern (1980s) churches are also found within the assessment area. The new Christian Science Church on Cheam Road (immediately neighbouring its predecessor), and the **Holy Family Catholic Church** (1988) in the north, along Sorrento Road near The Green. Both are typical of later 20th-century churches, with their principal heritage interested emerging from their communal value.



Figure 44 *Trinity Methodist Church. Historic England (DPI 77850)*



Figure 45 | *The Green*

4.3.4 **Residential**

Sutton grew dramatically over the 70 years following the construction of the railway. The speculative development of residential villas was a key driver for change in the 19th century. Only a very small proportion survive with the assessment area*, with many once spacious plots comprehensively redeveloped during the mid-to-later 20th century.

Large swathes of Sutton town centre's Victorian and Edwardian working-class housing were demolished in the post-war years, making way for expansive infrastructure and retail redevelopment.† Late 19th-century terraced houses along Manor Place and Vale Road are rare surviving examples.‡

Exemplars of Sutton's mid-19th century villas are **Nos. 1, 3 and 5 The Green**. The detached properties are built with classical and Italianate features. Although modified,

* It is important to note that beyond the town centre boundary (which defines the assessment area), there are many surviving areas and assets pertaining to Sutton's historic residential development, including several designated as Conservation Areas and the local Areas of Special Local Character. There is consequently something of a 'shell' around the High Street formed of the post-war development, separating the historic centre from historic residential properties. This is discussed in further detail in section 5.3.

† This had a significant impact on the character of the areas behind and immediately adjacent High Street, and its setting. Discussed in detail in section 5.

‡ Like the aforementioned Cedar Road villas, the terraces of Vale Road are perhaps better considered as part of the town centre's suburban environs, not the town centre itself. Their inclusion in the assessment area is the by-product of its alignment to the administrative boundary.



Figure 46 **8-10 Mulgrave Road** (cream coloured property at centre) is an example of the adaption of historical Victorian villas for commercial purposes, here seen extended forwards at ground-floor level to create new retail floorspace.

they stand collectively as testament to the pre-railway wealth of Sutton, and a reminder of the historical status held by northern aspects of the town centre.*

36 Grove Road (1877-1896) is a well-preserved and representative example of higher-status detached Victorian villas that were constructed in the south of the town centre in proximity to the railway station. A similar collection of detached Victorian villas is also located along Cedar Road.† These again adopted Neoclassical forms, including detached Italianate (Nos. 23-37 ‡) and Georgian (No.19) properties. A further collection of semi-detached villas is located at the corner of Robin Hood Lane and West Street.

Adaptation of some villas for commercial purposes occurred in the late 19th century, particularly in the south of the assessment area. Properties were extended forward at ground floor, creating retail space over front garden space. The practice is not uncommon and is illustrative of the rapid way the town was evolving to meet its expanding commercial needs from the mid 19th century. Examples are 44-66 Cheam Road (built between 1877-1897, extended 1913-1935) and **8-10 Mulgrave Road** (built between 1839-1868, extended 1896-1913).

A good proportion of the early Victorian terraces along High Street probably originated as houses, later converted for retail. The extent to which such properties survive is difficult to discern, concealed by substantial loss of original ground floor frontages, and the use of domestic building-plans in early High Street development.§ The centre's many shopping parades should also not be overlooked, providing a

* Often and easily overlooked due to the commercial prominence of the crossroads and station to the south

† These Cedar Road properties are perhaps only classified as 'town centre' by nature of the administrative boundary. In architectural and urban form they are more closely linked to the suburban estates surrounding the centre.

‡ Of these, number 23 Cedar Road survives with by far the highest levels of integrity.

§ The examination of historic mapping shows that many mid-Victorian terraces shared the same structural layout, regardless of their commercial and/or residential function, with domestic yards and kitchen to the rear. This reflects the mixed use of many local shops, functioning as homes with commercial ground floor or front room. Later development moves towards less domestic layouts, as units became more commercially focussed.

significant component of the centre's historical residential capacity, with managers and/or staff "living above the shop".

The 20th century witnessed the creation of a number of small discrete estates within the assessment area. Falcourt Close* features ten attractive build-units of semi-detached housing of a style characteristic of the later Inter-war or early Post-War years. The post-war period also witnessed the creation of a number of small discrete estates, immediately to the east and west of the gyratory. For instance, Beech Tree Place is a row of post-war council housing, adorned with bird-of-prey sculptures inherited from the gateposts of the rectory they replaced. There are also a range of flat and apartment developments of various styles built in the latter decades of the 20th century (e.g. Crownbourne Court at 1-35 St Nicholas Way; and the estate adjacent to Elm Grove and Throwley Way), with none considered to be of notable architectural interest.

4.3.5 ***Civic and Institutional***

From the late 19th century and into the early decades of the 20th century Sutton consolidated its role as a strategic municipal centre. The status is reflected in a reduced number of surviving buildings that illustrate key phases of renewal of civic infrastructure.†

The 1897 Masonic Hall (**9 Grove Road**) speaks of Sutton's rising status and societal influence in the Greater London Area. The Neoclassical institutional building was purpose-built as a lodge, designed by Richard Creed, and constructed by local builders Duncan Stuart & Sons of Wallington.⁸⁵

Built in 1908, the Grade II listed **Sutton Police Station** on Carshalton Road is one of the earliest significant surviving examples of Sutton's early civic heritage. An Edwardian Baroque style building, it has an unusually elaborate design by John Dixon Butler, the police surveyor between 1896-1920. More elaborate than necessary for a peri-urban police station, it heralded Sutton's transition into an urban centre and increasing interconnectivity with London.⁸⁶

The Police Station is the sole survivor of three once prominent civic buildings built around the turn of the 20th century, all of which shared an ornate, metropolitan

* Built within the grounds of Court Lodge, one of Sutton's historic high-status houses dating from to at least the early 19th century (and probably earlier).

† Manor Park (the centre's principal open space) and the war memorial within are significant assets inherited from Sutton's municipal growth. These are discussed within a dedicated section of the 'Open Spaces' section (4.4.4).



Figure 47 Grove Road, including (from left to right) *Mitre House*, the *Masonic Hall*, a small section of shopping parade, and the *Post Office & Telephone Exchange*. *Historic England (DPI 77873)*

aesthetic.*. Municipal Offices were constructed at the corner of High Street and Throwley Road, while a new **Sutton Post Office** was developed along Grove Road.

A number of more functional civic buildings, including the (Old) Court House and communications buildings, survive as local heritage assets. A telephone exchange (**17 Grove Road**, 1924-1935) is joined to a later post office and later sorting office (**19 Grove Road**), built in the 1950s in a matching style.†‡

Sutton's municipal heritage is equally experienced in its 20th-century architecture. The formation of the London Borough of Sutton in 1965 was a landmark in its evolution into a civic centre. A swathe of new civic buildings and amenities precipitated the

* The Municipal Offices were a clear statement, a celebration of Sutton's new status as an Urban District Council, affirming the town's forward trajectory. It was constructed in a Baroque revival style using red brick with ashlar dressing and adorned with flamboyant mouldings, features also seen in Sutton's non-civic development of the late Victorian period, for example, the Grand Parade and nos. 84-86. The offices were demolished in the 1970s, replaced with a brutalist commercial unit ('Aspects', High Street).

† The 1950s post office replaced an earlier post office that had moved to the site from High Street in 1907. This had been a decorative red brick and ashlar structure, sharing revival characteristics with contemporary civic buildings including the Police Station and Municipal Office.

‡ The two local exchanges were 'Vigilant' and 'Melville', still referenced in a small number of local business names today.



Figure 48 **Sutton Civic Centre and Library**. Historic England (DP177869)

heavy remodelling of parts of the townscape in the post-war period, leading to a high degree of loss within the stock of late 19th- and early 20th-century civic architecture.

A new **Civic Centre and Library** on the corner of Cheam Road and St Nicholas Way was constructed between 1973 and 1978. Designed by an in-house team of architects, it stands alongside other major post-war regeneration projects (e.g. the gyratory road system, ‘Aspects’ of High Street) to illustrate Sutton’s ambition and capacity to reshape the town centre.⁸⁷

The survival of historic educational facilities is very low within the assessment area, with all schools and public institutes developed in the early 20th century, overwritten by post-war commercial regeneration. Several substantial Neoclassical school buildings do survive slightly outside the assessment area*, along with the 1910 Sutton Adult School and Institute (now the Thomas Wall Centre).

4.3.6 **Banks and Services**

The architectural legacies of banking and service industries make valuable contributions to the town centre’s historic environment. They are amongst the most ornate, prominent, and significant buildings of the area.

* To the east, Sutton Grammar School for Boys, and Manor Park Primary School. To the west, Sutton High School for Girls, an attractive late Victorian series of buildings.



Figure 49 The Bauhaus-style former National Provincial & Union Bank located at **17 High Street** (left), opposite **The Cock and Bull** public house, occupying a former London and County Bank. *Historic England* (DPI 77856)

From the mid-19th century onwards the growing size and prosperity of Sutton's middle class brought increasing demand for local financial services. Although early banks rented individual units of terraces and parades* (large indistinguishable from their neighbours in terms of their architecture), more distinctive, custom-built developments emerged more regularly around the turn of the 20th century, with construction continuing until the Second World War.

The 1894 Barclays Bank (constructed by and for the London and Provincial Bank) at **43 High Street** is the grandest, forming a local landmark at the corner of High Street and Cheam Road.† It is joined by two other Victorian banks, at **Nos. 2 and 24-26 High Street**, both converted to public houses (The Old Bank and the Cock and Bull respectively), but retaining their ornate carved stone ground-floor frontages as an illustration of their historical functions. The designer of **24-26 High Street's** Art Nouveau ground floor was Frederick Wheeler, a local architect who also designed 'Russetings' (now the Sutton Register Office), a distinctive Victorian Arts and Crafts villa. There is also a prominent contingent of Inter-war banks, including the purpose-built 1926 Lloyds Bank (**49 High Street**), which is still occupied by the corporation, and the Bauhaus-style bank (**17 High Street**), built for the National Provincial & Union Bank and designed by their in-house architect W F C Holden in 1937.

* As recorded within the contemporary trade directories.

† Discussed further in the Historic Landmark Buildings section (4.6.2).



Figure 50 Barclays Bank at **43 High Street**, constructed by and for the London and Provincial Bank in 1894. *Historic England (DPI 77830)*

The banks hold group value, with their concentration near the crossroads illustrating the balance of retail and commercial activity at the southern, central and northern reaches of High Street. Their historic significance is emphasised by their prominent townscape locations, filling corner plots and framing key road junctions and defining views through town centre gateways.*

The **Barclays Bank** and **Lloyds Bank** builds are good examples, opposite one-another, demarcating the junction to Cheam Road at the historic crossroads. **17 High Street** (the Coral) and the converted Cock and Bull (**24-26 High Street**) frame views looking south down the old highway. Likewise the (also converted) Old Bank public house (**2 High Street**) helps define the southern gateway to the town centre when arriving from Brighton Road or the railway station.

4.3.7 **Recreation and Leisure**

The early 20th-century development of recreational, leisure and cultural facilities was an important in the growth of the metropolitan town.

Despite having fulfilled key communal roles, their survival is low. The majority the town centre's historic cinemas and halls were demolished during comprehensive redevelopment in the mid to late 20th century. Many buildings were located

* Discussed further in section 4.6.



Figure 51 **Cheam Road Hall**, a rare surviving example of Sutton's historic recreational facilities. *Historic England* (DPI77852)

immediately off High Street, positioned squarely within areas later targeted for the major infrastructure and urban renewal schemes of the post-war decades. Their broader footprints probably made them attractive development opportunities for the construction of new large floorplate offices and high-density accommodation, which became a focus of both private and public sector investment from the 1970s.

Cheam Road Hall (built 1896-1903) is a rare survivor, located at **14 Cheam Road**. The neighbouring (former) picture theatre (Nos. 10-12) has also been retained, although much of its original frontage has been lost. Another early 20th-century hall is located south of the railway line off Wellesley Road, now converted for use as an electricity substation. The local significance of these buildings is elevated by their rarity, as lone survivors of a once prevalent form of development.

By contrast, historic public houses have survived well. They provide historical interest through their connections to local communities, and a degree of architectural interest through a variety of forms. There is a loose concentration towards the north of High Street, perhaps reflecting historic concentration of working-class housing and light-industry in the area. The **Grapes** (**198 High Street**, mid 19th century) and **The Crown** (built 1839-1867) are the town centre's oldest surviving public houses, joined by **The Winning Post** (formerly The Red Lion, built 1907) as perhaps the most significant of the historic establishments. Also in the north of the centre, the **Prince Regent** (**342-346 High Street**) represents a run of 19th-century cottages extensively altered in the late



Figure 53 The Old Bank public house, formerly the London Provincial Bank, at **2 High Street**. London Borough of Sutton.



Figure 52 **The Winning Post** public house, formerly the Red Lion, at **No. 265 High Street**. The pub has historical interest through association to the *Rolling Stones* – being the site of several early gigs, one of which led directly to their first professional music contract. *Historic England* (DPI77866)

19th or early 20th century to create the public house seen today.⁸⁸

37 High Street (O'Neill's, formerly The Green Man) is also of note. Built between 1886 and 1896 it occupies the site of the Railway Tavern (a minor local landmark in the Victorian era, opposite the Cock Hotel), adding a degree of historical interest alongside its distinctively late Victorian form.⁸⁹

Developers of recently established Public houses and restaurants appear to have targeted prominent historic buildings for conversion, particularly old banks. The Old Bank Pub (**2 High Street**, built 1867-1895⁹⁰) and the Cock and Bull Pub (**24 High Street**, built at the turn of the 20th century⁹¹) were the London Provincial and London & County banks respectively.

4.3.8 **Infrastructural and Industrial**

Sutton has a significant, although localised, legacy of transport infrastructure. The **Railway Station** remains a landmark of the town centre of high local historical interest and communal value. The current 1928 building the fourth version of a station from which passengers have alighted for 150 years.

The associated railway lines cut through the townscape, although not visually prominent (largely sunk into the ground), but they present significant physical barriers to movement, forcing all southern traffic through a single access-point between **numbers 1 and 2 High Street**.

Sutton's Town Centre included a limited number of small-scale light-industrial enterprises which mainly serviced local businesses and the local community. Historically, they were located in spaces to the rear of High Street frontages, supporting their adjacent commercial premises. The service spaces, yards, backlands and alleys were vital to sustaining once common traders such blacksmiths, farriers and ironmongers. Today precious few of these spaces survive (Pearson's Cycles at **122-124 High Street** being the most notable), largely due to infill and redevelopment from the mid 20th century onwards.*

For long periods the Sutton Gas Works were the most prominent feature of local industry, located towards the northern extent of High Street. First developed in 1856 it initially powered gas lighting for the town centre, before integration into the national grid. Two of the gas holders survived into the early 21st century, becoming local landmarks. 'Gas Holder 1' was a three-tiered column-guided gas holder constructed by F.S. Cripps and C & W Walker in 1898. 'Gas Holder 2' was of a spiral-guided form built in the 1960s.⁹² Both gas holders and other ancillary buildings of the historic works were recently demolished for a modern commercial and residential scheme, leaving few if any tangible traces.

* Discussed in greater detail in the 'High Street Setting' section (5.3).



Figure 54 Sutton railway station. *London Borough of Sutton*

Small-scale extraction was also an important industry, particularly chalk pits located in the south-east (the extent of the largest is roughly defined by the plot of a modern superstore off Carshalton Road) and small local brickworks. The pits have all been concealed by 20th- and 21st-century development and are now confined to the archaeological record. Local bricks within standing buildings survive as testament to the old brickworks.

4.4 Public Realm and Open Spaces

How heritage assets are experienced within the public realm and open spaces is key to how their significance is appreciated and understood.

Within Sutton's town centre High Street acts as the principal public space, joined by Manor Park, The Green and the St Nicholas churchyard. The remainder is made up of side streets and minor roads, including a number of distinctive focal points.

This section examines:

- **Public Realm** (page 92) – How the town centre's public realm is formed by layers of Sutton's past, creating distinctive experiences of its heritage assets.
- **Street Furniture and Art** (page 94) –A collection of both historic and modern street furniture.
- **Focal Points** (page 95) – Several key localities within the centre which are integral to the story of Sutton, retaining an elevated status and communal value amongst local people.
- **Open Spaces** (page 98) –Historic open spaces which each manifest different aspects of Sutton's development.

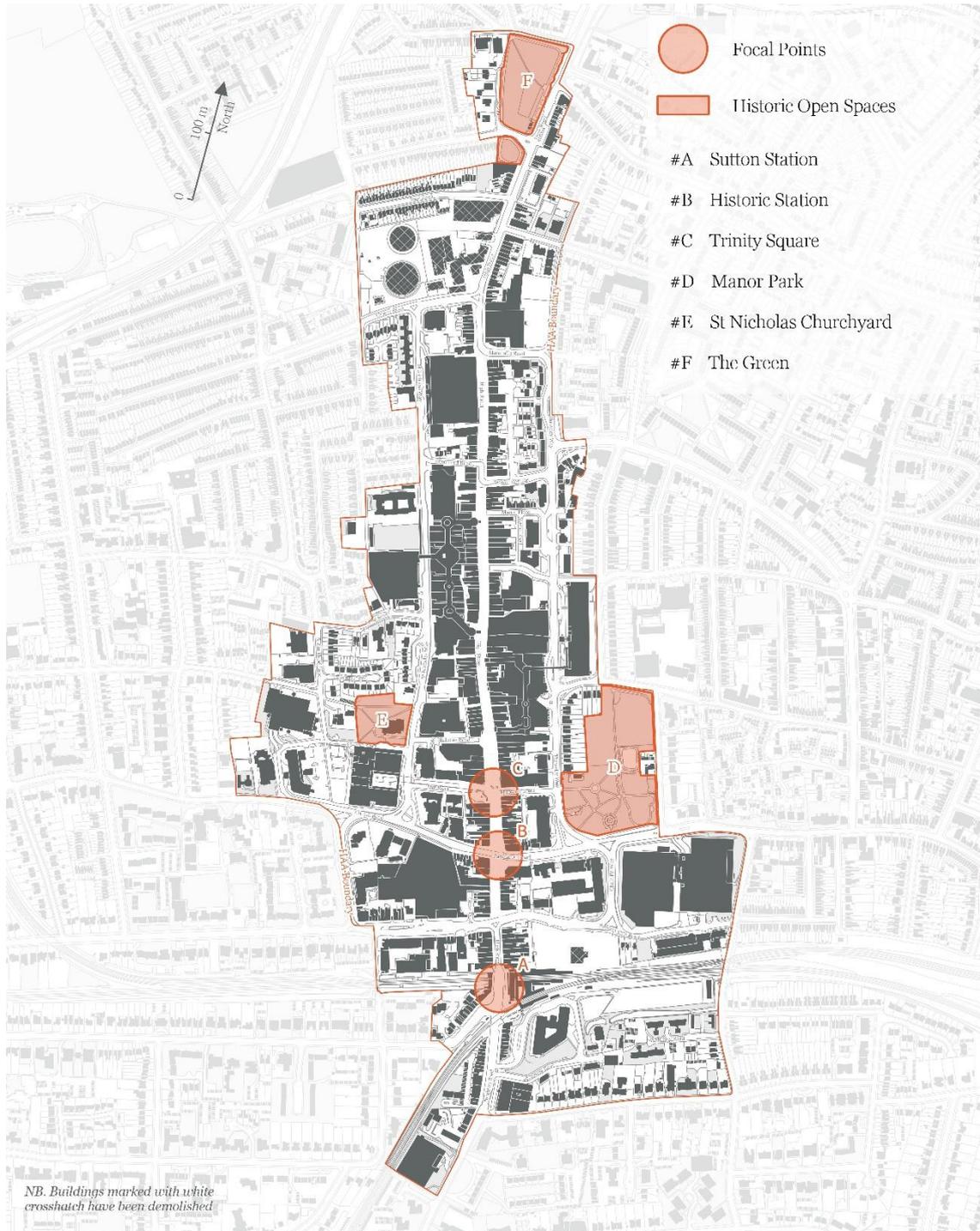


Figure 55 Historic focal points and open spaces. Alphabetical labels are referenced within the section text.

