



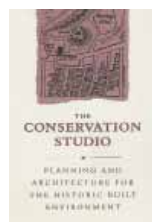
## **ADELPHI ROAD CONSERVATION AREA**

### **CHARACTER APPRAISAL & MANAGEMENT PROPOSALS**

**March 2010**



*This document has been produced by:*



The Conservation Studio,  
1 Querns Lane,  
Cirencester,  
Glos GL7 1RL  
T: 01285 642428  
E: [info@theconservationstudio.co.uk](mailto:info@theconservationstudio.co.uk)  
W: [www.theconservationstudio.co.uk](http://www.theconservationstudio.co.uk)

## ADELPHI ROAD CONSERVATION AREA

### CHARACTER APPRAISAL & MANAGEMENT PROPOSALS

The Adelphi Road Conservation Area encompasses a group of 19th century artisan houses, mainly arranged as semi-detached pairs (in Adelphi Road), and, around the junction of Hook Road and East Street, a more varied group of historic buildings in a variety of uses – the former National School, an early 20th century public house, and three pairs of Surrey vernacular weatherboarded cottages, all of which are listed grade II.

The Appraisal seeks to define the special character of the conservation area, and the Management Proposals provide some guidance on future actions, most of which will be the responsibility of this Council. It is our duty as the Local Planning Authority to ensure in our decision-making that this special character is not only preserved but, wherever possible, enhanced. It is vital for those drawing-up development proposals to understand the character of a place, and for decision-makers to ensure that proposals are in keeping.

We are confident that this statutory Appraisal document will provide the necessary tool for the positive management of the area by all concerned. It will help to ensure that change does not erode the essential spirit of the places concerned, and that positive enhancements are achieved.



**Councillor Michael Arthur**  
Chairman Planning Policy Sub-Committee



**Mark Berry**  
Head of Planning

# CONTENTS

## PART 1: CONSERVATION AREA CHARACTER APPRAISAL

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Description of the Adelphi Road Conservation Area	1
1.2	The implications of conservation area designation	1
1.3	Conservation area character appraisals and management proposals	2
1.4	Policy framework	2
1.5	Key characteristics of the Adelphi Road Conservation Area	2
1.6	Summary of Issues	3
<b>2</b>	<b>THE HISTORICAL DEVELOPMENT OF THE AREA</b>	<b>4</b>
2.1	Introduction	4
2.2	Epsom before the railways	4
2.3	The coming of the railways and its effect on the town	5
2.4	Historical development of the conservation area	5
<b>3</b>	<b>LOCATION, ACTIVITIES AND SETTING</b>	<b>8</b>
3.1	Location and boundaries	8
3.2	Uses and activities	9
3.3	Topography and landscape setting	9
3.4	Geology	9
<b>4</b>	<b>SPATIAL ANALYSIS</b>	<b>10</b>
4.1	Street pattern and building plots	10
4.2	Open spaces, landscape and trees	11
4.3	Focal points, focal buildings, views and vistas	11
4.4	Boundaries	12
4.5	Public realm	12
<b>5</b>	<b>THE BUILDINGS OF THE CONSERVATION AREA</b>	<b>13</b>
5.1	Building types	13
5.2	Listed buildings, locally listed buildings and positive buildings	14
5.3	Architectural styles, materials and detailing	14
<b>6</b>	<b>CHARACTER AREAS</b>	<b>15</b>
6.1	Area 1: Adelphi Road	15
6.2	Area 2: Hook Road and East Street junction	16
<b>7</b>	<b>NEGATIVE FEATURES AND ISSUES</b>	<b>17</b>
7.1	Negative features	17
7.2	Issues	18
7.3	Article 4 (2) Directions	18

# CONTENTS

## PART 2: CONSERVATION AREA MANAGEMENT PROPOSALS

8	INTRODUCTION	19
8.1	Format of the Management Proposals	19
9	ISSUES AND RECOMMENDATIONS	20
9.1	Introduction	20
9.2	Loss of historic fabric and unsympathetic alterations to houses	20
9.3	Treatment of front gardens and boundaries	21
9.4	Retention and restoration of historic street lights	21
9.5	Protection of trees	21
9.6	Shopfront design and advertising	21
9.7	Conservation area boundary review	21
10	MONITORING AND REVIEW	22
APPENDICES		
Appendix 1	Townscape Appraisal map	23
Appendix 2	Further reading and information	24



### 1.1 Description of the Adelphi Road Conservation Area

The Adelphi Road Conservation Area was designated on 9th September 1999. The conservation area has two distinct sub-areas each with a 19th century character and appearance. These are the cul-de-sac residential street of Adelphi Road and the historic development surrounding the junction of Hook Road and East Street.