4.4.1 **Public Realm**

There is a strong sense of enclosure along the full length of High Street, formed by the continuous opposing building lines, almost total absence of set-back, and the sparsity of defined open spaces. Despite the proximity of buildings to the footway the built form rarely feels overbearing or dominant. The sensation, which is created by a consistency in vertical scale of three to four storeys, is key to its enjoyment as a communal space.

Pedestrianisation of High Street in the early 1980s* resulted in a marked change. The loss of highway-based traffic has reduced the ability to appreciate the centre's transport heritage. However, the safer, more spacious pedestrian environment has created opportunities to engage with individual heritage assets, and dwell on the finer details of their architectural character (particularly above ground floor level).

Surfacing is predominantly late 20th century in date and in the main comprises block paving to the south, areas of black tarmac and, in the north, concrete paving slabs. The orientation of the former carriageway is occasionally demarked by drainage channels, moulded concrete flags or coloured block paving, alluding to the historic routeway. The street is still used for periodic vehicular access, with a central spine kept free of street furniture.

Off High Street the public realm is dominated by the paraphernalia of modern highway infrastructure, principally associated with the gyratory system. At times, there are expansive areas of open hard surfacing which exacerbate the hard nature of the highway-dominated public realm. Street surfacing is typically tarmac, edged with modern kerbstone, although some older residential areas have coarse-grained concrete kerbstones (e.g. Falcourt Road). Orme Road to the east of the Masonic Hall on Grove Road is highly rare in retaining its granite sett surface, probably laid down in the late Victorian period, with the only other example seen at the re-laid crossover where St Nicholas Street meets High Street.

Parts of the modern public realm off High Street are actively hostile, aimed at preventing movement close to and across the highways. An example is the area of raised stone setts within the cambered pavement at the junction of Cheam Road and St Nicholas Way.

Green planting, garden plots and verges have a strong influence on the quality of the public realm. In certain areas, planters, trees and grassed verges combine to form a softer semi-natural, near suburban, character to the streetscape (e.g. Bushey Road junction with High Street). Open green spaces such as The Green and the churchyard plot of St Nicholas, are used to advantage to this end. However, in places the lack of tree planting and the expansive nature of junctions lead to a hard utilitarian character. The contrasting characters of the two junctions of Cheam Road and Carshalton Road with the gyratory system exemplify the issue, with the latter being far harder in character, despite the adjacent Manor Park.

* Both part of, and a major driver for, the major town centre 'gyratory' road redevelopment.



Figure 56 Public realm improvements outside the St Nicholas Centre. *London Borough of Sutton*



Figure 57 Sutton High Street circa 1906. *London Borough of Sutton*

4.4.2 **Street Furniture and Art**

There is an assortment of furnishings along High Street, several of which are of historical interest. Of particular note are an historic hotel sign and a milestone. Both stand as testament to the significance of the coaching-network and turnpike trusts for Sutton's development in both pre-motorised and pre-railway eras.

The Cock Hotel sign is found adjacent to the historic crossroads. The sign seen today was first constructed in 1896* in what was then the hotel forecourt, one of a succession of wayside markers which once spanned High Street during its tenure as a coaching highway. It was moved to its current location, centrally located within the street, around 1920.⁹³ The commemorative sign features the emblem of a cockerel, possibly an early re-interpretation of the historical name associated with a cockhorse.

Further north, an 18th-century milestone is located opposite the High Street junction with Benhill Avenue. The rectangular stone feature is a rare surviving example of a series of milestones set out in 1745 marking the route from Westminster to the Banstead Downs.^{94†}

Several Victorian cast-iron street signs survive, albeit often in poor condition, often at first-floor level attached to building façades. A notable example is a 'West Street' sign affixed to the southern façade of 137 High Street. The sign now illustrates the historical extent of West Street, which was truncated by its redevelopment in the later 20th century. A number of road and alleyway junctions have modern painted street signs with accompanying artistic motifs.

Other street furnishings include trees, benches, a range of modern sculptures and artwork, and other ancillary features, many introduced through various realm-improvement schemes in recent decades. Perhaps most relevant is the Sutton Heritage Mosaic, located on the northern façade of 67 High Street. Created by Robert Tuner in 1994, it depicts various aspects of the Borough's heritage across nineteen ceramic-tiled panels.



Figure 58 The modern Cock Hotel sign. London Borough of Sutton.

* Concurrent to the redevelopment of the Cock Hotel

† It features the inscription "'Whitehall XI miles. Royal Exchange XII miles'". Inscriptions on the north and south sides are no longer decipherable. In the mid 18th century milestones became prevalent after turnpike trusts were encouraged to provide markers on roads.

Vehicular access is managed by heavy low-level steel access gates around junctions with main roads, accompanied by standard highway signage. In the main, bollards, bike stands and street lighting are steel or stainless steel, and benches are made of wood with a steel frame, steel or stone.

Historically, the pavements on either side of High Street would have been defined by a plethora of shop signage, awnings, decoration, and paraphernalia relating to Sutton's thriving commercial premises. Today, shops and other commercial premises rarely 'spill' into High Street, with the exception of the 'defensible' outdoor spaces defined by some restaurants and cafes.

4.4.3 **Focal Points**

Sutton Station (#A)

The area outside the station creates a small focal space just south of the town centre. It is marked by the relative openness of the public realm and breadth of the highway, which contrasts to the distinctive sense of enclosure experienced along much of High Street. Although the area is relatively busy with road traffic, there is good provision for pedestrian movement, enabling appreciation of local heritage assets. These include the station building, several shopping parades adjacent to Brighton Road and Mulgrave Road, and the Old Bank public house and former Station Hotel that together form the centre's southern gateway.⁹⁵

Historic Crossroads (#B)

The junction marks the historic turnpike crossroads and site of the Cock Hotel and Tap, both having central roles in the evolution of Sutton from rural village to urban centre.

The original Cock Hotel and Tap (constructed prior to 1722) sat at the corner of High Street and Carshalton Road. Although redeveloped* twice, the setback of its historical forecourt has been inherited within a broadening building line. The broader space maintains a subtle tangible legacy of the crossroads and its historical status.⁹⁶

The layout of the crossroads also endures. Highway traffic is now focussed on a west-to-east axis due to the 1970-1980s introduction of a one-way road-network, and the pedestrianisation of High Street. The space is enclosed by a largely Victorian terraced building line and several locally significant historic buildings, the architecture of which reflects the historical status of the junction (e.g. the corner buildings of **42 High**

* First in 1896 with a new iteration of the Cock Hotel, and again in 1961 with 'Old Inn House', a commercial office block.



Figure 59 Sutton's historic crossroads. *Historic England (DPI 77828)*

Street, 43 High Street (Barclays Bank), and **49 High Street** (Lloyds Bank)). The 1896 Cock Hotel sign also stands prominently within the modern High Street.

Trinity Square (#C)

The public realm opens at the junction of High Street with Throwley Road and Hill Road. The open space punctuates the otherwise consistent enclosure experienced along High Street. This area is today known as Trinity Square, first created following the closure of Hill Road to road traffic during the 1970s.

Whilst the area once featured a number of locally significant buildings, today its character is strongly influenced by relatively modern architecture and street furnishings. These include the brutalist 1970s 'Aspects' building (now softened with a green wall), an assortment of overtly Postmodern faux-shopping parades (built in the 1990-2000s), and modern public art.

The south-western corner of Trinity Square is now defined by a small open space, the result of the demolition of 69 High Street.^{97*} **67 High Street** forms the modern end-unit and is of local historical interest as Sutton's first purpose-built bank, the London and Provincial opened by 1878. Its exposed northern elevation features the Sutton Heritage Mosaic, celebrating various aspects of the Borough's history.⁹⁸ Opposite is **76**

* No.69 once defined the northern end of its terrace. It hosted a bookseller and stationer, before being converted into Sutton's first Boots pharmacy by 1928.

High Street, the end-unit of Victorian terraces (c.1880). Paint now partially conceals architectural features including its polychromatic brickwork, fragmenting its relationship with the remainder of its build-unit (**Nos. 60-76 High Street**).



Figure 60 Historic development of Manor Park. Clockwise from top left – 1896; 1913; 1933

4.4.4 **Open Spaces**

The assessment area features three historic public open green spaces: Manor Park, located in the south-east of the area, the churchyard of St Nicholas Church in the west, and The Green located at the far north.

Manor Park (#D)

Manor Park is a 5.5 acre municipal park located in the east of the assessment area, bounded by Carshalton Road, Throwley Way, and Manor Park Road. It is Sutton town centre's principal green space.

The park is among the most prominent of assets inherited from Sutton's emergence as a metropolitan centre in the early 20th century. It is illustrative of the changing attitudes of successive governing authorities, reflecting their growing capacity and resolve to shape the urban environment. Further interest derives from associations with prominent local figures and events.

The park was created in 1912, following the acquisition of three acres of land (at the time occupied by Victorian villas, consequently demolished) by Sutton Urban District Council (led by Dr G H Hooper). Its design and layout are not the product of a singular vision, with the council originally lacking the resources to commission a grandiose design to rival those of more prosperous authorities. Instead it evolved in a more piecemeal fashion over a series of decades, annexing additional villa-plots and occasionally introducing new park features.⁹⁹

The park today is characteristic of early 20th-century metropolitan parks with an assemblage of features including a semi-regular network of paths bisecting lightly wooded lawns, an Inter-war memorial and fountain, and modern café and playground amenities.

The **Sutton War Memorial** is the most prominent of the park's features and is a significant heritage asset of the town centre. It is a stirring testament to the impact of human conflicts on the town of Sutton. Unveiled 26th June 1921, it also occupied the plots of Victorian villas that were purchased and demolished by the local authority. Its striking design was by local architect J S W Burmester with surrounding landscaping originally by Cheal and Sons of Crawley.¹⁰⁰

Other features have included an ornate water fountain (donated in 1924 by Councillor Charles Yates, chairman of the local authority), and a bandstand, constructed in the



Figure 61 The Sutton War Memorial in Manor Park.
London Borough of Sutton



Figure 62 *St Nicholas Church* and its surrounding churchyard. *Historic England*

same year but lost by 1965.¹⁰¹ The Victorian Manor Park Lodge (built 1877-1896) lies immediately adjacent to (and slightly within) the eastern boundary, illustrative of the former high-status villas that preceded the park.*

St Nicholas Churchyard (#E)

Sutton's parish **Church of St Nicholas** is located in the west of the town centre. It is enclosed by a relatively small rectilinear graveyard, together constituting an acre of enclosed space. It is bound by Gibson Road, St Nicholas Way, Robin Hood Lane, and Falcourt Close.

The churchyard (one of the largest individual plots in the centre) occupies a religious site thought to date back to at least Saxon times. It is a rare surviving feature of what was once a dispersed linear rural settlement formed around High Street.

Prior to redevelopment in the post-war period, the surrounding area was suburban, defined by large, high-status 18th- and 19th-century houses and villas. It was an open area, with a sylvan aesthetic formed through a combination of mixed broadleaved and coniferous plantation (particularly within parkland-style gardens), ancient tree-lined field boundaries, and orchards associated to both the houses and church glebes. Today

* The Lodge appears to have serviced a large villa located immediately to its south, which acted as a local library until its late 1960s demolition.

only the churchyard's many surviving trees stand as testament to this former suburban aesthetic.

The church and its graveyard contain many features associated with prominent local people. Perhaps most significant, a Neoclassical mausoleum built of painted Portland stone, erected in 1777 to commemorate James Gibson (c1706-1776), wine merchant and Master Ironmonger.¹⁰² Important local families are also commemorated, including the Hatch family, local landowners over multiple generations.¹⁰³

The churchyard has become one of the few places to appreciate the nationally important architectural and historical interest of **St Nicholas Church**.^{*} Once a prominent feature, its modern context[†] has now made it somewhat (at least physically) peripheral to the town centre. The churchyard allows individuals to fully circumnavigate the building, an experience offered by no other heritage asset within the centre.

The Green (#F)

The Green is a 2.2-acre Registered Village Green¹⁰⁴ marking the northern extent of the historical settlement, today bounded by High Street in the east, Sorrento Road to the north, and its eponymous lane to the west.

Alongside St Nicholas' churchyard, The Green is a rare surviving feature of rural Sutton. The area is marked as "Play Ground" and "Recreation Ground" on the 1815 Enclosure and 1839 Tithes maps respectively.[‡] The area originated as part of Sutton Common, which funnelled towards High Street, left as public open space when the common was enclosed in 1815.¹⁰⁵

The Green inherits its form from the rural enclosures which once blanketed the surrounding landscape of northern Surrey. Today, several rural characteristics have been sustained. Its extent and layout remain equivalent to that seen on historic mapping, while its use as an informal recreational space also continues. Although mostly replanted, the tree-line which defines The Green's eastern boundary respects the alignment of an informal avenue seen on Roque's 1760 map of Surrey, and the path running south-east to north-west across The Green originates from a rural track, again recorded in 1868.

Intermittent change has occurred over the last 150 years. A large pond is evident immediately south of The Green on early 19th-century mapping. This became 'Island

* Rebuilt 1862-64 by Edwin Nash, the reconstruction of the church illustrates Sutton's growing population and prosperity immediately following the arrival of the railway. It is also thought to be the site of Sutton's Saxon church, mentioned in Domesday.

† 'Boxed in' by 20th-century development: Throwley Way to the east, with the road widened and traffic intensified for construction of the 1970s 'gyratory' system; the 1970s Civic Centre to the south, with its bold massing and proportions; a semi-Modernist Inter-War suburban estate to the north, with rear plot boundaries abutting the churchyard; and the new St Nicholas Rectory and Community Hall to the west, built on the available open land around the 1980s.

‡ An area of open ground is also consciously delineated in the vicinity on the 1768 Roque Map. The function of this space, or whether it constitutes an early vestige of The Green, is uncertain.



Figure 63 1st edition Ordnance Survey map (1866) depicting The Green at the northern end of Sutton.

Pond' by the mid-19th century, and 'Victoria Pond' soon after. It has now been infilled and re-landscaped, forming an enclosed but detached extension to the open space. The Green was enhanced through Inter-war tree planting around its boundary, today forming a belt of mature specimens. A drinking fountain was installed around 1913, but was lost by 1956, whilst a still surviving small public lavatory was constructed (1913-1935) in the south-east. An air raid shelter of unknown type was constructed within The Green during the Second World War, rediscovered by chance in 2010.¹⁰⁶ A relatively modern intervention is a large public playing area at the centre of The Green, defined by dense-hedge boundaries.

The Green formed a focus for surrounding buildings including three middle class Victorian properties along its eponymous road (**Nos. 1, 3 & 5**). These are among the earliest surviving villas in the assessment area, alluding to its status. The footpath which crosses The Green once formed part of a much longer route, connecting Sutton to North Cheam (nearly two kilometres north-west). Stayton Road adopted the footpath's alignment upon construction, today creating a subtle but tangible record of the rural landscape within the modern townscape.



Figure 64 The Green retains its historical rural form within a now urbanised landscape. *Historic England*

4.5 Movement and Accessibility

Sutton has long been a highly dynamic strategic centre, sustained by the movement of people into and out of the area. Whilst focus can be on the role of the railways, local movement (by foot, road and tram) has been of paramount importance.

Understanding how people have historically moved in and out of the centre (originally from the rural hinterland, later from local residential areas and neighbouring communities), and how this has changed through time, is key to understanding its heritage significance, and how it is experienced from within its setting.

This section examines:

- **Town Centre Gateways** (page 105) – How gateways create distinctive experiences of encountering and/or leaving the town centre. These are often framed by local heritage assets, expressive of Sutton’s historical development.
- **High Street Accessibility** (page 109) – Changing means of accessing High Street via local streets, lanes and other pedestrian routes has played a significant role in shaping the town centre’s sense of place. They can help us to appreciate how the centre’s significance is drawn from, and sustained by, its suburban environs.

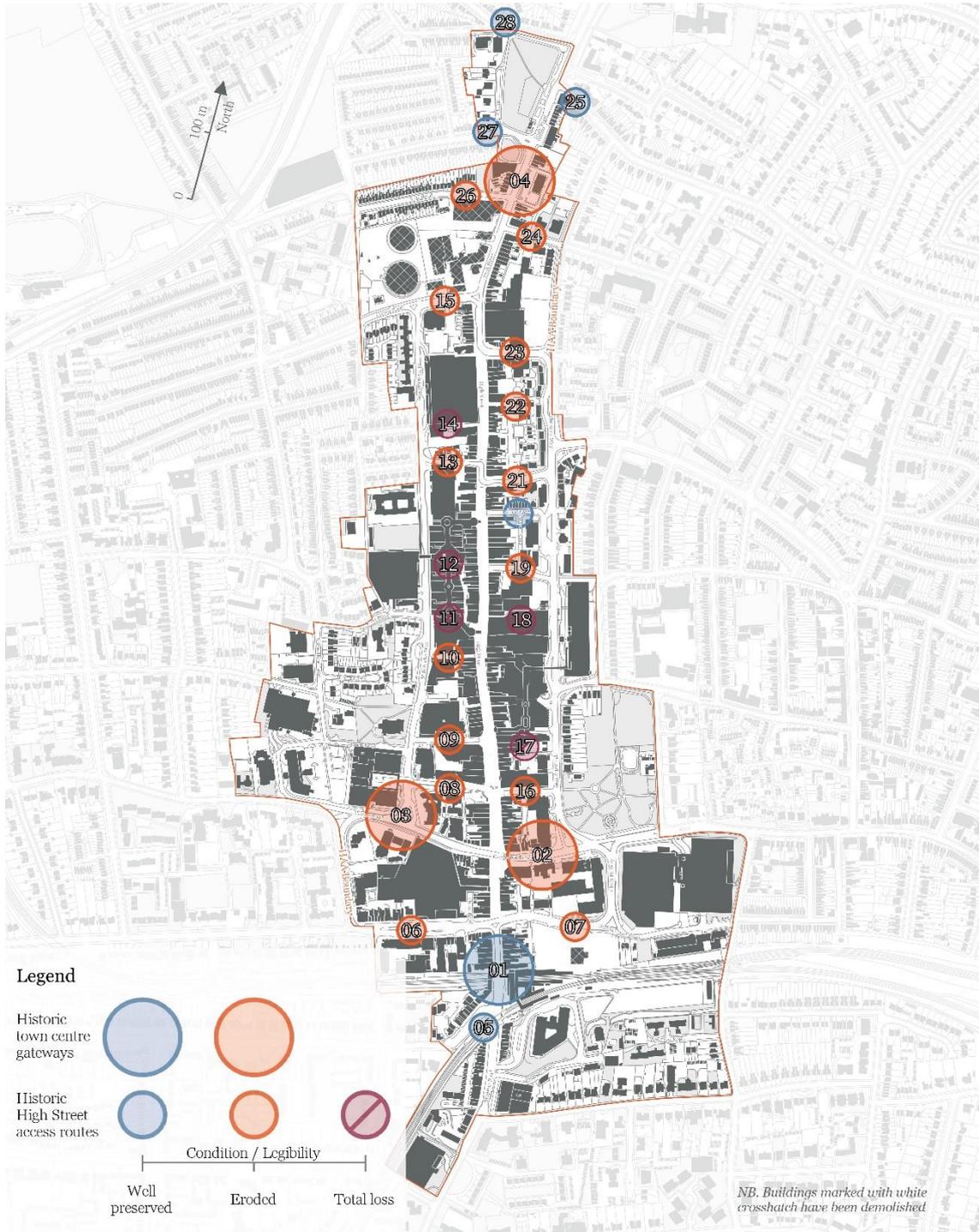


Figure 65 Movement and accessibility map. Numerical labels are referenced in the following text.



Figure 66 The southern approach to High Street.

4.5.1 **Town Centre Gateways**

The prolonged development of the town centre has created several historic gateways. These survive with varying levels of integrity, with their elevated status still evident with the townscape's inherited character.

Major town centre gateways are predominantly focussed in the area of the historic crossroads in the south of the assessment area, with High Street's northern approach completing the set. Each is discussed below, with relatively more minor avenues to and from the centre considered in the following sub-section.

Station Approach (#01)

Character:

The town centre's southern gateway is characterised by a transition from the open public realm adjacent to the station, funnelling into the more enclosed High Street (bound by Victorian terraces on both sides (**Nos. 1-16**)). The chamfered corners of two end-terraces (**Nos. 1 & 2**) create a symmetrical gateway, and frame long views down the hill along the historic highway.

Integrity:

The historic characteristics of the southern approach have been sustained, with both the openness of the public realm and the opposing run of terraces accentuating the southern gateway into the town. At the time of assessment **Nos. 1-5 High Street**

were vacant, with vegetation growth across the structure indicating a likely 'At Risk' status for these gateway buildings.*

Carshalton Road (#02)

Character:

The eastern gateway's principal characteristic is one of large-footprint office developments of at least four storeys (e.g. Patrick Dunne House; Sutton Park House). The green open character of Manor Park provides a stark contrast, with 'glimpse' views of the 1921 war memorial within.

The Barclays Bank building (1894) at **43 High Street** acts as a terminating structure to views through the eastern gateway towards the crossroads. This effect is created by its position on a prominent corner plot, and the slight northward curve of Carshalton Road as it becomes Cheam Road. The 1908 **Sutton Police Station** also survives as a gateway building south of Carshalton Road, its setback and detached form emphasising its special status.

Integrity:

Historically, this eastern gateway was defined by a gradual transition from semi-rural (later suburban) landscapes to the urban centre. Today the gateway is principally defined by large modern buildings, particularly office developments, flanking Carshalton Road. The tall structures now denote the point of arrival at the town centre when approaching from the east.

The police station and Manor Park both survive, but all other features which once lined the road (including a chapel, hotel and cinema) have been demolished for redevelopment from the mid 20th century onwards. Of note, the late-Victorian (1896) Cock Hotel, which once formed a landmark at the corner of Carshalton Road and High Street, has been replaced by the plainer Old Inn House (1961). The 1894 bank remains prominent as a terminating building. Appreciation of its landmark status has perhaps been hindered by the introduction of the one-way gyratory system, with the flow of road traffic now orientated away from the historic view.

Patrick Dunne House was designed to mirror the architectural form of **Sutton Police Station** through use of materials, segmental dormers, and its fenestration. This has reduced the prominence of the heritage asset to a minor degree, appearing as an ancillary range of a larger complex.

* Following established criteria of 'Heritage at Risk' assessment undertaken for non-designated heritage assets. e.g. Jewellery Quarter Heritage at Risk Assessment; Lincolnshire Heritage at Risk; DerwentWise Heritage at Risk.



Figure 67 Landmark and prominent buildings at the Cheam Road gateway to the town centre. From left to right **St Nicholas Church**, **Sutton Civic Centre**, **Trinity Methodist Church**, **Sutton Baptist Church**. *Historic England*

Cheam Road (#03)

Character:

Two nationally significant churches define this western gateway. **Trinity Methodist Church** (1907) sits directly opposite **Sutton Baptist Church** (1934), together framing the approach. Both are key landmarks within the town centre.

Integrity:

At the time of construction, the churches would have strongly demarcated the point of transition between the commercial town centre and adjacent residential areas. Large-scale post-war development has altered the townscape, introducing buildings of greater scales and massing.*

While not overpowered, the churches' landmark status has been reduced, particularly as a result of the demolition of the lower density villas and private gardens which once lined Cheam Road. A once sylvan, suburban character has been lost as trees and open spaces within historical plots have given way to large buildings and infrastructure.

* Discussed in further detail in section 5.3.

The churches remain highly prominent within their immediate settings. **Trinity Methodist Church** is visible along a fair distance of Cheam Road, terminating views when approaching the centre. Together, they continue to illustrate the geographic extent of the town centre in the early 20th century. Many historical roadside trees, which once channelled travellers between the centre and its surroundings, have been lost.

Northern Approach / Angel Hill (#04)

Character:

Approaching from the north is an experience of gradual transition from the greener, lower-density suburban landscapes of Benhilton to the more urbanised High Street. This is formed by movement from a series of open spaces, including The Green, All Saints Churchyard, and the deep set-backs and grass verges which line Angel Hill; transitioning rapidly into the more enclosed, higher-density urban form of High Street. The sense of transition is more gradual in this northern gateway than those of the south.

Integrity:

Whilst many historic buildings survive, there have also been relatively high levels of redevelopment along the northern approach. The area incorporates both large modern schemes (including tall buildings) as well as smaller-scale interventions. Despite this, a number of the broader suburban characteristics of the historic approach are sustained, including lines of trees and grass verges.

The area did not historically share the same regularity of built form and rigidity of building lines encountered elsewhere along High Street. Today, a contemporary mixed-use development occupies the former gas works site, creating a punctual gateway experience to the town centre. Further north, many of the roadside open spaces have been sustained, including The Green, which makes a valuable contribution to the town centre's historical interest.*

* As discussed in the 'Open Spaces' section (4.4.4).

4.5.2 **High Street Accessibility**

Whilst the crossroads and the railway remain dominant, local pedestrian routes, streets and lanes have also played a significant role in shaping the centre's sense of place.

From the later 19th century, Sutton's rapidly growing suburban populace relied on High Street facilities for essential services, work and leisure. The abundance of east-to-west aligned arterial streets progressively developed alongside new estates. These estates both adopted and formalised historic rural tracks and created streets anew, leading to a highly permeable townscape.

Where legible, these routes allow an appreciation of how the town centre's heritage significance is both drawn from, and sustained by, its suburban setting. Today, the historical relationship is fragmented, eroded in the main by post-war redevelopment on both sides of the High Street.

Access is discussed according to the four points of the compass.

Eastern Access

Eastern approaches to High Street have changed significantly since the late 1970s, eroding many historic townscape characteristics which once connected the centre with surrounding residential areas.

Change arrived in two broadly sequential phases. First was the creation of the one-way gyratory system in the late 1970s and early 1980s. This was closely followed by the development of the Times Square shopping centre and associated structures in 1984-1985. Both created physical and cognitive barriers to movement between High Street and its suburban communities.

The 1970-1980s road reconfiguration has altered several points of access to High Street. The northward extension of Throwley Way introduced two lanes of busy traffic. Several streets were truncated, including Benhill Avenue (#21) which formed an historically significant route from the east, connecting Sutton to neighbouring Carshalton and beyond.* Manor Lane ceased to act as a thoroughfare to-and-from the New Town estate (#19), now bisected by Throwley Way and a multi-storey car park. While Marshall Road (#23), which once connected the High Street to the upper-middle class Benhill Estate, today only partially survives, with much of its historical extent replaced by a large post-war public housing scheme. Rows of smaller, semi-detached houses associated to the Benhill Estate can however be encountered when approaching along Oakhill Road (#25), further to the north. Housing development also reoriented Elm Grove (#22).

* Sutton's tram terminated/originated at the end of Benhill Avenue, immediately adjacent its junction with the High Street.

Construction of the Time Square shopping centre, its associated car park and office-block transformed an area once defined by ‘backland’ spaces*, and small commercial premises. Again, permeability to High Street was reduced. Whilst access is possible through the shopping centre itself (linking New Town to centre), other routes have been demolished, notably Sutton Arcade† (#17) and several footpaths (e.g. #18).

The massing of development along Throwley Way also increased, creating a coarse urban grain and a significant impediment to access. This is encountered along the length of Throwley Way today, created by the Time Square buildings, roadside elevations of the new Elm Grove estate, and the rear elevations of modern retail units and High Street properties.

Both the new road system and shopping centre also required extensive demolition of existing buildings, including many terraces of houses and shops, civic buildings (including a drill hall and chapel), and commercial structures (e.g. cinemas and theatres). These would have historically graduated the transition between residential areas and commercial centre. Today the transition is abrupt and restricted in nature, compounded by passive secondary elevations along many streets (e.g. #19 and #21).

The sense of historic permeability to and from the east from is more easily appreciated from High Street itself. Many historic corner buildings survive, forming subtle gateways which allude to former residential streets and alleyways,‡ for instance, 186 and 188 High Street, defining the junction with Manor Place (#20).

Some historic buildings do survive as rare and fragmented legacies of once vibrant arteries into High Street. Examples include Victorian terraces along Manor Place, villas off Burnell Road (#24), and a row of local shops at the corner of Throwley Way and Benhill Avenue.

To the south, Sutton Court Road (#6) has also been consolidated into the gyratory system. First laid out to link a new Victorian villa-estate, the approach had a low-density residential character, but was later comprehensively redeveloped with tall, large floor-plate, mixed-use units.

Western Access

As with the eastern approaches, retail and highway development has created barriers to the High Street from the west. St Nicholas Way, also extended in the 1970s for the gyratory system, now runs parallel to much of High Street. The two-to-three lane highway carries high levels of road traffic. A second impediment to movement is formed by the largely impermeable rear elevations of the St Nicholas Centre (extending from Church Street to Greenford Road), a large superstore (currently an ASDA, formerly a multi-storey car park) and St Nicholas House. The ancillary buildings

* Including yards and storage facilities servicing the High Street

† Built in 1926 by local businessman Ernest Shinner. Featuring an iron and glass roof, it was a prominent feature adjacent to Sutton’s High Street, and was illustrative of the centre’s growing prosperity as an urban retail hub. Today only its western archway survives, adjacent to Throwley Way.

‡ The influence of corner buildings on the character and appearance of High Street is discussed in greater detail in the relevant subsection of the ‘Views and Landmarks’ section (4.6).

are constructed to facilitate goods access to High Street from the rear (e.g. 113-121 High Street), but opportunities for public access are few.

Once again, the main road and modern commercial developments have fragmented the historical permeability between High Street and its western suburbs. West Street (#11) and Haddon Road (#14) have been truncated, no longer acting as thoroughfares.* George Street (#12) has been completely demolished, replaced only with a small pedestrian access through the St Nicholas Centre. Several other streets have been relegated within the street hierarchy (#9 and #10) through demolition of their historical residential and commercial units, replaced with blank elevations. While Greenford Road (#13) technically remains a thoroughfare, the main road and a modern wall physical and visually isolate the street from the centre.

Crown Road (#15), Hill Road (#8), Vale Road (#26) and Grove Road (#6) have been partially preserved. Crown Road has undergone some modern redevelopment, but continues to act as a principal connection between the town centre and some of its earliest (and most distinctive) working- and lower middle-class suburbs.† Hill Road has also evolved (through Chancery House, the Postmodernist 71-81 High Street, and clearance of what was No. 69 High Street), but retains its historical building line, active frontages, the Neo-Georgian façades of the two 'Georgian Mansions' buildings, and the northern elevations of the Methodist Church preserving some degree of historical integrity. Alders Department Store‡, which once acted as a prominent corner building between Hill Road and High Street, has been lost however, and replaced with modern units.

Although part of the gyratory system, Grove Road (#6) was not subject to the same levels of infrastructural redevelopment. Originally laid out for residential villas, the road's eastern extent quickly took on a commercial use. Key civic buildings followed, including the Telephone Exchange and a series of post offices between the 1900s and 1950s. Modern redevelopment has partly impacted upon the character and integrity of the historic built form (e.g. 1986 construction of the supermarket north of Grove Road; post-1975 construction of Copthall House).

Modern redevelopment along the north side of the road, in the form of the continuous façade of the Postmodern-styled shopping centre, has brought significant change to the gateway. However, elements of its finer-grained traditional townscape survive on either side and particularly along the south side which retains a loose group of civic and public buildings.

Southern Access

Before the southern town centre gateway a collection of four well-preserved shopping parades are encountered which create a more gradual transition from suburban

* A cast-iron road sign for West Street does however survive on the southern façade of the department store which once defined its junction with High Street (nos. 137-143), illustrating the historical thoroughfare.

† Several of these streets are collectively designated as an 'Area of Special Local Character' by the local authority. This includes several terrace-lined roads running off Collingwood Road, with Sydney Road in the north, Strathearn Road in the south, and extending across to Haddon Road in the east.

‡ Which itself replaced the original Baptist Chapel.

environments to the commercial centre, along Brighton Road (#5). Three of the parades date from the Inter-war period including the two Neo-Georgian examples of **Mulgrave Court** and **20-32 Brighton Road**, and the Art Deco/Mock Tudor combination of **Tudor Court** (also known as Station Parade). The Modernist **Regent Parade** completes the set, constructed between 1949 and 1956.

Northern Access

There are several more minor avenues into the town centre from the north, which complement the major northern approach along High Street from Angel Hill.

Bushey Road (#27) is a minor street, connecting to a block of terraced and semi-detached housing, created on a piecemeal nature between 1900 and 1935. The majority of buildings survive, with a reasonable level of integrity in their historical forms.

Three roads (Sorrento, Stayton, and Hallmead) meet at a junction located immediately northeast of The Green (#28). All three were developed in the early decades of the 20th century, with suburban terraced and semi-detached houses of a mixture of architectural styles. Stayton Road has inherited its alignment from a rural footpath, once connecting Sutton to North Cheam to the north-west.^{107, *} Hallmead Road adopts another track, once leading to the now demolished Hallmead Farm. Sorrento Road was laid out anew, but took its name from a nearby villa.[†] Again, many of their contemporary buildings survive, now complimented by a 1980s church and hall.

* The path continued across The Green to High Street – with the modern, tarmacked footpath retaining the historical alignment.

† Sorrento Villa was a large mid-19th century villa and gardens, located immediately north of The Green. It was renamed 'Elmsleigh' around the turn of the 20th century and demolished immediately prior to the Second World War for a new social housing scheme.

4.6 Views and Landmarks

This section examines:

- ***The Visual Experience of High Street*** (page 115) – How views looking along High Street are an important component of how the centre’s heritage is experienced, framed by its distinctive urban form and architectural character.
- ***Historic Landmark Buildings*** (page 115) –The select number of buildings which form landmarks within today’s centre, and historical landmarks lost to redevelopment.
- ***Corner Buildings*** (page 117) – How buildings occupying corner plots have historically competed for prominence within a highly linear High Street.



Figure 68 Historic Landmark Buildings. Alphabetical labels are referenced within the following text.

4.6.1 **The Visual Experience of High Street**

The linear layout of High Street creates long views, looking north or south along the road. The local topography (see section 4.1) enhances their extent, particularly in the southern half of High Street where the slope is more pronounced.

The views illustrate High Street's historical role as a significant coaching highway and reflect the linear emphasis of growth along it. Today the views are framed by the continuous run of High Street's historical commercial properties, encapsulating a compendium of period buildings and features of architectural and historical interest. Collectively, they illustrate the sustained growth and prosperity of the town centre from the mid 19th century onwards. The rigid building lines and consistency of scale of properties further accentuate the linearity of the High Street, inherited from its pre 19th century development.

The extent of High Street views is dependent on environmental factors, with the views concealed or revealed depending on the time of year. Deciduous trees have been introduced to parts of High Street, particularly southern and central areas, leading to seasonal changes in the extent of views.

Views looking out to the east or west from High Street are relatively infrequent, notable exceptions being views out from the historic crossroads and along a very small number of the radial streets. Very few of these lateral views are, however, of historical interest or prominently feature significant architecture. The only exception glimpsed views of **Trinity Methodist Church** tower looking west along Cheam Road. This characteristic further enhances the sense of enclosure experienced along much of the High Street, and the sense of its encapsulation from its surroundings.

4.6.2 **Historic Landmark Buildings**

Sutton has relatively few landmark historic buildings. No single building truly dominates the assessment area, with the prominence of heritage assets often only experienced in close proximity. Prominence is most commonly achieved by use of materials and architectural detailing, the design of corner plots, and the positioning of 'gateway' buildings. The low number of historic landmarks is the product of loss, particularly through multiple phases of post-war redevelopment which have removed or relegated once prominent historic buildings.

Sutton's ecclesiastical heritage provides the largest proportion of local landmarks. The 1907 Gothic **Trinity Methodist Church** (#B) sits prominently on the corner of St Nicholas Way, a key gateway building on the western approaches to the town centre. It is distinguished by its Kentish ragstone construction and built form, which includes a square tower at its southern end. The tower terminates views towards the centre when approaching along the Cheam Road from the west. It is also visible from select locations along High Street, including Trinity Square (consequent to recent demolition of several historic terraces). **Sutton Baptist Church** (1934; #C) sits opposite the Methodist Church, also framing the western gateway to the centre. It imposes itself through its massing and bold proportions. Further north, **St Nicholas Church** (#A) has somewhat lost its landmark status. Historically, the tower would have been a more defining feature in the settlement, prominent in views over rural fields along lanes and

footpaths when approaching from the west. It was probably also visible from High Street. Today, St Nicholas has a more confined setting, with 19th- and 20th-century development obstructing most (if not all) of the historical viewpoints.

The historic crossroads of High Street, Cheam Road, and Carshalton Road has been the site of several important local landmarks, with a number surviving today. Perhaps most notable were the 'Cock Hotel and Tap' (the historic coaching inn) and its tollgate, and the Victorian 'Cock Hotel' which replaced them (#F).^{*} These would have acted as key local landmarks both in form and function, vital stopping points for weary travellers, and iconic to Sutton's identity as a place of interchange. Today their plot is occupied by a 1961 office building, which, while certainly prominent, is perhaps excluded from landmark status by its (more) functional style). The late Victorian four-storey Barclay's Bank at **43 High Street** (#D) survives. Its landmark status is achieved through its ornate architecture and detailing, combined with its prominent siting at a corner plot of the crossroads, and its termination of views looking along Carshalton Road from the east.

Moving north along High Street, several buildings that once constituted landmarks have also been lost to 20th-century urban renewal. The crossroads of High Street, Hill Road, and Throwley Road was once defined by buildings of local prominence, again both through their form and function (#G). The first Sutton Baptist Church (built between 1871 and 1896) sat at the corner of Hill Road, with its tower abutting High Street. Immediately adjacent was the 1935 Shinner's Department Store (later becoming Alders), formed of a Victorian terraced build-unit, that was amalgamated and reclad with an ornate Art Deco façade, featuring classical elements including colonnades.¹⁰⁸ It had a close association with Ernest Shinner, a key figure in local retailing heritage. Shinner's would be extended soon after the Second World War, replacing the Baptist Church (demolished 1934) in the process.[†] Opposite was the 1902 Municipal Offices. A prominent civic asset, its grand Baroque style was a clear statement of Sutton's growing aspirations as a metropolitan centre in the early decades of the 20th century. All of these buildings have been demolished, principally through 1970s-1990s redevelopment. Removing key visual 'anchors' within High Street's public realm.

Finally, the **railway station** (#E) has formed a functional landmark building at the southern gateway to the town centre for the last 150 years. Its ongoing significance to the settlement is reflected in a relatively rapid cycle of renewal, having been redeveloped and expanded on numerous occasions, with the 1928 building today representing its fourth iteration.

Along the High Street, very few buildings hold prominent positions within the long views up and down the old highway, with many restricted in their visual impression through their alignment to the rigid building lines. Prominence is instead achieved through the architecture of façades, and (where possible) by the use of corner plots, as discussed below. An exception is perhaps the Inter-war department store (Nos. 137-143) which steps out slightly into the footway. This view, however, has been slightly

* The buildings overlapped, with historic photographs showing both standing side by side at the turn of the 20th century.

† The congregation having moved to their new church along Cheam Road.

curtailed by the modern 'porch' entranceway of the St Nicholas shopping centre, partially obscuring the historic façade.

4.6.3 **Corner Buildings**

Corner buildings make a positive contribution to the character and appearance of High Street and often enjoy a relative prominence by virtue of their dual aspect and occasionally elevated scale. Many examples survive, retaining degrees of prominence in the townscape.

Architecturally, corner buildings embrace a range of styles incorporating Victorian, Edwardian (e.g. **164 High Street**), Neo-Georgian (e.g. **15 High Street**), and Modernist designs (e.g. **211 & 213 High Street**). The use of chamfered corners is perhaps the most consistent characteristic found within the town centre.

The historic function of corner buildings also varies along High Street. In the south, more ornate buildings dating to the later 19th and early 20th centuries were constructed to provide financial and professional services to Sutton's growing middle-class communities. The buildings cluster around crossroads and junctions, often competing for prominence and defining focal points of the public realm. They illustrate the growing prosperity and commercial focus of the southern town centre, particularly from the later 19th through to the mid 20th century.

Furthest south is the junction of High Street, Sutton Court Road and Grove Road. Its north-eastern corner is defined by the **Cock and Bull Pub** (c.1900), which inherits its ashlar Art Nouveau ground floor décor from its original function as a London and Provincial Bank.¹⁰⁹ A 1937 Bauhaus style bank (**17 High Street**), and the 1932 Neo-Georgian '**Mitre House**' occupy the north-western and south-western plots respectively. Today these buildings have been given added prominence through the 1970s reconfiguration of the road system, elevating the status of the junction.