Adelphi Road is a T-shaped cul-de-sac road bounded by the railway embankments of Epsom's two railways. It is a mid/late development of narrow frontage, mostly semi-detached, workers' houses typical of east Epsom's post-railway development.

Historic development around the busy junction of Hook Road and East Street dates mainly from the 19th century and includes a former National School (listed grade II), a c. 1900 public house (listed grade II) and three pairs of typical Surrey vernacular weatherboarded houses (listed grade II).

Almost all of the area's buildings contribute to the area's special historic character and appearance and there is much of historic interest. However, in the absence of an Article 4 (2) Direction (see Section 7.3), there have been many small changes to unlisted dwellinghouses and these changes have cumulatively undermined the special interest of the conservation area.



Nos. 10 and 12 Hook Road

### 1.2 The implications of conservation area designation

Conservation areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A conservation area is defined as "*an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*".

Section 71 of the same Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas. Section 72 also specifies that, in making a decision on an application for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.



Nos. 23 and 25 East Street

### 1.3 Conservation area character appraisals and management proposals

In response to these statutory requirements, this document defines and records the special architectural and historic interest of the conservation area and identifies opportunities for enhancement. It is in conformity with English Heritage guidance as set out in “*Guidance on conservation area appraisals*” (August 2005) and “*Guidance on the management of conservation areas*” (August 2005). Additional government guidance regarding the management of historic buildings and conservation areas is set out within “*Planning Policy Guidance 15: Planning and the Historic Environment*” (PPG15).

This document therefore seeks to:

- Define the special interest of the conservation area and identify the issues which threaten the special qualities of the conservation area (in the form of the “Character Appraisal”);
- Provide guidelines to prevent harm and achieve enhancement (in the form of the “Management Proposals”).

These documents provide a firm basis on which applications for development within the Adelphi Road Conservation Area can be assessed. The omission of any feature in either the appraisal or the management proposals does not imply that it is of no interest, and because both will be subject to regular review, it will be possible to amend any future documents accordingly.

### 1.4 Policy framework

These documents should be read in conjunction with the wider adopted development plan policy framework produced by Epsom and Ewell Borough Council, as well as documents produced by Surrey County Council and the South-East Regional Assembly. These documents include:

- *The Epsom and Ewell District-Wide Local Plan* dated May 2000: Chapter 6 addresses the built environment. The management of conservation areas is covered by policies BE2, BE3, BE4 and BE5;
- The Epsom and Ewell Local Development Framework (LDF) contains a Core Strategy which was adopted in July 2007. This document identifies key issues and objectives for the future development of the Borough up to 2022, and a strategy to achieve them.

- The Core Strategy contains CS5 – a broad Policy which emphasises the Council’s commitment to protect and enhance the heritage of the Borough. Item 3.7.8 in the Strategy describes and explains the Conservation Area Appraisals and Management Plans which the Council is undertaking;
- *The Adopted Surrey Structure Plan 2004*: Provides strategic guidance for the built environment for the period to 2016;
- *The South East Plan adopted in 2009*: Provides strategic guidance for the built environment for the period from 2006 to 2026. It provides an overall framework for development in the south-east. Useful guidance is set out in Chapter 12 *Management of the Built Environment*, detailed in Policy BE6.