A similar dynamic is found around the historic crossroads of High Street, Carshalton Road, and Cheam Road. Four corner buildings define the crossroads, including two historic banks; the 1894 **Barclays Bank** (built as a London and Provincial Bank), and the 1926 **Lloyds Bank** which sits opposite. A loosely Postmodern 1990s building and the 1961 Old Inn House complete the set, with the latter constructed on the site of what was previously occupied by the far more ornate Cock Hotel and Tap (built 1896).

Moving north along High Street, historic corner plots have been more commonly adopted by retail units or other commercial services. Prominent department stores included the Neo-Georgian former Burton's the Tailors building (built 1901-1910, occupying Nos. **83-87 High Street** at the corner of the old Church Road), and another Neo-Georgian four-and-a-half storey building today occupying **Nos. 137-143** (built 1924-1932). Other corner plots are occupied by chamfered end-units of



Figure 69 Clockwise: **No. 211** at the corner of High Street and Greenford Road; **Nos. 83-87** at the corner of High Street and St Nicholas Road; **Nos. 186 and 190** at the corners of High Street and Manor place; **No. 49** at the corner of High Street and Cheam Road. CADHAS; London Borough of Sutton

shopping parades and terraces (e.g. High Street Nos. **164**, **166**, **186**, **188**, **202**, and **213**), and sometimes public houses (e.g. The Grapes, built 1896 at **No. 198**). Historically, many of these more minor corner buildings would have combined to define small gateways out of High Street, into the adjacent residential areas. Today this prominence has been impacted upon through extensive post-war redevelopment immediately behind High Street to both east and west.

5 CONDITION OF THE HISTORIC BUILT ENVIRONMENT

The historic townscape of Sutton town centre is the product of over 200 years of near unremitting change, with each phase of growth responding to the evolving demands on the commercial and civic locus of the Borough.

Different phases of redevelopment and regeneration have affected different changes to the historic environment. Survival and integrity of heritage assets and townscape characteristics both geographically vary, and in relation to the centre's multiple forms of historic development.

This section examines:

- **Survival and Condition of the Historic Built Form** (*page 120*)
Exploring the patterns of the survival of historic buildings within Sutton's townscape. Including the integrity of traditional retail frontages.
- **Condition of the Historic Public Realm** (*page 131*)
How Sutton's main historic public spaces have changed as a result of major programmes of realm-reconfiguration over the last 50 years.
- **Setting of Sutton High Street** (*page 133*)
Sutton's post-war redevelopment has had a significant impact on how High Street and its heritage significance are experienced today.
- **Legibility of Sutton's Historical Narrative** (*page 137*)
The extent to which the various components of Sutton's multi-layered history remain legible within the townscape.
- **Opportunities for the Conservation and/or Enhancement of Sutton Town Centre's Historic Environment** (*page 138*)
Recommendations for heritage and townscape management emerging from the Historic Area Assessment.

5.1 Survival and Condition of the Historic Built Form

There are distinct and regular patterns in the survival of buildings within Sutton's townscape. Ground-floor retail frontages have undergone very high degrees of change, in sharp contrast to their upper floors which retain remarkably high degrees of historical integrity.

On either side of High Street domestic and other buildings have been comprehensively cleared, with those remaining often adapted during the 20th century. As a group, civic and public buildings, including recreational venues, have been almost decimated.

n.b. Building numbers given in this section are not definitive lists. They aim to provide a near comprehensive record, but should be seen as representative rather than definitive in nature.

5.1.1 Town Centre

The vast majority of commercial buildings face onto Sutton's long linear High Street, with only a handful extending along main roads to the east and west, mainly the Carshalton and Cheam Roads. Non-commercial buildings (defined in this case as Civic, Ecclesiastical, Institutional and Recreational) are now located on side roads, although historically there were municipal offices at the southern end of High Street, then opposite a Baptist Church and a cinema at 61 to 65 High Street.

Since the arrival of the railways 1847 the area has witnessed continual piecemeal redevelopment in a variety of forms, some more intrusive than others. Many buildings survive bruised, battered and at times, bowed under the pressures of repetitive redevelopment. In places (around 30% of the High Street), comprehensive redevelopment of buildings has often left only the vestiges of plot boundaries, but at times even these have been eradicated, amalgamated for the purposes of creating larger modern floor plates more suited to 20th- and 21st-century retail practices. Other buildings have been adapted, retaining observable traces of their past architecture, with the amalgamation of neighbouring retail units a common example. Modification can be incisive, such as the three units at Nos. 168-172 which are built into the large single build-unit of the **Grand Parade**, or it can be generalised, leading to a dumbing down of architectural features across part or all of a build-unit, such as the run of early Victorian terraces at **202-214 High Street**. The latter often occurs in a piecemeal fashion, through processes such as painting, rendering, and gradual removal of small-scale features due to decay or trends. The processes can mean that much of the original fabric survives, presenting opportunities for enhancement and conservation.

Of the surviving stock of buildings constructed prior to the Inter-war period, precious few have escaped moderate to heavy degrees of change. However, the vast majority of the impact is felt at ground floor level to frontages and to the rear elevations which remain largely obscured and have lower levels of architectural and historical interest. Consequently, at first floor and above, elevations can retain a very high degree of their original form.



Integrity of traditional commercial frontages

High Moderate Low

Figure 70 Analysis of the integrity of traditional commercial frontages along High Street and its immediate environs.

The degree of change along High Street emphasises those buildings that have retained high levels of integrity. These include buildings built from the post-war period onwards alongside a handful of Inter-war buildings and, to a lesser extent, Edwardian and Victorian properties. The buildings, particularly those from the Edwardian and Victorian periods, often appear as landmarks within the street scene. Notable Victorian examples include the Baroque-styled bank at **43 High Street**, **The Grapes** Public House, **Church of St Nicholas**, and two public houses, **The Old Bank** and **37 High Street**. Well-preserved Edwardian buildings include **Sutton Police Station**, **Trinity Methodist and Baptist Churches** and **Cheam Road Hall**. Although more recent, comparatively fewer Inter-war properties survive, probably due to the lack of civic and ecclesiastical buildings constructed during this phase of Sutton's development. Notable examples include the bank at **17 High Street**, **Secombe Theatre** and Sutton's fourth **railway station**, both of which have external additions, alongside the opposing pair of parades on Hill Road. Many of the above are protected as designated heritage assets, or as locally listed buildings.

5.1.2 **Integrity of Traditional Retail Frontages**

The vast majority of the assessment area comprises retail frontages along the eastern and western sides of High Street. Together they make a statement about High Street's prolonged plot-by-plot evolution, the forces for change that required Sutton's main commercial thoroughfare to adapt to the changing needs of retail across the 19th and 20th centuries, and evolving fashions in the sale of goods by both multi-national and locally run shops.

Immediately apparent is the difference between ground-floor frontages, which have undergone successive phases of renewal, and the those at first floor and above, which retain high levels of integrity. Buildings which retain high degrees of authenticity at ground-floor level and above are few and are mainly landmark properties, as well as more recent units that have not yet been subject to the same level of adaptation as their historic counterparts.

Ground Floor retail

At ground-floor level building frontages along High Street have undergone the highest degree of change, often through consecutive phases of redevelopment as buildings are re-purposed and rebranded for new tenants. Survival is rare and fragmentary in properties of Edwardian or earlier date, improving only slightly through the Inter-war period and on into the post-war period. Alterations typically entail the wholesale replacement of the shopfront, but can, especially where integrated with the structure, retain the frame that subdivides one retail unit from another. These are usually expressed as pilasters, commonly with a decorative console bracket. There is potential for later features to survive beneath modern counterparts, although intrusive investigations were not undertaken as part of the study.



Figure 71 The contrasting levels of survival of traditional features at ground-floor level in comparison to upper stories is acutely apparent along many of Sutton's distinctive shopping parades and terraces. Top: **151-159 High Street**. Bottom: **174-186 High Street**. *Historic England (DPI 77862; DPI 77860)*

The degree and extent of change varies from one shopfront to the next and can include:

- Deepening of fascias by increasing their upper height
- Selective removal of materials
- Replacement of materials, particularly fascias
- Reducing the height of stall risers for larger windows
- Re-configuration of the layout of fenestration and entrances, both position and plan form
- Extension of whole frontages (often formerly residential properties)
- Amalgamation of neighbouring shops to create larger floor plates.

Despite the prolonged length of High Street, occupancy of ground-floor retail units is high, with only around ten units available to let at the time of survey.

At ground-floor level Victorian retail properties retaining elements of historic shopfronts along High Street are few, and surviving features are typically limited to console brackets only, with even fewer featuring pilasters or other features.

Only a handful of shopfronts retain more than their outer pilasters and console brackets. These notable examples survive at both ends of the High Street, including at **1 High Street** which retains stall risers, panels, fascias, cornices and pilasters. However, the property was a former public house, a use which appears to lend itself to a greater degree of retention. Opposite, **4 High Street** retains pilasters and columns which denote an original three-bay frontage. Column capitals have basic decorative cornices and ogee style bases whereas the pilasters have ornately moulded console brackets with floral motifs. Both columns and pilasters have been refaced with red and grey granite during the last few decades.

Nos. 312-314 and 318-320 at the northern end of High Street may escape notice as some of the best-preserved retail shop frontages within the study area, although further inspection is required. The units retain console brackets, pilasters and possibly fascias to the rear of modern signage.

Shops retaining only console brackets include Nos. **29, 32-38, 64-74, and 89 High Street**. Those with pilasters and console brackets include **Nos. 4, 5, 6, 7, 60-62**, approximately half of those on the **Grand Parade** (Nos. 152-164), **The Grapes** public house, and Nos. **269-304**. Console brackets vary in style with various mouldings of loosely classical or floral style, the finer details of which have been eroded on some shops.

Several former residential properties off High Street feature single-storey extensions at ground floor, obscuring their front façades (e.g. **44-50 Grove Road, 3-9 Carshalton Road, 38-40 Throwley Road**, and 1-2 Mulgrave Road).

Shopfronts in the Edwardian (up to 1914) period have suffered a similar fate to their earlier Victorian counterparts. Only **Nos. 91, 216-220 High Street** and **280 High Street** retain console brackets, the latter its pilaster also. Despite comprehensive development to the south, the Winning Post Public House has escaped with only

minor modifications to its late Edwardian frontage. Two unassuming shopfronts at **8-10 Mulgrave Road** in the south of the area (easily passed by due to the lack of building frontage above the ground floor) have been extended east from former residential villas. The frontages, in particular of No.8, are without doubt the best preserved traditional shop frontages in the project area, retaining a dentilled cornice, ashlar style pilasters with capitals and an arched fascia with keystone (No.8 only).

Inter-war shopfronts are largely located within parades, with residential accommodation above. At ground level, individual units within parades have undergone various degrees of change, typically focussing on the fascias, stall risers and fenestration inserted between pilasters that define individual bays. As such, many of the framing features, such as cornices and pilasters, survive, retaining some sense of the subdivision and proportion of their main elevations at ground level (examples include **20-32 Brighton Road**, 2-6 and **12-22 Musgrave Road**, **226-230**, 284-286 High Street and 1-7 Grove Road (**Mitre House**)). The Tudor Revival parade at **2-8 Cheam Road** retains many elements of its original construction, including the brick stall risers to No.8. **226 High Street** also retains a relatively well-preserved shop frontage, with deep stall risers, canopy, pilasters, cornice and shallow moulded console brackets. Unusually it retains its tiled mosaic threshold.

Tudor Court (**1-10 Brighton Road**) and Nos. **9-15**, **151-159**, **213-217**, **275-281**, **288-294 High Street**, show relatively higher levels of loss, with fascias and the majority of pilasters removed. In recognition of their architectural interest, some parades have been more sensitively redeveloped than others, such as the pair of opposing Georgian-styled parades on Hill Street.

Post-war to modern commercial units have comparatively high levels of survival at ground floor than other shopfronts, largely due to the frontages experiencing comparatively little adaptation since their initial construction. Despite comparatively better levels of preservation and retention, many have still undergone degrees of change such as the shopfronts at 50-58 and 138-142 High Street. Shops within the early 21st-century Postmodern building at 71-81 High Street already shows signs of adaptation at ground floor with various fascias applied within and to the front of units. Several post-war units show signs of cladding to pilasters, often in marble or tile to improve the aesthetic of the often austere frontages.

Retail: First floor and Above

At first-floor level and above commercial properties along High Street and secondary roads have undergone significantly less alteration than at ground-floor level, leading to high degrees of historical integrity in places and corresponding levels of architectural and historical interest. The often well-preserved upper floors of neighbouring buildings combine in long stretches, making an important, but often overlooked, contribution to the character of the street scene. These façades feature in views up and down the slope of High Street and emphasise its plot by plot development.

The degree and extent of change varies from one building to the next and can include:

- Replacement of traditional window units

- Encroachment of tall fascias into first-floor level
- Occasional partial rebuild, only sometimes for first-floor retail window space
- Erosion through natural loss and decay or poor maintenance
- Selective removal of decorative or small-scale features
- Painting or rendering
- Wholesale replacement of individual unit frontages within parades, including partial demolition.

Occupancy at first-floor level appears marginally poorer than at ground-floor level, with the vast majority of upper floors in use for residential accommodation, office space or as extended retail backspace.

In the main, alteration of buildings with retail premises at ground-floor level entails the replacement or removal of architectural features such as window surrounds, window units, parapets and cornice decoration. This is most prevalent on the comparatively more decorative properties of the Victorian and Edwardian periods. Of note, the majority of properties retain their 19th- or early 20th-century fenestration, or traditional replacements. The highest level of survival exists on those properties within the Sutton Crossroads Conservation Area (e.g. **Nos. 1-7, 2-12, 27-29, 24-42, 37-43, 51-67, 60-76 High Street**) with only a handful of windows replaced with uPVC (e.g. **14-18, 19-21 and 36-38 High Street**). Outside of the Conservation Area there are still high levels of retention of original units at first floor and above (e.g. **84-86, 119-123, 145, 152-158, 162, 161, 175, 188-198, 189-199, 246-254, 265, 272-274, 316, and 364 High Street**). The oldest surviving windows on High Street may be those on **212 High Street**. Those with replacement uPVC units include **89-95, 125, 160, 166, 207-209, 202-210, 214, 236-238, 296-310, 312-317, and 318-320 High Street**.

The painting or rendering over of façades, often concealing decorative features, is seemingly limited to Victorian properties only, observed at **Nos. 1-7, 14-16, 23, 25, 29, 26, 51-55, and 76** within the Conservation Area and **145, 166, 236-238 and 246-254** elsewhere.

Partial loss of architectural features, either through removal or decay, is apparent on terraces or larger build units such as parades, where there is an erosion of the overall architectural form of buildings or the repeated pattern of material and decorative form within them (e.g. **14-18, 19-25, and 202-214 High Street**). The starkest example of this is the unnamed parade at **166-186 High Street** where three units have been replaced with a modern glazed box.

Structural intervention to the first-floor and above is relatively rare and includes the insertion of larger shop windows at first floor level (e.g. **155 and 203 High Street**) and the partial rebuild of **No. 180** within a former parade.

Although often still ornate, Inter-war properties survive well by comparison. Features such as spandrel panels, parapets, balconettes, and brick façades are retained. A greater proportion of windows have been replaced with uPVC units (e.g. **153-159, 213-217a, 267-281, 284-294, 325-329 High Street**), although many timber units still

survive (e.g. **49, 96, 83-87, 149-151, 175, 216-220 High Street**). Only a handful of iron/steel framed windows survive, such as at **331 -333 High Street**.

The bolder structural form of many buildings in the Inter-war and through into the post-war periods, alongside the increasingly minimalist use of small scale decorative features, helps retain a higher degree of integrity in the early and mid-20th century buildings within the townscape. The opposing buildings at **83-87 and 96 High Street** provide useful examples.

There is a high degree of survival at first-floor level and above in some larger build-units, especially within parades, probably due to their combined management. Good examples include those at **20-32 Brighton Road, Station Parade** (Brighton Road) and the pair of opposing '**Georgian Mansions**' on Hill Road. Conversely, the single management of buildings has led to the wholesale replacement of windows such as at **213-217** and **267-273 High Street**.

Post-war properties survive well at first-floor level and above, again with the exception of their fenestration which has been frequently replaced with uPVC such as **354-360 High Street**. **33-35 High Street** is notable in retaining its Art Deco-styled steel-framed windows, as does the Modernist building at 58-59 High Street which has slim, aluminium framed openings. In the main, post-war and later Modern buildings have undergone very little change at first-floor and above. There are a handful of notable exceptions such as the Brutalist car park at the corner of Throwley Road which features a green wall, and 219-223 which has been obscured by steel mesh frames.

5.1.3 **Residential Areas**

There are a dispersed number of residential developments of varying ages in the project area, and the survival and condition of these are discussed on a locational basis. Although residential in nature above the ground floor, parades are considered in the 'Retail Frontages' section.

Residential buildings within the project area display varying degrees of survival, but there are a number of common alterations that occur:

- Replacement of traditional window units with uPVC counterparts
- Re-roofing in concrete tile and to a lesser degree continental slate
- Painting or rendering, including pebbledash
- Adaptation of forecourts and front gardens for parking

Cedar Road

Properties along the western end of Cedar Road include a series of ornately decorated semi-detached villas that date from the early years of the 20th century. These are well preserved with minimal alterations such as re-roofing with concrete tiles and the substitution of traditional windows on only one house (No.15). Plot boundaries to the road have been removed to enable more car parking access on areas of hard standing, but privet hedges between plots remain. To the east are a series of mid-to-late

Victorian villas, several of which have undergone high levels of alteration with the wholesale replacement of windows, infill of doorways, rear and side extensions and rendering (e.g. Cedar Court). The level of works, at times near comprehensive, has removed much of the buildings' architectural interest (e.g. Nos.25-27). Rear gardens have been infilled in places and, alongside front gardens, given over to car parking.

Nonetheless there are some very well-preserved properties dating to the second half of the 19th century which retain their original windows, architectural detailing and material construction. Changes are few and are limited to a handful of replacement windows, front doors and roof coverings (e.g. Nos. 23, 35 and 37).

Manor Park

The short run of semi-detached early 20th-century villas bordering Manor Park show little structural change, retaining their overall architectural form. Component features such as windows and doors have almost all been replaced with uPVC counterparts and a number of recessed porches have been infilled, with front doors brought forward. Roofs have been re-covered with concrete tiles and slate, although common tile, rather than slate, is more likely to have been the original material. Front gardens have been resurfaced but retain low brick walls which may have originally sat alongside privet hedges. Many properties are in a poor state of repair.

Falcourt Close and Nicholas Way

Properties within the small development of post-war terraces at Falcourt Close, with their streamlined Moderne-inspired form, show very high degrees of survival and have been coherently maintained. Front doors and windows have almost all been replaced with modern plastic units, but the buildings have otherwise escaped modification. No.50 may feature the only surviving windows at first floor level. Forecourts have been covered and are used as hardstanding for car parking, entailing the removal of low brick walls to the front.

To the east and north of Falcourt Court is a series of 1960s terraced properties along Beech Tree Place. The simple architectural forms of the houses survive well with the only notable changes to doors and windows which have been replaced with modern uPVC units. Due to on-street car parking the houses have retained their garden forecourts, some of which have laid to lawn while others have attractive planting to the front.

To the north of Falcourt Close is a series of late Victorian and early 20th century semi-detached villas along West Street and Robin Hood Lane. All properties retain their structural form and have undergone similar levels of change experienced by other properties, including the replacement of doors, windows with uPVC counterparts, re-roofing with concrete tile and the alteration of forecourts to provide car parking. A number of properties retain original sash windows (e.g. 60 Robin Hood Lane) or have traditional replacements (e.g. 51 West Street), as well as surviving doors (e.g. 35 West Street).

Manor Place

A short run of early Victorian properties, comprising two build-units, along Manor Road survive. The buildings appear to have retained their structural form well, although several have had chimneystacks removed. Almost all roof materials, windows and doors have been replaced with modern materials. During the early 20th century the first floors were modified externally, but many properties retain their ashlar-style stucco at ground floor level. Several forecourts are still defined by London stock brick walls which appear to have been applied uniformly to the cottages at some point in their history.

Vale Road

Vale Road comprises a large development unit of late Victorian terraces flanked by early 20th-century and modern developments. Late Victorian and Edwardian properties have undergone little structural change, but the vast majority have been rendered with pebbledash and have had doors and windows replaced with uPVC counterparts. The majority of roofs have been re-covered with concrete tiles. Forecourts have also been redefined using fencing or modern brickwork, leading to a lack of coherence from one plot to the next. Overall the changes have led to a substantial loss of the street scene's traditional character.

The Green

A small enclave of three detached mid-to-late Victorian villas border the west side of The Green. With the exception of the replacement of the vast majority of their windows with modern uPVC units the villas display a high level of survival with small scale decorative architectural components such as porches, window surrounds and cornices retained. All but one roof has been re-covered with modern slate or concrete tile and the two most northerly villas have been painted (**Nos. 3 and 5**). To the front, plots have largely been converted to hardstanding, leading to the reduction of front boundaries.

5.1.4 **Conservation & General Maintenance**

The general upkeep of traditional buildings along High Street is fair to good, with only a select number in poor condition. There is a notable difference in the condition of buildings at the northern and southern ends of High Street, with those to the north of comparatively poorer quality and general tidiness (e.g. Nos. 284-310). Those to the south show higher levels of occupancy and more attentive maintenance, although this is at times over-zealous, with resulting damage to the character and appearance of architecturally significant buildings (e.g. Nos. 14-16).

Away from High Street the condition of buildings is again fair to good, with properties attentively maintained. Forecourts and rear spaces are comparatively less well tendered, with the emphasis on the buildings themselves (e.g. **10-38 Throwley Way**).

There are a handful of buildings that have undergone some degree of conservation, usually though the replacement of traditional windows with 'like-for-like' units. The emphasis appears to be more on consolidation, with no apparent attempts at the restoration of original architectural features, including shopfronts. There have, however, been clear efforts to improve and celebrate the heritage significance of High Street, with the Mr. Manze shop at **226 High Street** featuring a traditional awning and fascia, the Regency-styled terraces at the Market place painted out as an identifiable group of historic buildings, and the alleyway Pearsons cycle shop containing information displays.

5.1.5 **Interiors**

A rapid survey of a sample number of predominantly Victorian and Edwardian properties revealed very few premises with surviving internal features at first-floor level. All retail spaces inspected showed comprehensive levels of redevelopment, including those with good levels of preservation externally and with uses (e.g. public houses) more conducive to the retention of fixtures and fittings over the course of their lifetimes.

Although the areas have not been inspected, survival is likely to be comparatively better at first floors and above, many of which have remained in residential use since their initial construction.

5.1.6 **Tall buildings**

The construction of tall buildings in and around the gyratory system has continued since the 1960s, and many early examples have since been re-clad and upgraded in the 21st century. Examples include Sutherland House at the corner of Cedar and Brighton Roads which was upgraded in 2015, Bank House in 2012 and the neighbouring building at 9-15 Sutton Court Road in 2016.



Figure 72 The Grapes public house at *198 High Street*. CADHAS

5.2 Condition of High Street's Public Realm

Much of the paraphernalia of the historic High Street that once pervaded pavements to the front of shops and services that lined the highway has been lost. Historic photographs show an array of bespoke awnings and other furniture that once projected onto High Street, perhaps the most notable of which was the oversized lantern at **The Grapes** public house. Each trading day the pavement was temporarily usurped by shop owners, with offerings of products spilling out onto High Street. A number of bars and cafes have begun to reclaim areas of public space with areas of seating set out opposite shopfronts.

Today the High Street public realm struggles to achieve the same levels of vibrancy, individual expression, and common sense of orientation along the backbone of High Street. Trees, particularly to the southern end of the street, have softened the



Figure 73 Artistic street signage adds decorative interest to High Street. *London Borough of Sutton*

ambience of the street, bringing in a semi-natural feel. Pedestrianisation of the carriageway, the loose orientation of which is retained in a wavering intermittent corridor of differing materials, has diffused the once strong sense of orientation and has allowed activity, once confined to narrower flanking pavements, to become dispersed within a broader street scene. Artwork has reinvigorated the street scene in local areas, such as around the gap site at the High Street junctions with Throwley Road, Sutton Court Road and the alleyway opposite 229 High Street. The redevelopment of groups of buildings has also sought to introduce a greater degree of vibrancy and expression, with the run of Regency-styled terraces at **202-214 High Street**, the former Market Place, painted in a pastel colour scheme.

5.3 High Street Setting

Sutton's post-war redevelopment has had a significant impact on how High Street is experienced today. The levels of change vary across the assessment area but are particularly concentrated behind High Street.

The outcome has seen High Street 'encapsulated' within a collar of largely post-war redevelopment, which has fragmented historical and physical connections to its residential surroundings.

Other elements of High Street's historical setting have been sustained, continuing to illustrate different phases of Sutton's development from rural settlement to metropolitan centre.

There are several outcomes:

- *Fragmentation of High Street accessibility* – The erosion of an historically permeable townscape has diminished functional relationships that once existed between commercial and residential areas, through truncation, alteration, and demolition of local streets, lanes and alleyways.
- *Survival of historic town centre gateways* – Historic points of transition to and from the centre survive to varying degrees. These are particularly focussed in the south of the assessment area, where they illustrate the significance of the historic crossroads.
- *Loss of residential areas* – In close proximity to High Street, there has been a significant loss of 19th century villas, originally built for the middle-class communities that adopted Sutton following arrival of the railways. This hinders the ability to appreciate the town's evolution from rural settlement into a thriving railway town.
- *Survival of historic civic assets and spaces* – A core group of historic buildings survives to illustrate the development of Sutton's municipal infrastructure in the early 20th century. This includes civic, ecclesiastical, institutional, and public-service buildings, and a municipal park.
- *Loss of historic town centre amenities* – Many of Sutton's non-retail commercial buildings have been lost, such as cinemas and halls, historically located behind High Street along secondary streets. These were illustrative of Sutton's early 20th-century prosperity as a growing suburban centre.
- *Loss of 'backland' spaces* – Historical service spaces, yards, backlands, alleys and workshops, once illustrative of the forms and functions of the local industries and services which sustained High Street commerce, have been largely overwritten.

Fragmentation of High Street accessibility

An historically permeable townscape has been eroded, diminishing functional relationships that once existed between the town centre's commercial and residential areas. This has principally occurred through the truncation, alteration, and demolition of local streets, lanes and alleyways.

Re-engineering of the town centre's road infrastructure has been particularly influential, forming a 'concrete collar' around the commercial core. The development of large indoor shopping centres has also been a key driver for change. The loss of traditional buildings that once lined earlier streets and their replacement with passive frontages creates a sense of inactivity both along main thoroughfares and smaller historical routes.

Where retained, these historic routes enable an appreciation of the town centre's historical links with its rural and later suburban hinterlands. The nature of change is discussed, in reference to specific junctions, within the 'Movement and Accessibility' section (5.3).

Survival of historic town centre gateways

The prolonged development of the town centre has created several historic gateways, surviving with varying levels of integrity. The centre's major gateways are focussed around the south of the assessment area, and feature as defining approaches to the historic crossroads along Brighton Road, Cheam Road and Carshalton Road. These collectively illustrate the significance of the routeway and junction as a long-standing strategic focal point within both Sutton and its wider landscape.

Approaches from Cheam Road and Brighton Road have retained a level of integrity, with characteristics illustrative of Sutton's historical development, including landmark buildings. In contrast, the character of the eastern approach along Carshalton Road has been transformed, creating a new gateway experience framed by modern development. The nature of change is discussed, in reference to specific town centre gateways, within the 'Movement and Accessibility' section (4.5).

Loss of residential areas

There has been significant loss of 19th-century villas in close proximity to High Street, originally developed for middle-class communities which adopted Sutton following arrival of the railways. This hinders the ability to appreciate the reciprocal nature of the historical development of both town centre and its surrounding suburbs.

The low building density of formerly residential areas close to the town centre enabled the development of high-value, large-footprint, commercial facilities in the post-war decades, seeking to capitalise on the proximity of transport infrastructure.*

* The appeal of these villas as private residences was concurrently diminishing, being no longer peripheral within a leafy proto-suburb, but now sited at the heart of a burgeoning metropolitan centre. This trend is evident in Sutton

West of High Street, the effects have been acute, in the area defined by Cheam Road, St Nicholas Way and Robin Hood Lane, which was characterised by detached villas with expansive, often wooded, private gardens until the mid 20th century. The unexploited low-density land proved suitable for the creation of car parks in the 1960s, the Modernist Civic Centre completed in the 1970s, and an adjacent hotel and multi-storey car park in the 1990s. Several large offices have also been constructed in plots formerly occupied by villas and public amenities (e.g. St Nicholas House and Chancery House respectively), and modern medical facilities introduced off Robin Hood Lane. East of High Street, the area once occupied by Sutton Court and the chalk pit has also been comprehensively transformed, with the Victorian villas (laid out in the late 19th century) now demolished, replaced by 21st century offices, apartments and a superstore. Immediately to the south, over the railway-line, multi-storey offices of Sutherland House (built 1950-60s) and Quadrant House (1980s) redeveloped villa sites.

New high-density housing development targeted the villa plots, helping to meet growing demand. An example is the semi-Corbusian Benhill Grounds (located just beyond the assessment area), constructed upon Benhill Estate, one of Sutton's earlier middle- and upper-class suburbs.

Survival of civic assets and spaces

Although several key historic civic buildings have been lost along High Street (e.g. the late-Victorian Municipal Offices), a core group of historic buildings and spaces survive. Together the assets illustrate the development of Sutton's municipal infrastructure in the early 20th century. These includes civic, ecclesiastical, institutional, public service buildings, and a municipal park.

Notable are **Sutton Police Station** along Carshalton Road, and Manor Park which remains the centre's principal open space. Several historic institutional (e.g. the **Masonic Hall**) and public-service (e.g. the **Post Office** and **Telephone Exchange**) assets also survive, alongside a collection of 20th-century ecclesiastical architecture, all making positive contributions to the area.

Loss of historic town centre amenities

An important factor in Sutton's historical development into a major local centre was the introduction of recreational amenities, meeting the demands of an increasingly metropolitan population. Halls and cinemas became prevalent across the centre, becoming a hallmark of Sutton's success. The buildings were principally located on secondary roads close to their junctions with High Street, but rarely on High Street itself, possibly due to the availability of unexploited larger plots of the Victorian villas.

back to the later 19th century with many villas, originally built as homes of status, converted for new commercial or service functions. Research into the evolution of the suburban landscape has also identified similar patterns across the country, with early practices of 'embracing' the railway line (e.g. built adjoining, with frontages facing the line) quickly abandoned in favour of more remote locations within the commuter settlement. For more information see Hanson & Partington, 2014.

Infrastructure and commercial developments parallel to High Street have disproportionately affected this form of development. Both of the large cinemas have been demolished and redeveloped (once located on Carshalton Road and High Street), alongside the large majority of local halls (including the Throwley Road Drill Hall), and other amenities including the skating rink and public swimming baths. Surviving examples are very rare (most notable Cheam Road Hall), remaining as illustration of the emerging metropolitan identity of Sutton town centre in the early 20th century.

Loss of 'backland' spaces

A large proportion of the historical service spaces, yards, backlands, alleys and workshops once located to the rear of High Street's commercial units have been built over. This is the product of large-scale redevelopment behind High Street, particularly the development of two large shopping centres, compounded by the rear-extension of commercial units infilling the 'collar' formed by the gyratory road system. Where surviving, backland spaces provide links to the small local industries and services and offer a sense of the local scale and focus of businesses along the historic High Street.

5.4 Legibility of Sutton's Historical Narrative

The immediate impression of Sutton's townscape is dominated by its development over the last two centuries. The coarse grain of parades, terraces and individual civic, public and religious buildings is principally characterised by mid to late Victorian and Edwardian styles. Above ground-floor level the legibility is most strong, with high degrees of historical integrity of traditional shopfronts. Inserted within this townscape are a series of bespoke 20th-century properties, varying in scale from single retail units to expansive shopping centres. Together there is a sense, at a local scale, of the competing prominence along High Street as Sutton's commercial centre grew and re-invented itself according to changing practices and demands of local retail and service provision.

To the rear of High Street, post-war regeneration dominates, with the amalgamation and comprehensive redevelopment of plots with office accommodation and apartment blocks, becoming increasingly tall towards the turn of the 21st century. Major infrastructure works take the form of the gyratory and its expansive junctions with Carshalton and Cheam Roads. The later post-war infrastructure works have almost completely severed the physical relationship between High Street and its surrounding suburban communities, significantly reducing the legibility of the town's historical development as a railway settlement.

Despite the sometimes comprehensive redevelopment of the townscape, there remains a tangible underlying structure of the town's earlier historical development, relating to a time when it was one of a number of small village centres located on the spring line of the chalk downs that rise to the south. The softly sinuous track of High Street descending directly down the hill slope illustrates the ancient rudimentary relationship that underpinned the agricultural exploitation of higher ground to the south and lower lying wetlands to the north. The east/west road to Cheam and Carshalton is an historic link between the spring line settlements which probably has Saxon origins, if not earlier. The plot of the rebuilt St. Nicholas church survives as testament to the early phases of Sutton's development, its open and sylvan nature being one of the few vestiges of Sutton's both rural, and later suburban, character. Along High Street there remains in places a fossilised layout of the plots of larger houses and villas that once lined the turnpike. The legacy is slight and often eroded to the rear, but it remains apparent in the grain of building units that line High Street today.

Within the town centre there remains a strong sense of a local economy, despite retail premises being dominated by national chains in the main, with fewer explicitly local businesses surviving. Nonetheless there is a sense of human scale within the townscape's architecture, and of a modest and local economy along High Street, the main patrons of which are drawn from the local catchment area. In fulfilling its prominent role as a municipal centre, Sutton's character and sense of place remain defiantly local.

5.5 **Opportunities for the Conservation and/or Enhancement of Sutton Town Centre's Historic Environment**

The Historic Area Assessment has identified opportunities for the enhancement of the town centre's historic environment. The following list highlights various options through which this could be achieved, drawn from national examples of best practice in heritage and development management.*

Strategic Planning

Seek to enable the findings of the HAA to help inform the delivery of current and emerging policy to support the sustainable development of Sutton.

Consider ways by which each of the three strands of Sutton's town centre's heritage significance can be conserved, celebrated and enhanced, increasing their presence within the experience of the townscape.

Develop pro-active planning mechanisms, such as Design Guides, Local Development Orders and Neighbourhood Plans, that strengthen the distinctive character of the town centre and encourage new high-quality development to add to the spectrum that currently exists.

Establish new and further develop existing working practices that enable elevated levels of community consultation and professional input (e.g. via Design Review Panels) into the future conservation and development of Sutton's historic environment.

Actively seek to re-establish and strengthen links between the town centre and surrounding suburban areas, particularly in respect of former lines of movement and views.

Conserve and enhance those town centre gateways that continue to illustrate Sutton's historical development, particularly those approaching the historic crossroads.

Develop a Heritage Strategy, in close consultation with local businesses, communities and the local authority, that engages with the future levels of growth expected of Sutton and defines potential future roles for Sutton's heritage as it develops further.

Development Management

Evaluate the findings of the HAA and consider how, if and where necessary, they can be used as an evidence base for use in development management, specifically in relation to policies concerning design, and the historic and natural environments.

Use the development management process, including pro-active pre-application discussions as well as planning conditions, to maintain and re-introduce those smaller-

* NB. The list has been compiled by Locus Consulting to inform discussions between local stakeholders and does not represent confirmed projects or deliverables yet resourced by the Sutton Heritage Action Zone partnership.

scale legacies of Sutton's historical development, such as its former suburban and sylvan character.

Use Article 4 Directions or other suitable planning instruments to control permitted development rights within the town centre, ensuring that those architectural features that underpin its heritage significance are conserved and where possible re-introduced.

Consider how developer contributions can be leveraged to the benefit of Sutton town centre's historic environment.

Conservation

Review the full range of heritage protection and planning mechanisms that can be applied to the conservation and enhancement of Sutton's town centre and its surrounding area.

Seek to afford added protection to rare surviving examples of the town centre's heritage including its early 19th century residential building stock and early 20th-century recreational built heritage, particularly its town halls and public houses.

Capture some of the stories of historic Sutton to better understand the town centre's intangible heritage and seek to find ways, such as through artistic expression and events, to promote and celebrate it.

Celebrate the history of Sutton within the public realm.

Consider ways of harnessing the knowledge, skills and interest of longstanding local residents as well as those new communities moving to Sutton, to help raise awareness of and celebrate its heritage (e.g. through educational initiatives and public art).

6 APPENDICES

6.1 **Appendix A: Gazetteer of Local Historic Buildings**

This gazetteer provides additional information on those buildings within the study area that were examined during the Historic Area Assessment and have been discussed within this research report.

NB. The absence of a building from this gazetteer does not necessarily reflect an absence of historical or architectural interest, or a neutral/negative contribution to the historic townscape.

6.1.1 **Beech Tree Place**

5-8

Low-rise apartment block built between 1967-72 in brown brick and tile gabled roof. Five bays wide and two storeys high. Fenestration to outer bays are uPVC casements and awnings with plain terracotta tile sills. Central bay has terracotta tile step, uPVC door and flanking lights, white rendering at first floor with small awning window. South elevation has an eagle statue, a remnant from the gate piers of the old rectory which used to occupy the plot.

Source: Observation; Goodwins, S. (2004). *Sutton Past & Present*. Stroud: Sutton Publishing Ltd.

9-24

Post-war residential terraces (some split into apartments) built between 1967-72 in brown brick and tile gable roofs. Irregular two bays wide and two storeys high, set back from footpath. Windows to ground and first floors are uPVC casements and awnings with plain terracotta tile sills. Ground floors have central doorways and brick porches to the left which have entrances to upstairs apartments. No. 17 has eagle statue on north elevation, a remnant from the gate piers of the old rectory which used to occupy the plot.

Source: Observation; Goodwins, S. (2004). *Sutton Past & Present*. Stroud: Sutton Publishing Ltd.

6.1.2 **Brighton Road**

20-32, *Mid-Day Court*

Regency-style parade, constructed around 1929-1930. Nine bays wide (seven units and two entrances to upper floors) and three storeys high. Ground floor has extensive glazing to modern shopfronts but retains moulded pilasters and 'voussoir' style mouldings around two doorways. First floor has pairs of flat arch and segmental arch

modern casement windows with simple moulded surrounds and keystones, with scrolled pediments and *œuil de bœuf* windows above the two doorways to upper floors. Second floor also has pairs of flat and segmental arch modern windows, with simple keystones. Simple brick detail to eaves and moulded string course between the upper floors.

Source: Observation

1-40, Grosvenor Court/Regent Parade

Parade with accommodation above, built almost immediately after the Second World War (1949-1956) in stock brick, with textured facing brick and flat bitumen roofs, adopting an early Modernist style. The Brighton Road facing is twenty-seven irregular bays wide and three to four storeys high, while the perpendicular section has ten bays and four storeys. Ground floors have modern shopfronts with flat roofs that project to create a regular building line. Central opening with plain Neoclassical columns leads to curved staircase and upper floors. Upper floors have mixture of three-storey canted and square bay windows, casements with flanking lights and single casements. Second floor also has six moulded doorcases for residential access.

Source: Observation

1-10, Station Parade (also known as Tudor Court)

Parade with commercial/residential space above, built around 1930 with a highly eclectic mix of styles. Constructed in dark red and brown brick with hipped and flat roofs, fourteen bays wide in total and three storeys high. Shopfronts at ground floor with some retention of stylised Art Deco console brackets. First floor has trios of steel frame casements with red brick dressings and tile flat arch lintels and keystones. Second-floor windows to the northern and southernmost three bays mirror those below and have Art Deco moulded spandrel panels. Second-floor windows to central six bays are mock-Tudor style with mock timber details and trios of steel frame casement windows. Stairwells are evident in three-storey 'towers' with stylised, concrete Art Deco keystones.

Source: Observation; London Borough of Sutton (LBS). (2011). *Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal*. London: Planning and Transportation Service.

6.1.3 Carshalton Road

1-2, Old Inn House

Built in 1961, elements are Modernist in style. Stock brick with canted façade facing historic junction of High Street and Carshalton Road. Wide five bay width facing Carshalton Road with two bays facing High Street and five storeys high. Groups of three vertical inward-opening windows arranged across the upper three storeys defined by narrow concrete surrounds. Recessed second storey beneath a concrete band, emphasising the form of the building.