### 1.5 Key Characteristics of the Adelphi Road Conservation Area

This character appraisal concludes that the key characteristics of the Conservation Area are:

- Small urban conservation area located in the wedge-shaped angle between the junction of Epsom’s two railway lines containing mostly mid/late 19th century post-railway development;
- Contrast of uses ranging from quiet residential (Adelphi Road) to busy shopping and business uses (East Street);
- Adelphi Road, a late 19th century cul-de-sac development of low status two-storey narrow-frontage houses with a planned westward vista along Adelphi Road to a three-storey pair of red brick houses;
- East Street (south side) contains a row of multi-gabled three-storey brick late 19th century commercial buildings, with shopfronts at ground floor, fronting a very busy road junction;
- East Street (north side), fronts a noisy and busy thoroughfare and contains three listed buildings, i.e. two early 19th century weather-boarded buildings and a c.1900 former public house;
- Architectural interest of the area including containing six grade II listed buildings, four of which are locally typical 19th century weatherboarded houses;



- Grassed open space, with trees, beside road junction which helps to soften the urban townscape and ameliorate the adverse effect of a large advertising billboard;
- Hook Road containing the grade II listed former Hook Road School (an early National School c. 1840 built with yellow brick with ashlar dressings) and two pairs of contrasting 19th century semi-detached houses, one brick, one weatherboarded;
- Two historic public houses (The Rifleman and former Plough and Harrow);
- Sound of passing trains.



Nos. 7 and 9 Adelphi Road

## 1.6 Summary of Issues (from Section 7)

- Unsympathetic extensions and alterations to houses;
- Loss of original historic fabric e.g. timber windows;
- Treatment of front boundaries and gardens in Adelphi Road;
- Retention and restoration of historic street lights;
- Protection of trees;
- Shopfront design and advertising in East Street;
- Conservation area boundary review.



No. 34 Adelphi Road

## 2.0 THE HISTORICAL DEVELOPMENT OF THE CONSERVATION AREA

### 2.1 Introduction

The history of the Adelphi Road Conservation Area is inextricably connected to the expansion of Epsom that was stimulated by the arrival of the railways in the mid 19th century. To put this in context there follows a short history of Epsom before the railways, a brief description of the coming of the railways and its effect on the town and, finally, a brief history of the built development of the Adelphi Road Conservation Area.



No. 30 Adelphi Road

### 2.2 Epsom before the railways

Epsom came into existence as a Saxon settlement in the 5th or 6th century. It is mentioned in the Domesday Book of 1086 and continued as a small agricultural settlement until, early in the 17th century, medicinal water was identified in a well on the Common. At this time Ewell was bigger than Epsom.

From the mid 17th century Epsom Wells and Spa became a fashionable and popular place for the wealthy to visit. After the decline of its spa Epsom sank so much in importance that in the early years of the 19th century it was being described as a village rather than a town. The population of Epsom in 1801 was c. 2,400.

However, the growing popularity of horse racing continued to bring visitors to the town and Epsom remained an important place on coaching routes to London (it took 2 ½ hours to travel the 17 miles to London).



Listed cottages in East Street



The town grew slowly during the first half of the 19th century. In 1824 St Martin's Church, the oldest building in Epsom, was rebuilt and enlarged to hold a congregation of 1,120. The Epsom and Ewell Gas Company was set up in 1839. The present clock tower in the High Street was built in 1848.

In the early 1840s the town was a quiet, rural place with about 570 houses but the coming of the railways in the late 1840s brought in a whole new period of growth and development.



Former National School, Hook Road (grade II)



Plaque in Adelphi Road: "Chestnut Cottages 1870"

## 2.3 The coming of the railways and its effect on the town

The railway first reached the town in 1847 when an extension of the London, Brighton & South Coast Railway from West Croydon was opened with a terminus just east of the town. Station Road (renamed Upper High Street in 1939) was laid out to meet it. By 1868, on the completion of Victoria Station, Epsom has a reasonably direct and fast line to London.

In 1859 the London & South Western Railway built their own station off Waterloo Road, along what is now the Waterloo line. Epsom Downs station opened in 1865 enabling many more people to attend the races.

Easier access, particularly from London, stimulated trade and also encouraged middle-class commuters to build houses in Epsom. More working and middle class people were attracted to the area and it increasingly became an urban community. A population of c. 3,800 in 1851 had grown to c. 7,800 by 1891. Much of the late 19th century expansion of the town took place to the east of the town centre.

Over the next fifty years, the railways, improvements in public health, racing and the town's position as a shopping centre for surrounding area brought prosperity to Epsom. Epsom Urban District Council was set up in 1894. Electricity became available in 1902.