Source: Observation

3-9

Built toward the end of the 19th century, originally as residential terraces but with front garden converted to single-storey shopfronts in 1913. Terraces are three-to-four storeys high and two bays wide and constructed in stock brick with slate hipped roofs. Shopfronts and painting obscures detail to the frontages but second-floor windows openings have semicircular rubbed brick arches and those on the third floor have segmental brick arches and plain sills. All windows are uPVC. The two shopfronts are modern but retain scrolled console brackets and short square pillars.

Source: London Borough of Sutton (LBS). (2011). *Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal*. London: Planning and Transportation Service; Observation

Police Station

An Edwardian, Dutch-style building, built 1908-1909 and designed by John Dixon Butler, the police surveyor between 1896-1920. Constructed in red brick with Portland stone dressings and slate roof, the building is five bays by two storeys to the principal (north) elevation, with a shorter four-bay return to the west. The building is Grade II listed due to its exceptionally elaborate design for a Metropolitan police station. This unusual detail includes Ionic pilasters framing the principal elevation, modillioned cornicing to the stone-dressed ground floor windows, an aediculed main doorway in Portland stone with the word 'POLICE' inscribed, as well as three pedimented dormers and an *œil de bœuf* window to the west wing

Source: Historic England. (Various). National Heritage List for England (NHLE). Retrieved 2017, from <https://historicengland.org.uk/listing/the-list/>; London Borough of Sutton (LBS). (2011). *Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal*. London: Planning and Transportation Service.

6.1.4 **Cheam Road**

2-8

The four Tudor Revival properties are a fine example of the occasionally detailed and loyal approach to the construction of buildings in the Domestic Revival Style. The

properties have weatherboarded gables above faithfully replicated mock-Tudor first floors each with timber mullioned windows and canted bays. The arrangement, which is comprised of two slightly different halves, sits above four shops separated by brick pilasters and pedimented corbelled console brackets, each defining shopfronts which have been partially rebuilt, although three fascias appear to survive. One of the canted bay shopfronts survives in its original form, including original stallrisers, arched windows, mullions, transoms, leadlight windows and a recessed doorway. The buildings again embrace elements of the Arts and Crafts movement, suggesting that it still held sway into the Inter-war period.

Source: Observation; London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.

14, Cheam Road Hall

Built between 1896-1903 in a mock Tudor style, the hall is one and a half storeys with one bay and a small entrance porch to the principal (south) elevation and four bays to the secondary (east) elevation. The hall has two string courses which divide the façade into horizontal thirds; the lower third is buff brick, the central is currently painted brick and the topmost has mock Tudor studs and braces with pebbledash render. There is an oval *œil-de-bœuf* window to either side of the entrance porch and a large, rectangular sixteen-pane window above. The hall has a plain tile roof with three-hole crested ridge tiles. The hall is shown on a 1913 map as 'Hospital Hall' which would have related to the hospital that was located behind the hall on Hill Road.

Source: Observation; London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service

Trinity Methodist Church

Designed by Gordon and Gunton, Trinity Methodist Church was built in 1907 and is constructed of Kentish ragstone with Bath stone dressings and a plain tile roof. The church is in a Gothic style, with a polygonal apse at the north end and cusped headed arch windows with quatrefoil detail to the side aisles and nave. To the south-west, the tall square tower is crested by a striking 'crown', consisting of four flying buttresses supporting a short lantern spire. Pevsner likens this 'crown' to that of both Newcastle and Edinburgh cathedrals.

Source: Nairn, I., & Pevsner, N. (1962). *The Buildings of England: Surrey*. Harmondsworth: Penguin Books Ltd; Historic England. (Various). National Heritage List for England (NHLE). Retrieved 2017, from <https://historicengland.org.uk/listing/the-list/>

21, Sutton Baptist Church

Built in 1934 and designed by Welch, Cachemaille-Day and Lander, Sutton Baptist Church is of a free Gothic style. Constructed in red brick and tile with a slate roof. Its bold design, materials, long walls and concave sweeps reflect the Art Deco style that was popular during the 1930s. It has a rectangular plan, with brick buttresses in all external elevations at the intersection of each bay. The east, west and south elevations have simple triple lancet windows, surmounted by a dagger or spandrel light. There is a triple lancet window to the principal (north) elevation, with the main entrance below. The entrance steps up to two glass panel doors and a porch, with brick and pantile decoration above.

Source: Nairn, I., & Pevsner, N. (1962). *The Buildings of England: Surrey*. Harmondsworth: Penguin Books Ltd; Historic England. (Various). *National Heritage List for England (NHLE)*. Retrieved 2017, from <https://historicengland.org.uk/listing/the-list/>

42, Secombe Theatre

Secombe Theatre (built 1937) was once the Christian Science Church (whose congregation now occupy an adjacent, more modern structure). Like the Baptist Church, it embraced modernity and the Art Deco movement. Built entirely in red brick with concrete tile roof, its most prominent feature is the moderne interpretation of a Romanesque stepped arch which dominates its principal (south) elevation, flanked by large brick pilasters. Double lancet windows line the western façade.

Source: Theatre Trust

6.1.5 Grove Road

6, Masonic Hall

Built in 1897, the Masonic Hall was designed by Richard Creed and built by local builders, Duncan Stuart & Sons of Wallington. It is constructed of red brick with stone dressings and a modern roof. The central three bays are surmounted by a tympanum which is itself supported by four Ionic pilasters at first floor. There is decorative brick and stone block work at ground floor and a moulded *æil-de-bœuf* and keystone above the main doorway to the east.

Source: London Borough of Sutton (LBS). (2011). *Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal*. London: Planning and Transportation Service.; Observation

17, Telephone Exchange

Five storeys high and five bays wide, the building was constructed between 1924 and 1935 in a Neoclassical style. It is stock brick to the upper four storeys and red brick with recessed details to the ground floor. Windows are mostly tall uPVC with red brick surrounds and lintels and plain stone sills. Windows at first floor in central three

bays have compass-headed windows again with red brick surrounds and keystones. Doorway to easternmost bay has modern steel door, stone lintel with remains of 'Telephone Exchange' signage, fanlight above with red brick header and keystone. Entranceway to western bay, leading through to service area, has red brick dressings, pronounced keystone and decorative iron security gates. String courses above ground, third (this one joins adjacent No. 19) and fourth floors.

Source: Observation

19, Post Office

Current building is a Neoclassical mid-20th century rebuild of an earlier (1895-1910) post office. Three storeys high and five bays wide in stock brick with ashlar at ground floor. To the ground floor, four large compass-headed windows and doorway with fanlight, all with semicircular arcuated lintel with keystones. Windows to first and second floors have horizontal pivot openings and red brick dressings with moulded sills. Plain ashlar string course (joining with adjacent No. 17) and parapet with plain capping.

Source: Observation

36

Built 1877-1896 with Neo-Gothic influences in stock brick with red brick façade and gabled tile roof. Two and a half storeys high and three bays wide with two-storey canted bay window to east bay and two-storey projecting gable with ground floor canted bay window to west bay. Entrance porch to central bay has Gothic stepped arch with decorative mouldings at the springing line and decorative barge boards. Decorative moulded string course and geometric patterned barge boards to projecting gable. Windows are uPVC at ground and second floor and sashes to first floor set below stone lintels and decorative keystones.

Source: Observation

44-74

Originally a row of detached two-storey villas built 1877-1896 but developed 1913-1935 and converted through forward extension over front gardens to create new retail premises. When viewed from the rear and above, the villas appear to have been constructed in stock brick with slate gabled roofs and all appear to have had projecting gables to the front. Shopfronts are one and two storeys high with one or two bays and are rendered, with Art Deco and Neoclassical influences.

Nos. 44 and 46 have one-storey flat roof shopfronts with dentilled cornicing, moulded console brackets, plain pilasters and plinths. 48 and 50 are consolidated into a single modern shopfront with a slate mansard roof with dormers above. Nos. 44-66 are two-storey and have modern inserted shopfronts and surviving pilasters, pedimented

console brackets and dentilled cornice. The upper floors have large central windows with smaller flanking fixed windows (Nos. 52, 60 and 66 have single uPVC casements) and moulded parapets concealing flat roofs. 68-74 (corner building) is three storeys high with four bays facing onto Grove Road and five bays around the corner on Sutton Park Road. The ground floor is a modern inserted shop and at second and third floors there are modern uPVC fixed windows with awning openings, and fluted Art Deco-style pilasters separate each bay.

Source: Observation

6.1.6 **High Street** (South to North)

Railway Station

The present station building was built in 1928 in brown brick with a hipped pantile roof. It has seven regular bays and two storeys. To the ground floor, only the southernmost three bays retain original banks of three sash windows with moulded surrounds, the other four having modern glazing and doors. A modern awning separates the floors and obscures views of the first-floor windows which are trios of smaller sashes within moulded surrounds and set immediately below prominent moulded cornicing and projecting eaves.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service; Burgess, F. (1983). *No Small Change: 100 Years of Sutton High Street*. Hyperion Books.

1-7

Four terraced buildings built between 1867 and 1895, constructed in brick with stone dressings. Three bays wide and three storeys high, with semicircular arched sash windows to the first floor and four-centred arched sashes to the second. Windows have contrasting brick arches with keystones (currently painted) and prominent plain stone sills with brackets. Moulded parapet running length of buildings and chamfered corner to No. 1.

No.1 includes weatherboarded building to rear, and ground floor retains original foliate carving with faces in pilasters, and moulded pilasters and console brackets survive between modern inserted shopfronts.

Originally a terrace of eight shops but only four of the original buildings remain as Mitre House was constructed in place of the northernmost four. No.1 was formerly the Station Hotel but is currently unoccupied. The three-storey weatherboard building to the rear was also historically part of the Hotel.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.; Observation

2-6, including The Old Bank (No. 2)

Constructed in stock brick between 1867-1895 in an Italianate style, the three buildings are three bays wide and three storeys high with hipped slate roofs. To first and second floors are three segmental arched sash windows with terracotta chevron mouldings and plain stone sills. Decorative moulded string courses, moulded sawtooth decoration used as quoins and a parapet with pronounced corbelling. The Old Bank public house (No. 2) has stone at ground floor and a chamfered corner to the south.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.; Observation

8

Built during the same period as Nos. 2-6 (1897-1895), in red brick with hipped slate roof. Three bays wide and three storeys high with three semicircular arch-headed sash windows with foliate stucco mouldings with keystones to window heads. Stucco panels between windows with foliage and emblems, as well as simpler moulded panels beneath first-floor windows. Five string courses through the height of the building and a plain parapet.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.; Observation

9-15, Mitre House (extending round to include Nos. 1-7 Grove Road)

Built 1932-1935, Mitre House sits prominently at the junction of High Street (Nos. 9-15) and Grove Road (1-7), embracing its corner status in both name and form. It is classical in its proportions, with a three-storey structure wrapping around the corner, before dropping to two storeys. Neoclassical features include stone decoration along the main fascia, with triangular pediments above central and corner bays, and a sculpted bishop's mitre at the corner. Original nine-over-nine sash windows to the first floor, dropping to six-over-six at the second. The building has a hipped roof, brick quoins, bonded flat brick arches with keystones, and a pronounced cornice.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.

17

The Coral building, on the corner of High Street and Grove Road (No. 17 High Street), is a purpose-built two-storey bank building, built in Bauhaus style and designed by the National Provincial and Union Bank's in-house architect W F C Holden in 1937. It is stone clad on a granite plinth and a moulded parapet. A single bay onto High Street has a prominent entranceway with three carved roundels, below a plain stone lintel. Four bays face onto Grove Road and five window openings and a doorway have minimalist stepped dressings and plain spandrel panels. All windows are uPVC but imitate steel frames. Art Deco-styled brackets sit to the east and west but appear to have lost what they were supporting. 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.

Source: LBS 2017b

19-29

Italianate in style, the run of six three-storey terraces each have three-light windows at first floor with moulded aedicules, including mullions and heavy architraves with cornices supported by scrolled brackets. Above are pairs of semicircular headed openings with four-pane sash windows, each with moulded columnar aedicules and keystones, beneath a prominent cornice with dentilled bedmould. A moulded string course joins second-floor window lintels, each supported by a pair of scrolled brackets. Each bay is separated by a plain brick recess emphasising individual façades. Notably, the High Street elevations are constructed of red brick, suggesting that building materials were being brought in overland en masse. The Flemish red brick bond within the front façades of the ornate terraces may well be the earliest use of red brick on High Street. Constructed c.1843-7, before the arrival of the railways, the extravagance was almost certainly an expression of status, drawing parallels with other built-up areas already served by the railways and with access to a broader material palette.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.; Observation

26 and 28, *The Cock and Bull*

The building is Grade II listed solely on the architectural merit of the ground floor which was designed by Frederick Wheeler in an Art Nouveau style. Wheeler was a local architect who also designed 'Russetings', a locally listed Arts and Crafts Victorian villa. Built at the turn of the 20th century, the corner building is stuccoed with stone to the ground floor and a slate, hipped roof. Four storeys high with two bays to the west elevation and four bays to the south. The chamfered corner has the main doorway with an oriel window above which has carved leaf decoration. Large segmental-headed

windows line the ground floor with 'bulb-like' carvings which rise almost to the full height of the floor.

Source: Historic England. (Various). *National Heritage List for England (NHLE)*. Retrieved 2017, from <https://historicengland.org.uk/listing/the-list/>; LBS 2017b

30-38

Same build-unit as Nos. 26 and 28, erected towards the end of the 19th century in stock brick with red brick façades and gabled roofs. Three bays wide and four storeys high (No.30 has box dormer). Ground floors have modern shopfronts but retain some prominent moulded console brackets. At first floor level, Nos. 38 and 34 have canted bay oriel windows whereas Nos. 36 and 32 have a set of three sashes with semicircular terracotta mouldings to the window heads. Second and third floors have three segmental arch sash windows with prominent stone surrounds and keystones.

Source: Town centre Ca appraisal and observation

33-35

Three-storey commercial unit and offices built in the post-war period with pairs of deeply recessed vertical metal-framed windows with margin lights and a second-floor balcony with steel balustrade. The overall composition of the building has a classical Art Deco style with influences of streamline modern.

Source: Observation

37

Corner building, built between 1886 and 1896 in brown brick in an eclectic style with Flemish influences. It is two bays wide and three storeys high with a Flemish gable parapet and simple brick detail around the windows. Windows on the first floor are mostly vertical sashes with glazing bars to the upper and a Diocletian-style window in the left (south-facing) bay. The segmental arch headed doorway to the chamfered corner is crested by a two-storey canted bay oriel window with an ogee base.

Source: Observation; London Borough of Sutton (LBS). (2011). *Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal*. London: Planning and Transportation Service.

43

Baroque-styled four-storey corner bank building built in 1894 in stock brick with ashlar ground floor (now rendered). Rusticated stucco ground floor with semicircular arched openings, with the doorway to the chamfered corner featuring a segmental broken-base pediment with decorative moulded tympanum. Plainer first floor with Tuscan-

styled engaged columns, either side of plain cross windows, supporting a moulded architrave. Shorter second floor has a similar arrangement but is covered with an abundance of moulded decoration, applied to the lower sections of columns, mullions, transoms and a frieze running along the full length of the architrave beneath a deep bracketed cornice and balustraded parapet with two three-light dormer windows with ornate aedicules.

Source: Observation; London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.

40-42

Edwardian corner building constructed in red/brown brick. Three bays to the north elevation, with two brick and stone pilasters and four bays to the west elevation (principal, facing High Street) with three pilasters. Fenestration at first floor has double hung sashes with segmental brick arches and plain sills. Windows at second floor are six-over-nine double hung sashes with stepped timber surrounds with brick soldier arches and plain sills. Prominent dentilled and moulded corncing below a plain brick parapet. Chamfered corner has two-storey canted bay with three sashes to each floor and decorative domed roof above.

Source: Observation

49

Inter-war building, constructed before 1926 with Neoclassical influences, in stock brick with a red brick façade and stone detailing. Three bays wide and three storeys high with a chamfered corner. Ground-floor recessed brick pilasters with stone capitals, a stone aediculed doorway with fanlight facing onto High Street, and three large windows with carved stone sills. First floor has nine-over-nine sashes with rubbed brick arches and pronounced stone keystones but central sashes have broken and open, swan necked scrolled pediments adorned with decorative vase and overflowing fruit cartouches. Second floor fenestration is six-over-six sashes with segmental rubbed brick arches and simple moulded sills. Pronounced corncing with dentils and brick parapet with balustrade to chamfer.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.; Observation

51-61

Six terraces, constructed in the 1870s in stock brick with red brick detail, with 51-57 now rendered. One bay wide and three storeys high, modern shopfronts to ground floors. Central sash windows flanked by two margin lights at first and second floor,

with red brick segmental arches and surrounds. Decorative stepped brick parapets with red brick chequerboard detail.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.; Observation

56-58

Modernist-style building, built between 1950 and 1959 in stock brick and concrete with flat bitumen roof with three lantern skylights. Five bays wide and four storeys high. Alternating floors of horizontal window openings and stone render that stretch the full breadth of the unit. Each broad horizontal opening is formed by a painted concrete surround.

Source: Observation

63-65

Constructed in the 1870s in stock brick with red brick façade and M-shaped gable roofs. Three bays wide and three storeys high with modern shopfronts at ground floor. First floor has central pair of vertical sashes and single flanking sashes, all with stone cusped lintels, painted blockwork and simple moulded sills. Second floor has three single sashes arranged in bays with prominent painted stone lintels. Above is a decorative parapet with brick panels and pronounced brick corning.

Source: Observation, London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.

67

Stock brick with a red brick frontage with loose Italianate-style influences in the first-floor semicircular arched sash windows with Romanesque stepped arch architraves with keystones. Two bays wide and three storeys high with a modern bitumen flat roof. The ground floor is a modern timber shopfront with no original shopfront surviving. Moulded string course separates the upper floors with plainer sash windows to the second storey and keystones that rise into a moulded brick parapet. Of local historical interest as Sutton's first purpose-built bank. Built as a London Provincial Bank between 1872 and 1878. Also a former J Sainsbury's store.

Source: Observation; Burgess, F. (1983). *No Small Change: 100 Years of Sutton High Street*. Hyperion Books.; London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.

60-76

Built in the 1880s, originally fourteen terraces but only eight remain. Constructed in stock brick with slate gable roofs and flat roof dormers. Modern shopfronts at ground floor with surviving moulded console brackets at 68-74. Pairs of semicircular arched windows at first-floor level and segmental arches at second floor, all with polychromatic brickwork which extends from one terrace to the next in two string courses.

Source: London Borough of Sutton (LBS). (2011). Sutton Town Centre High Street Crossroads Conservation Area Character Appraisal. London: Planning and Transportation Service.; Observation

71-81

Postmodern-style commercial development built in the 1990s, constructed in orange brick, steel and concrete. Seven bays wide (principal elevation facing High Street) and two and half storeys high. A mixture of fixed windows with bold brick surrounds and stylised stone pilasters with prominent capitals. Stylised turret structures to north and south corners. The two-to-three storey corner building, the height of which was probably constrained by its location on High Street, has a raised concrete corner turret with brick panels flanked by brick wings with rectangular glazed oriels and deep overhanging parapets. Vertical concrete banding supports flared capitals at first floor level, giving the impression of engaged columns.

Source: Observation

78-82, 'Aspects'

Originally commercial and office space, the building now consists of ground floor retail unit and upper open car park. Built 1975 in Brutalist style from robust, textured concrete. Six bays wide and four storeys high. Now incorporates green wall to west elevation.

Source: Observation

84-86

Built 1895-1900 in red brick with tile gable roofs and Dutch Revival-style influences. Originally a parade of six terraces but has lost four due to development either side. Four storeys high and one bay width to each unit. Modern shopfronts at ground floor, extended to match modern building line. Dutch gabled frontages onto High Street. Two-storey canted bay windows have four casement openings with Tudor arch fanlights and stone surrounds with angle-bead carving and moulded corning. Decorative stone spandrel panels with foliate and cinquefoil carving separate second and third floors. Fourth floors have pair of casement windows with angled fanlights and simple stone surrounds.

Source: Observation

83-87

Former Burton's department store, built 1901-1910 and extended during Inter-war period. Probably designed by Harry Wilson who became the in-house architect for Burton's in 1923. Frontage in Art Deco style which was favoured by Burton's. Three and a half storeys high, with three bays to the chamfered corner, two bays to the small eastern elevation and five bays to the larger southern elevation. Stock brick construction to the rear and stone façade. Modern glazed shopfront dominates ground floor. Steel-framed casement windows to first and second floors with moulded spandrel panels between. Two-storey Ionic pilasters separate bays on flanking elevations with engaged columns to the central chamfered elevation. Dentilled detail at eaves height below prominent projecting cornicing and plain stepped parapet.

Source: Observation; LBS 2017b; Skinner 1997

89-97

Parade built 1896-1913, constructed in stock brick with red brick façade, three storeys high and two bays wide with gable roofs. Modern shopfronts at ground floor. Upper floors with three-light stone mullioned windows, heavy stone lintels and pilasters with alternate stone blockwork and ogee moulded capitals. Stone lozenge detail adorns pedimented gables.

Source: Observation; LBS 2017b

96

A distinctly Art Deco building rebuilt in the early 1930s for Woolworths, probably designed in-house under the chief architect of the time, Bruce Campbell Donaldson. It has stone facing with a modern roof and inserted shopfront. There is a strong sense of verticality to the building as four bold moulded pilasters separate each of the three bays and rise from the shop fascia to culminate in rounded capitals which breach the stepped parapet. Between the pilasters are tall plain architraves which incorporate two vertical windows with horizontal pivot openings and simply moulded spandrel panels separating the floors.

Source: Observation; Morrison, K. (2015). *Woolworth's: 100 Years on the High Street*. Swindon: Historic England.

105-111

A Brutalist building built in 1969 by in-house Boots the Chemist designer, Basil Whiting. It is constructed in stock brick with a white rendered frontage, formerly tiled. There is minimal fenestration with a thin horizontal band of windows in banks of four

and five running below a parapet and horizontal band of four windows running inwards from the right (north). The blank wall frontage overhangs the glazed entrance to create a covered walkway which is supported by three fluted concrete columns.

Source: Observation; Nairn, I., Cherry, B., & Pevsner, N. (1983). *Surrey (The Buildings of England)*. Butler & Tanner Ltd: Frome.

119-121

Built between 1866 and 1880, this pair of buildings mirror each other, in a loose Gothic revival-style, one bay wide and three and a half storeys high. They are in stock brick with red brick banding detail, slate roof and three-hole crested ridge tiles. The principal (east) elevations have modern shopfronts inserted at ground floor and a two-storey canted bay with hipped roofs above. Windows are vertical sashes beneath wide headers and terracotta, chevron moulded arches and there is similar sawtooth moulded terracotta detail to the quoins and string course. There is prominent dentilled cornicing to the eaves and 121 has a gabled dormer to the north.

Source: Observation

122-124

Originally built in the late 1800s from stock brick, they were refronted in the Inter-war period with red brick. Frontages are in a rudimentary Modernist style, two storeys and two bays wide. Plain concrete lintels above metal casements set within horizontal openings and a concrete capping to a plain parapet.

Source: Observation

123-125

A pair of buildings from between 1866-1895, in a simple Classical Revival-style. Constructed in stock brick with hipped slate roof and terracotta ridge tiles and modern shopfronts inserted at ground floor. 123 has sash windows with segmental rubbed brick arches and scrolled brackets supporting plain sills with decorative cast-iron window boxes to the second floor. 125 has the same fenestration detail but with 21st-century windows.

Source: Observation

137-143

Inter-war department store, built between 1924-1932 in a Neoclassical Art Deco style. It is steel framed with stock brick and faience cladded frontage, five bays to the principal (east) elevation, three bays to the south and five storeys high with a mansard roof. Banks of five fixed and casement windows with moulded spandrel panels

separating each floor give horizontal emphasis to elevations. Moulded pilasters divide the bays and rise three storeys to plain but dominant cornicing and add classical element and verticality. Chamfered corner facing onto High Street has same fenestration but in banks of three and is adorned by an aediculed oeil-de-beuf window with inserted clock face with four keystones and a broken base pediment above.

Source: Observation

145

Built 1894 in an Italianate style, from stock brick with red brick façade (currently painted white) and stone dressings, it has three bays and three storeys. Vertical sashes at first floor have heavy aedicules with basket-handle arches and moulded pilasters, setting the windows in deep reveal. Plainer sashes, still with pilasters, at second floor with moulded panels and string courses separating the floors. A decorative balustraded parapet sits either side of a pedimented Dutch gable.

Source: Observation

146

A late 1950s extension and remodelling of an earlier structure. Probably a steel- or concrete-framed building with stock brick and stone cladding to frontage with vertical fluting detail that rises from shopfront fascia to parapet cornicing. Three bays wide, with seven window bays forming large central bay and a single either side, and three storeys high. Windows are steel-framed casements with green/grey stone spandrels separating the floors. Plain stone dressings frame central and end bays, with decorative stone lintels and wrought-iron window guards to the central first-floor windows.

Source: Observation

147

Three bays wide and three storeys high, constructed in stock brick with red brick façade, built mid 1800s in a Regency style. Three 9-over-9 light vertical sashes to first and second floors with rubbed brick flat arches and keystones to both central sashes. Small projecting balcony to central first floor with moulded bracket and decorative railings.

Source: Observation

148-150

Built in the post-war period from stock brick and concrete, it is eight bays wide and three storeys high. Upper floors have dominant concrete frontage with concrete

cladded window surrounds with thin vertical concrete bands. Stock brick parapet end edging. No. 148 currently has white rendered frontage.

Source: Observation

151-159

Tudor revival style. Built prior to 1924, there are six units, each of three storeys. Stock brick with gable tile roofs. Parade features distinctive gables fronting the roadside, with a regular arrangement of studs and braces. All windows appear to be uPVC with two to first and second floors, apart from No. 157 which features one large horizontal window at first floor. No. 153 features oriel windows at third floor, set below smaller gables. Modern shopfronts at ground floor, but with some survival of original console brackets.

Source: Observation

152-164, Grand Parade

Built around the turn of the 20th century in stock brick with red brick façades and hipped tile and slate roofs. Distinctly Flemish in form but with Queen Anne-style influences amongst others. Each unit is one bay wide and mostly three storeys high, apart from central unit, No. 158, which is four storeys. Ground floors have shopfronts with some survival of console brackets, pilasters and plinths. First and second floors feature pairs of sashes with upper sash in six panes, all with stone surrounds. Buttresses with alternating brick and stone and scrolled stone capitals also at first floor. Second floor has foliate moulded terracotta panels spaced between windows, and stone engaged columns with ball finials. No. 158 third floor features three-light casement windows with carved stone 'GRAND PARADE' below. Ornate Dutch gables with stone swan-neck pediments and foliate enrichment to gable on No. 158.

Source: Observation

161

Built between 1890 and 1898 from stock brick with red brick detailing and steeply pitched, slate gabled roof, two bays wide and four storeys high. Clear Flemish-style influences in a prominent crow-stepped gable, accented by red brick quoins and large coping stones. Elaborate fenestration at first floor has a pair and single sashes with shouldered arch lintels, below decorative terracotta tympana, semicircular arches and further terracotta mouldings. Modern shopfronts to ground floor.

Source: Observation

176-186

Parade built 1898, three to four storeys high and originally eleven units wide but only eight survive due to modern infill development, splitting up the row of units. Modern shopfront inserted at ground floor. Flemish and Queen Anne-style influences. First floor: Nos. 166, 180, 184 and 186 have three-centred arch sash windows with flanking light and decorative roundels and floral motifs, below brick arches and contrasting stone corniced keystones (No. 180 also features a pair of slim, vertical windows with small stone pediments); Nos. 178 and 182 have pairs of sashes below segmental brick arches and corniced keystones; No. 174 has large, modern picture window inserted; No. 176 has canted bay sash window with pair of flanking sashes. Second floor: 166, 184 and 186 have pairs of sashes with rubbed brick, segmental arch headers and 178 and 182 are similar but with contrasting, plain stone lintels; No. 174 has pair of modern uPVC windows; 176 has a central sash with flanking light and roundels, below a brick semicircular arch and keystone; single sashes sit either side, with segmental arch brick headers; no 180 has central segmental arch sash beneath a semicircular gable and flanking sashes with stone lintels. Brick pilasters at second floor demarcate the bays and are topped with ball finials. Nos. 178 and 182 have gables with stone banding detail. No. 176 has Dutch gable with a keystone *œuil de bœuf* window. No. 186 has a chamfered corner with stone mullioned window to first floor, and *œuil de bœuf* window set in moulded terracotta panelling at second floor, surmounted by a Dutch gable with stone pediment, ball finials and datestone.

Source: Observation

175

A late Victorian building, constructed in stock brick with a red brick façade and tile gabled roof, it is one bay wide and three storeys high. A pair of vertical sash windows at first and second floor have ashlar dressings (currently painted white), with plain lintels and sills. Simple decorative ashlar quoins in Queen Anne style and ogee moulded brackets below eaves.

Source: Observation

177

Built in stock brick in a simple, vernacular style, it has three bays and three storeys and a slate gabled roof. Three double-hung sashes with modern uPVC inserted behind to the first and second floors, each having brick soldier arches and plain stone sills.

Source: Observation

189-199

The five-bay façade features alternating bays of Regency- and Tudor-style frontages. The former have pedimented aedicules with eared surrounds above French windows at first floor and plain casements above. The Tudor elements have central projecting

bays with four-light timber-mullioned windows separated by a band of timber studs and braces. To the north, a chamfered corner with a moulded floral terracotta panel and classical brick pedimented surround.

Source: Observation

196

Mid to late Victorian (1871-1896), loose Italianate style in stock brick at three storeys high and two bays wide. First- and second-floor windows are central sashes flanked by two margin lights with extended stone lintels and shouldered detail. Sawtooth moulded string course immediately above lintels. Red brick dentilled cornicing and plain parapet.

Source: Observation

198, The Grapes

The Grapes public house is early to mid-Victorian, built in 1867 in an Italianate style. Stuccoed frontage with semicircular arch windows at first floor that have decorative head moulds. There are plainer sashes to the second floor beneath moulded corbelling and a panelled parapet with robust cube finials, concealing a slate, gabled roof. A miniature Dutch gable adorns the chamfered corner façade.

Source: Observation

202-214

One of the earliest parades in Sutton, built 1839-1866 in a classical style. Consisting of eight units at two bays wide and three storeys high, constructed in stock brick with gables facing High Street. Façades rendered or roughcast, now painted in pastel colours. Alternating fenestration. Nos. 204, 208, 212 and 214 have moulded window surrounds with keystones, raised architraves, scrolled brackets at first floor and simpler moulded surrounds with scrolled brackets at second floor. Nos. 202 and 206 have plain window surrounds with simple sills only at second floor. Nos. 212 and 214 have prominent dentilled cornicing.

Source: Observation

203-209

Built in 1893, five bays wide (four units) and three storeys high, red brick façade and stone detailing. Modern shopfronts at ground floor with single original moulded console bracket between 205 and 207. First floor has triplet sash and uPVC windows under segmental brick arches with intricately carved foliate springer and keystones, although 203 has single, modern picture window below a plain stone lintel. Second floor mirrors fenestration below although windows are below flat brick arches. Access

to upper floors originally through a narrower bay at the northern end of the building marked by a miniature Dutch style gable.

Source: Observation

211

Corner building, constructed between 1934-1956, in stock brick with red brick façade. Three storeys high and two bays to each façade (north and east). The building has a curved corner with horizontal Crittall (uPVC) style windows and a group of three recessed brick string courses to first and second floors. Window surrounds have brickwork fluting to either side and plain brick lintels. A plain brick parapet with stone coping runs along a flat bitumen roof. There is a moulded stone and stepped stone cornice to a modern shopfront.

Source: Observation

213-217

Built between 1935-1956, four units in red/brown brick with flat roofs. Four bays wide in total and three storeys high. An eclectic mix of architectural features within a classically proportioned form of central projecting bay flanked by two recessed wings. Ground floor has modern shopfronts but retain most original plinths, pilasters and moulded console brackets. All windows are uPVC casements with plain concrete sills and red brick soldier arches. The two central units have red brick herringbone and geometric panels between first- and second-floor fenestration. Second-floor windows have cast-iron, Art Deco balconettes. Wide Dutch gable across central two bays with concrete urns to each end, above a concrete Art Deco panel.

Source: Observation

216-220

Inter-war period (map regression shows between 1910-1934), three bays wide and three and a half storeys high in Neoclassical style. Stock brick with red/brown brick façade and tile gabled roof. Central bay projects slightly with brick quoins and is crested by steeply pitched pediment with corbelled cornicing with a brick lozenge detail to tympanum. Windows at first floor are nine six-over-six sashes (three per bay) with exposed boxes set flush. Rubbed brick headers with keystone except the central sash which features a semicircular arch with keystone and herringbone brick infill. Second-floor windows are the same sashes with terracotta tile sills and vertical header lintels.

Source: Observation

222-224

Built between 1935 and 1956 in brown brick with flat roof and chamfered corner. Two storeys high and two bays wide. All windows uPVC with slim brick soldier arches, apart from chamfer which has moulded architrave header. Dentilled brick corbelling at eaves and brick parapet with recessed brick panels.

Source: Observation

226-230

Inter-war parade (1914-1934) in brown brick with Art Deco-style influences and classical proportions. Four storeys high and four bays wide (over three units) with modern box dormers and extensions to the rear. Modern shopfront at ground floor retains some plinths, pilasters and moulded console brackets. UPVC casements to central two bays have brick header soldier arches and rectangular moulded concrete spandrel panels between floors. Outer two bays have two-storey projecting central element with Art Deco balconettes and semicircular herringbone terracotta detail at second floor. Plain concrete band at eaves and recessed brick parapet with shallow concrete pediments to each end.

Source: Observation

246-254, Edward Terrace

Italianate style built 1868 in brick, consisting of five units, now painted white. Three bays per unit and three storeys high. Modern shopfronts inserted at ground floor. First floors have trio of four centred arch sashes with polychrome brick headers (now obscured by paint). Prominent brick string course between floors. Second floors have semicircular sashes and segmental arch brick headers. Double dentilled cornicing at eaves and simple brackets with some surviving floral moulding. The developer, Edward Rabbits, was responsible for the development of several of Sutton's Victorian residential estates, including much of the Benhill Estate, the Rose Hill Park Estate, and the Strawberry Farm estate in Carshalton. He was also influential on the development of High Street including the eponymous 'Edward Terrace' (246-254 High Street).

Source: Observation; Skelton, A. (2017). Edward Terrace, and the building career of Edward Harris Rabbits in Sutton. Unpublished Document.

265, The Winning Post (formerly The Red Lion)

Present building built in 1907 in a vernacular style, resembling an Edwardian villa. Two bays by two and a half storeys with a steeply pitched, hipped tile roof and roughcast render. To the left of the principal (east) elevation, there is a projecting double-height bay window which is crested by decorative barge boards and moulded detail to the gable end. The ground floor has moulded pilasters separating each bay that support the moulded fascia and have timber frame windows and doors between. The first floor has a large, six-light bay window with a four-light casement window to the right. The roof

has a flat roof dormer to the east and another to the north, next to a gabled dormer. It has several later 20th-century extensions to the north and rear. Replaced an earlier building (a Red Lion public houses has been in Sutton dating back to the 18th century). Further historical interest is derived through an association to the *Rolling Stones* – being the site of several early gigs, one of which led directly to their first professional music contract.

Source: Observation

267-273

Neoclassical Inter-war parade (1914-1934) in red/brown brick, three and half storeys high and four large bays wide (comprising four units) with flanking bays slightly projecting. Modern shopfronts to ground floor. Outer bays have trio of uPVC windows at first floor and Venetian-inspired windows with semicircular fanlights at second floor. Central two bays have plain uPVC casements with brick soldier arches and plain concrete sills. Brick stretcher string course separates first and second floor.

Source: Observation

272-274

Constructed in stock brick with slate gabled roof and club crested roof tiles, it is three bays wide and two storeys high, built between 1896-1913. Five sash windows to the first floor with red brick segmental arched heads and red brick surround. Ground floor has modern shopfront with large sign fascia, glazing and cast-iron 'High Street' sign to upper left.

Source: Observation

275-281

A 1935-1956 parade in grey/brown brick with gable tile roof, three storeys high and four bays wide. Modern shopfronts to ground floor retain only two stylised console brackets. First-floor fenestration is uPVC casements in banks of three with red brick dressings and plain sills. Second floor has red brick string course, Streamline Moderne influenced, horizontal projecting brick detail and uPVC casements with red brick dressings.

Source: Observation

278-280

A pair of buildings, built between 1913-1935 (probably Inter-war) in stock brick and tile steep hipped roof, with pebbledash render to the principal elevations. Two bays wide and two storeys high, ground floors have modern shopfronts but 280 retains

original console brackets. Modern uPVC windows with plain terracotta sills to the second floor and small pitched roof gables to each frontage.

Source: Observation

285, The Crown

The Crown was built between 1839-1867 in a symmetrical, classical style. It is three bays by two storeys with a plain tile hipped roof and two brick stacks, one at either end. Rendered ground floor with a thin moulded band just below the lintels. It has two entrance doors and three sash windows, one of which is in place of a blocked up doorway. The first floor has a roughcast render and six square-headed sash windows.

Source: Observation

300-314

Mid to late Victorian building in vernacular style comprising two build-units either side of Burnell Road. Three storeys high and two bays wide per unit, in London clay brick with gabled roofs with corner units hipped. Good retention of pilasters and moulded console brackets at ground floors. First-and-second floor windows are mix of timber sashes and uPVC casements, all with red brick segmental arch headers and red brick string course separating floors.

Source: Observation

316, The Dolphin

Built between 1877-1896, the former Dolphin pub is Queen Anne style, constructed in red brick with dressed stone detail dividing ground and first floors. Two bays wide and two and a half storeys with a modern slate roof and 21st-century fenestration. The ground floor has a central door with a rectangular fanlight and rubbed brick flat segmental arches; to either side are two large windows which are currently boarded up but have matching brick detail. To the first floor, there are two pairs of sashes beneath shouldered lintels and relieving arches with decorative moulded entablature and a single sash with dentilled architrave in the centre. A triangular pediment adorns each bay with dentilled bed-moulds to the cornicing and a small modern window.

Source: Observation

344-346, The Prince Regent

The Prince Regent consists of two early 19th-century cottages and extensive late 19th- and 20th-century alterations and additions. Its earliest element is clad in timber weatherboard while the later extensions are constructed in stock or sand-coloured brick. Its roof materials are predominantly clay tile and bitumen. To the principal

(west) elevation, there is a three-bay, single-storey shopfront with the central pub entrance and a flat, bitumen roof. The bays have brick piers and horizontal timber cladding, and all fenestration is 20th century.

Source: Historic England. (2016b). *Advice Report: 344-6 High Street, Sutton.*

354-360

Parade built between 1935-1956, probably Post-war. Two storeys high and six bays wide (consisting of four units and central passageway). Modern shopfronts to ground floor. First floor has six groups of three uPVC casements with brick soldier arches. Parapet features band of alternating blocks of headers and stretchers.

Source: Observation

6.1.7 **Hill Road**

Georgian Mansions

Buildings situated opposite each other on Hill Road. Built between 1932 and 1935 in Neo-Georgian style. Both are three storeys, defined by symmetrical bays of six windows (three-over-three) flanking a projecting central bay with triangular pediment. The northern building has five bays and the southern has three and both have hipped roofs. Sash windows in banks of three at first and second floors with red brick flat arches; central sashes have keystones. Stone quoins to outer and central projecting bays and prominent stone cornice.

Source: Observation

6.1.8 **Manor Park**

Sutton War Memorial

Unveiled 26th June 1921. Designed by J S W Burmester, featuring a Latin cross with octagonal cross-arms, surmounting an octagonal tapering shaft with carved collar and base. Bears the names of 518 men and one woman lost in the First World War, with later inscriptions commemorating those killed in the Second World War. The surrounding landscaping was originally laid as a cross-pattern (designed by Cheal and Sons of Crawley), changed to the Y-shaped design seen today around 1935.

Source: Historic England. (Various). National Heritage List for England (NHLE). Retrieved 2017, from <https://historicengland.org.uk/listing/the-list>

6.1.9 **Mulgrave Road**

8-10

Two single-storey shops built between 1896 and 1913, created by forward extension over front gardens of Victorian and Edwardian villas. Original moulded pilasters and consoles still survive with decorative dentilled eaves, below a flat roof. Large, irregular villa sits to the rear, much altered by modern development.