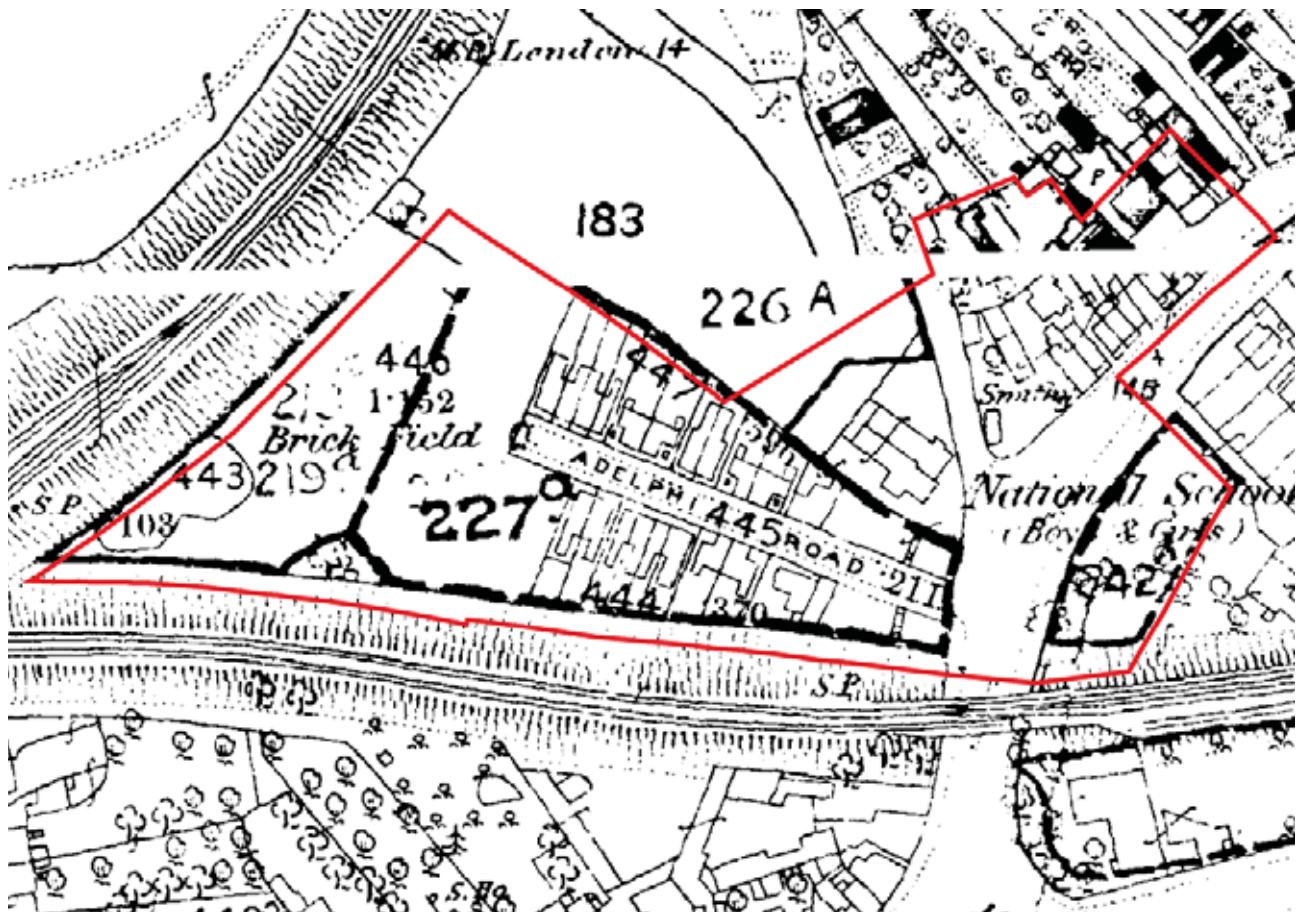
## 2.4 Historical development of the Adelphi Road Conservation Area

East Street and Hook Road are ancient roads to the east of Epsom town centre. Rocque's map of 1768 indicates some form of development along the north side of East Street. Two weatherboarded houses standing there today (nos. 19/21 and 23/25) probably date from the early 19th century.