Source: Observation

12-22, Mulgrave Court

Built between 1929 and 1935 in brown brick with hipped roof and Neoclassical-design influences. Three storeys high and six bays wide. Outer bays project and have prominent red brick quoin detail. Ground-floor shops retain some original pilasters and capitals. First floor has three uPVC windows per bay with awning opening and red brick segmental arch headers. Second-floor fenestration mirrors that below, although windows are set close to the eaves line so have no headers. Eaves overhang with white corbelling detail.

Source: Observation

6.1.10 **St Nicholas Way**

St Nicholas Church

The Church of St Nicholas is Sutton's most ancient religious focal point, thought to have been a consecrated site since at least Saxon times. The current church, constructed in Gothic style by Edwin Nash in c.1862-1864, replaced the medieval parish church. It is constructed of flint, with stone dressings and a red tile roof. To the west, the square tower has a broach spire which is shingled, a clock face on the north, south and west sides, and angled buttresses. The windows are stone arched with some trefoil head detailing, with some good examples of Victorian stained glass.

Source: Observation; Nairn, I., & Pevsner, N. (1962). *The Buildings of England: Surrey*. Harmondsworth: Penguin Books Ltd

Civic Offices and Central Library

Sutton's Civic Centre was built between 1973 and 1978 and designed by the Borough Architect's Department, with Peter Hirst as principal. A C-plan building, it is constructed in brick and concrete, with its large proportions, seemingly solid mass and block-like structure reflecting a Modernist style popular during the 1970s.

Source: Observation; Goodwins, S. (2004). *Sutton Past & Present*. Stroud: Sutton Publishing Ltd; Nairn, I., Cherry, B., & Pevsner, N. (1983). *Surrey (The Buildings of England)*. Butler & Tanner Ltd: Frome.

6.1.11 **The Green**

1

Built between 1839-1866 in Neoclassical style with London clay brick and slate hipped roof. Two storeys high and three bays wide. Ground floor has heavily aediculed uPVC windows with pediments and scrolled brackets, either side of ornate entranceway with moulded pilasters, double-scrolled brackets, moulded hood and shallow, decorative scrolled pediment. First floor has semicircular arched central window and a vertical rectangular uPVC casement either side, all with prominent moulded surrounds and small scrolled brackets. Overhanging eaves have moulded corbelling, and painted stone quoins frame the building.

Source: Observation

3

Early-mid Victorian villa (built between 1839-1866) in an eclectic mix of styles. Constructed in brick, currently painted white, with tile gable roof. Three bays wide and two and a half storeys high with projecting front-facing gable to right (north). Ground floor has central entranceway and porch with segmental arch opening and dentilled cornicing. On either side are square bay windows with pairs of segmental arch uPVC casements and dentilled cornicing. To the left at first floor are two uPVC windows with moulded segmental arch headers and plain sills. The projecting gable has a pair of windows with moulded segmental arch headers below a small single light with miniature moulded segmental arch header.

Source: Observation

5

The earliest property on The Green, originally built prior to 1839 (date of the tithe map), in a Neoclassical style with later modification and extension. Three bays wide and two storeys high with double-pile hipped roof, although modern development to rear obscures some of it. Ground floor has central entranceway and porch, with moulded architrave and scrolled brackets. To either side is a trio of timber sash (right) and uPVC casement (left) windows in deep recesses with rubbed brick segmental arch headers and prominent plain sills. The north and south elevations feature canted bay windows with the same trio of timber sashes. The first-floor fenestration mirrors that of the ground floor but with a single timber sash above the doorway. Projecting cornicing at eaves and plain stone-capped parapet above.

Source: Observation

6.1.12 **Sorrento Road**

Holy Family Catholic Church

Built in 1988, an A-frame building of buff and red brick with concrete roof tiles. To the principal (north) elevation, there is a three-sided, hipped-roof porch with double wooden doors, full length windows either side and eight fanlights above and two buttresses to each side of this. Above the entrance it has a simple red brick cross and red brick detail at the roofline.

Source: Observation

6.1.13 **Throwley Way**

10-38

Pairs of semi-detached Edwardian villas built between 1896 and 1913, in an Arts and Crafts style. Built in stock brick with red brick ground-floor façades and roughcast first floor, they are two bays wide and two and a half storeys high. Each unit has a two-storey canted bay window with tile panel between floors, surmounted by a mock-timbered gable with moulded bargeboards. Semicircular arched porch with moulded imposts and corniced keystones. Some entrances retain original decorative tile flooring and some have modern infills. A plain vertical casement window sits above the entrance at first floor.

Source: Observation

6.1.14 **Vale Road**

49

Inter-war property with elements of Arts and Crafts styling including steep hipped roof with flared eaves, and first floor windows set up high immediately beneath the eaves line. Two bays wide and two storeys high. Ground floor has uPVC doorway to left with large picture window adjacent and first floor has three uPVC casements.

Source: Observation



Figure 75 1st edition Ordnance Survey (c.1871)



Figure 76 3rd edition Ordnance Survey (c.1910)



Figure 77 4th edition Ordnance Survey (c.1933)

6.3 **Appendix C: Community Views**

A community engagement event was undertaken as part of the Historic Area Assessment programme. This took the form of a structured training session, to build capacity in local groups in identifying and articulating heritage significance and special interest, followed by a consultation exercise.

Attendees were consulted to gather community views on the positive aspects of the centre's historic environment, the challenges it faces, and potential ways of celebrating it in future. Over 200 individual comments were recorded, outlined over the following pages.

Question A: What do you like most about the heritage of Sutton's town centre?

Summary of responses:

- Repeated mention of the architectural interest and quality of the buildings along High Street
- The open/green spaces and their proximity to the town centre were mentioned several times
- Elements of historical interest were commented upon as positive aspects

Several responses related to the wide variety of architectural styles surviving above ground floor and some of these went on to comment how it illustrates the development of Sutton's High Street over time. Many comments note specific buildings of architectural interest such as 39 High Street (Barclays Bank) and Mid-day Court, a parade on Brighton Road. Those that discussed Sutton's public spaces highlighted the proximity of Manor Park and the Green to High Street as well as the special character of the alleyways and the recent improvements made to Market Place. Sutton's historic churches are repeatedly mentioned as is the retail offer in the town centre. Notably, several answers comment on the human scale and grain of High Street, as taller developments are yet to appear within the street itself.

Responses in full:

NB. Responses are transcribed verbatim

- The high quality + decorative Victorian residential architecture.
- Local pubs along the high street and decorative detail.
- With a fair section of society only 'looking down' with smartphones etc. There is nothing or little to 'draw' the eyeline upward to admire the lovely parades and brickwork artistry.
- A variety of decorative styles within a uniformity of uses.
- The sudden realisation of the beauty when you look up!!!
- The eagles belonging to the rectory.
- Fine grain buildings.
- The repainted uppers.
- Pubs & banks.
- Red Lion pub, now Winning Post.
- Links with suburban housing around it, schools, Manor Park and municipal facilities e.g. Post office.
- Uppers' of the frontage of the High street.
- Collectively, the range of styles and eras of architecture tell the story of architectural design over 150 years or so.
- Some quality buildings such as Mid-Day Court Brighton Rd.
- The variety of building styles when looking at first floors above the shopfronts.
- I like the mix of eras on the high street, good quality older buildings with good newer examples such as the 'Postmodern' Waterstones terrace.
- Some of the particular buildings: Barclay Bank building, Lloyds bank building, the Victorian terraces, some of the pubs, the 'Topshop' building.

- On the whole, many historic buildings have been maintained, with a select few terraces requiring maintenance protection.
- Human scale of high street and 'grain' of different shops.
- St. Nicholas Church and churchyard.
- Fine grain of the High Street and human scale.
- Painted murals & mosaic panels.
- The shopping parades (with Jack on that one!).
- The upper façades - parades. The potential there is to retain the best of differing styles/periods.
- Edward Terrace.
- Mix of different period buildings.
- Trinity Church. St. Nicholas Church. Baptist Church.
- Group of three churches. Trinity Church, Baptist Church and St. Nicholas.
- Historic church.
- Best bits: Trinity Church complex is a remarkably cohesive whole, Chancery House is far and away the best modern building, the upper High Street has much that could be saved or restored.
- The variety of styles above the ground floor shops.
- Decorative details/hidden gems.
- Generally most of the older High Street upper building frontages are in good condition & largely intact.
- The alleyways.
- Surviving architectural details - decoration.
- Survival of chalk/flint walls.
- Gothic Victorian building by railway station.
- Mile stones.
- The Tudor wall in Clarkes in the High Street (archaeology).
- Milestones.
- The Rolling Stones played in a lot of pubs in Sutton.
- The area at the start of Brighton Road.
- The milestone to show our relationship to 'the Big Smoke'.
- The sense of how grand the high street once was & how it can be again!
- Context of Victorian development with surrounding residential areas e.g. Newtown.
- How it tells the story of how the town developed.
- Surviving heritage tells story of development of the town.
- The story of Sutton's evolution through time. From coach and horses to today's shopping culture.
- Historic pubs.
- Green spaces and play spaces, recreation.
- Manor Park & the memorial.
- Manor Park.
- Trinity Square as a public space.
- Manor Park & proximity to High St.
- The Green + the buildings along the west side of it.
- The proximity of Manor Park to the High Street is a very positive aspect.
- Variety of shops and local retailers like Pearson's.
- Pearson's cycle shop.
- The town centre shops.
- A well-established town centre with a variety of shops.
- That more is there than you realise.
- I like that new developments are respecting the shopfront heritage and engaging at ground floor level.

- Difficult question! What little there was has largely disappeared and what has replaced it is of very mixed quality.
- The clock on the St. Nicholas Centre (if only it was working!).
- Sutton centre's best features are all at the top end (the bottom end never had much to recommend it).
- The improved Market Place, Sutton.
- Market Place, Sutton.
- The library as a source of heritage information.
- The tree planting - would like more.
- Alleyways and their special character.
- The murals at the top of the high street.

Question B: What do you think are the main challenges facing the heritage of Sutton's town centre?

Summary of responses:

- Many comments were concerned with insensitive or poor-quality development
- Financial challenges were also commented upon
- Issues were noted surrounding heritage consideration in the planning system

One of the most frequent concerns was finance and resource provision, with many suggesting that it is currently not adequate to preserve and enhance heritage within the borough. Those that were concerned about the poor quality of new developments took the general view that developers are insensitive to the character and appearance of the town centre. Many suggest that challenges lay in the protection of heritage through the planning system and that high housing targets could be detrimental. Some respondents also comment that the gyratory and the visual and physical barriers it creates pose issues in the appreciation of Sutton's heritage. A large number of comments centre around poor engagement with local communities with a view to increasing awareness of Sutton's heritage.

Responses in full:

NB. Responses are transcribed verbatim

- Insensitive development.
- The Council needs to stand up to developers to ensure that they defend heritage, don't just come in but work co-operatively with developers to re-use old buildings rather than knock them down.
- Developers will pressure the council to demolish buildings as this is often the easy option for them. The council needs the courage to make developers integrate older buildings for better quality town centre.
- Engaging sympathetic developers prepared to retain the heritage aspects + not just for profit.
- Developers allowing property to become derelict to promote their developments.
- Resisting the competition from developers offering cash to demolish and rebuild. Section 106/planning obligations.
- Incoherent and piecemeal development - not having a joined up and ambitious approach to future developments.
- How to manage the transition between the high building zones & the surrounding streets.
- Poor maintenance by private sector landlords of older properties.
- The gyratory + the possibility of the tram coming to Sutton.
- Blocking views and cross passages.
- Getting the owners to actually care about the buildings they own!
- Reflecting the change of need in local area demands.
- Use vacant spaces for urban rooms and pop-ups for new ideas.
- Taking wide view and planning as whole picture rather than developer power.

- Sympathetically designed buildings to comply with today's standards.
- Fragmentation of ownership of retail units.
- Creating a 'short' and 'long term' vision that's representative from all demographic and ethnic groups, that's overall agreeable.
- Removing the 'visual' and 'physical' barriers surrounding the High Street. E.g. One way system.
- Standardisation of aesthetic approach to get freeholders 'on-board' for the future.
- Lack of political support to invest in council resources to protect Sutton's heritage.
- The need for robust planning policies to protect Sutton's heritage.
- Need to ensure the planners embrace this agenda.
- Ensuring that the council maintains focus on consistent standards in planning.
- Short term-ism - building in places that may be regrettable - take a longer view.
- Lack of sustained commitment by the council and councillors.
- Lack of understanding of the powers available to the council to take positive action to protect heritage.
- Council unwilling to challenge developers to accommodate heritage and local amenity.
- Knowledge, capacity of councillors and officers, lack of enforceable policy to protect heritage.
- Planning control by the council - trying to put 'right' what has clearly gone 'wrong' with the planning process of the past.
- Councillors making decisions at committees need training on design particularly when heritage buildings are at stake. Design training for councillors making decisions could be helpful.
- Training for councillors to understand plans and visualise the outcomes.
- Challenge for council to acknowledge existing heritage assets and find suitable uses for them to prolong their life span and retain public use.
- Challenge will be making sure buildings are retained/protected for a reason...not just a blanket approach of retention if a wider benefit could be obtained to the high street. An understanding of need.
- Accessibility issues to older buildings.
- Not thorough/meaningful consultation with local stakeholders or community engagement.
- Try to improve public awareness of planning developments (How?).
- Raising awareness and pride in the local heritage.
- Bringing residents into the heart of the town centre - to spend in local shops, pubs & restaurants + ensure a sound local economy.
- Effective representation of locals - perhaps need a heritage panel.
- Lack of public engagement.
- Raising the profile with residents - so that they own it & care for it.
- Meaningful ongoing communication with local people + listening to them.
- Housing demand - ensure it reflects local heritage in scale and design.
- Housing targets set by London/local plan.
- Local plan versus Mayor's plan.
- The London plan overriding Local Plan.
- Pressure for tall buildings and intensive housing demanded by the local plan and London plan.

- Competing with rapidly growing needs for new and bigger residential spaces + buildings.
- Competing with corporate demands for space to display their brands and dominate build façades.
- High density development.
- Day to day maintenance such as litter and gum on the streets - lack of money.
- Heritage staff resourcing in the planning team.
- Lack of resources to maintain public spaces and the use of poor quality materials leading to dilapidation.
- Finance.
- Finding resources to continue work.
- Money spent on maintenance of heritage buildings, housing, shops.
- Funding to ensure survival of these buildings.
- The integration of all factors affecting i.e. political, cost, demographic, housing/retail units, transport, education, leisure facilities.
- Competing with commercial/profit orientated pressure for quick/cheap demolition and rebuilding/redevelopment.
- Lack of a borough Archivist.
- The cost upkeep/maintenance of heritage asset and cost of over-seeing the asset being looked after.

Question C: How can we better celebrate the heritage of Sutton's town centre?

Summary of responses:

- Many suggestions about the ways in which heritage is protected or enhanced through the planning system
- Several comments on the potential for events and art exhibitions to highlight Sutton's heritage

This question received the largest number of comments, highlighting public enthusiasm for Sutton's town centre heritage. It was considered that public events and art installations/exhibitions would be a good way to celebrate and promote Sutton, with a few mentioning specific programmes delivered successfully in other areas. Many expressed the thought that more could be done within the planning system to better support heritage and enhance it through high quality developments. A significant number suggested that more information boards, plaques and leaflets would enable the public to better appreciate Sutton's historic High Street and its environs. Engaging the passer-by with the often overlooked but well-preserved upper floors of high street buildings featured several times in responses, corresponding with comments from Question I on most favoured aspects.

Responses in full:

NB. Responses are transcribed verbatim

- Cycle race round the one way system.
- Celebrate the green open space with fairs and farmers markets.
- Sutton street party/parties, fairs on the green spaces.
- Storytelling.
- Street festival and heritage themed events.
- Heritage exhibition fancy dress to match upper façades.
- Evening events with only uppers lit.
- Projecting shop owners onto the shops at night.
- Public events heritage focus.
- Heritage walks as already in Croydon from West Croydon to the centre.
- Coordination with 'Open House for London' experience in September annually.
- Guided heritage walks.
- Fun' historical walks.
- More public events to celebrate the heritage & park spaces.
- Library hosted exhibitions for old photos/camera film from days gone by that can be photoshopped and social media'd.
- Marching bands.
- Create a trail highlighting heritage assets.
- Heritage walk leaflets.
- Ensure any new development works with the historic environment.

- Include more green spaces in future planning - vision link from Manor Park to current civic offices.
- Open up the cross-routes, don't block them.
- Control and guidance for shopfronts to complement rather than deny the parade architecture. Restore detail.
- Encourage developers through policy(?) to engage/reference historic street layouts or uses or architecture in new developments/masterplan schemes.
- Make developers engage and understand the context. The High Street is predominantly 'brick' build so new development should tie into this - Brick based 'solid' development rather than metal cladding.
- Shopfronts reflecting the parade and design guide with permissive force.
- Introduce and design code/guide for the shopfronts of buildings to make them more attractive & match the attractive uppers. The work on the 'KFC' parade is really good, more of this.
- Sutton used to be an important centre. Major change in several phases. Local significance could be better highlighted.
- Sutton planners/council should demand good quality & not allow developers to 'steamroller' through. Demand good quality buildings/public spaces. The values are in the borough, now to demand this.
- Sutton Council should take the lead & develop their own land in a high quality manner - the Civic Centre site should be high quality development.
- Guard against further erosion of what remains by insistence on good design standards for new work.
- Design guide like Merton to improve shops.
- Council owned site should set an example of how to integrate heritage.
- Grants towards restoration of the historic frontages?
- Memorial tablets in local churches could be made accessible.
- Re-unify the High Street with the rest of the town centre - sort out gyratory.
- Restore buildings 'uppers' where they have been altered/painted. Remove paint from the upper of the Cock and Bull pub to restore brickwork & similar buildings & clean brickwork.
- Make more of milestone(s), their setting and trail joining them.
- Make milestone a focal point again - a landmark - public realm design - Business names.
- Restoration of attractive/important elements of buildings.
- Encourage retention of original windows in focal point buildings.
- More vertical planters/focal points to draw the eyes up.
- Aspirations about design of the architecture.
- More heritage planting on buildings.
- Lighting alleyways.
- Being aspirational in new architecture.
- One way system and underpass should have a crossing - pedestrian.
- A North South East and West gateway arch on the major roads into the town centre.
- Architectural lighting to accentuate the 'good' buildings and 'bad' buildings.
- The one way system disconnects the town centre. This should be removed.
- Make more of interesting characters who lived or worked in the High Street (e.g. David Knights-Whittome, Dendy Napper).
- Cock Inn public realm awareness - red plaque.

- Plaques (red scheme) explaining heritage of buildings.
- Project heritage on screen in Trinity Square.
- More heritage info on town centre maps in High Street.
- Physical name plaques + history information.
- Interpretation and local history signs.
- Funding to deliver 'sign posts' information boards to inform people of their heritage.
- Street information boards.
- Focus on one building a month, set up an info point.
- Celebrate historic figures through plaques, sculpture, statues.
- Animate 'blank' buildings with celebratory artwork e.g. Boots. Ref: Croydon, Kings X, Camden. Fun. Vibrant & would be historic/heritage based.
- Heritage inspired artwork.
- Repeat of the Worcester Park photo exhibition of 'then' and 'now' images. We did it without incurring any costs + without any grant in 2015.
- "Look up" scheme - highlight quality of upper storeys.
- Using place names which reflect the place, its history and its people.
- Floodlighting/projection. Lumiere.
- Architectural lighting - up lights from first floor up.
- More public art installations in/near alleys.
- Engage with local people and local knowledge. Often unrecorded gems of local heritage knowledge can be gained.
- Involve local schools in looking at the architecture of the high street.
- Campaign on social media to promote heritage.
- Bring young people in for fun events of their choosing.
- Need to get people to look above the shop but I don't know how - Mirrors?
- Showcase what's of interest by uploading photos/movies online.
- By making and publicising the heritage photos to social media for comment. See Robin Beard's posts on Cheam Facebook site.
- Promote with schools.
- Celebrate traditional social use mix of High Street area e.g. Leisure facilities...swimming pool on Civic Centre site?
- Celebrations of aspects of Sutton's history.
- Celebrate the pedestrian! Celebrate the ground floor!
- Put Marlene in charge of it! (Cllr Heron).

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8 ENDNOTES

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²⁸ William Pile Ltd. 1906, 21

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