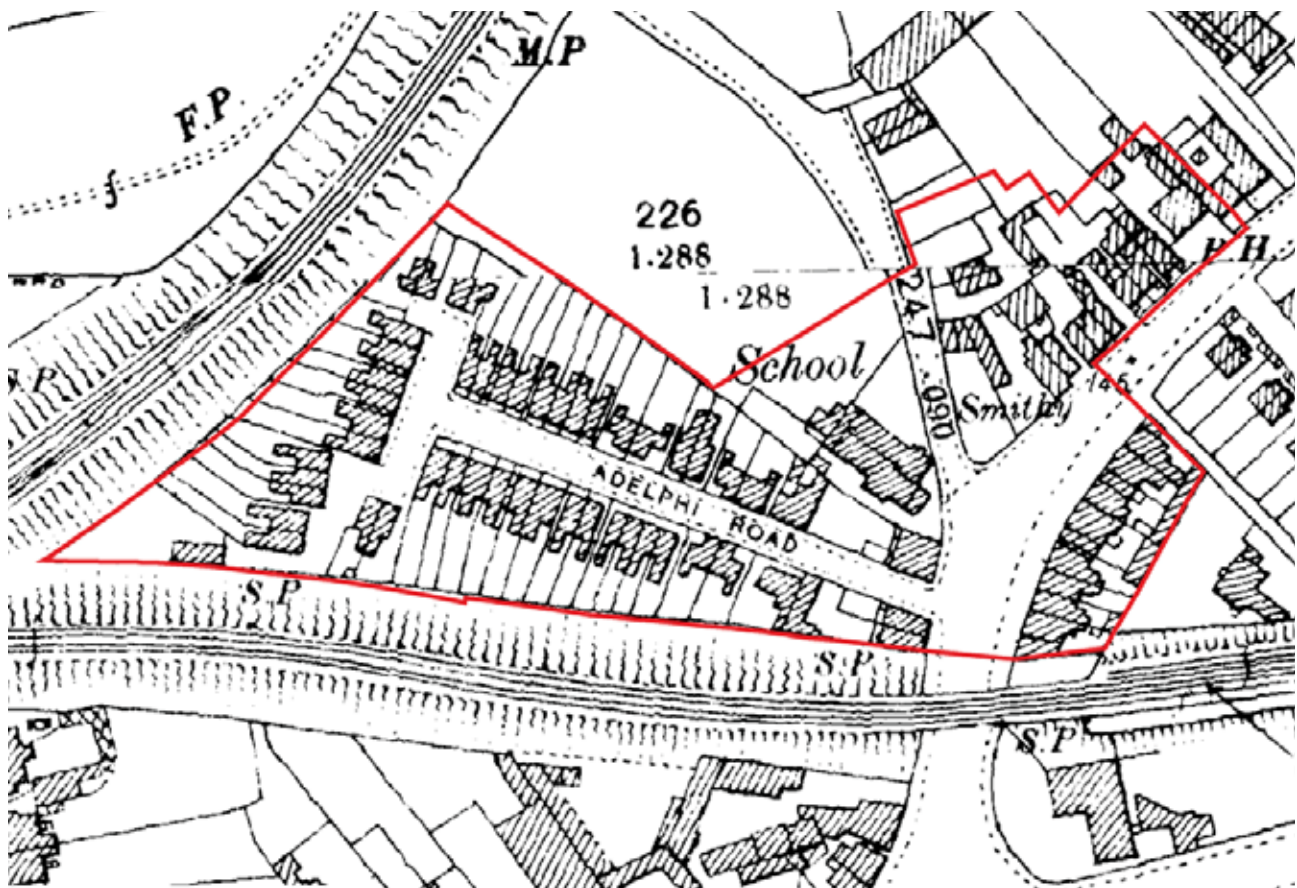
In Hook Road a new National School consisting of two schoolrooms for 120 boys and 120 girls was completed in 1828. It was rebuilt as a mixed school in 1840. The school building is now listed grade II.

Following the construction of Epsom's two railways (1847 and 1859), the large wedge-shaped area of land between the angle of the two tracks, in which the Adelphi Road Conservation area lies, underwent much residential development and a dramatic increase in population. In 1841 there were 107 properties in the wider area. By 1891 this had increased to 389.





Aldelphi Road Historic Map of 1864



Aldelphi Road Historic Map of 1895





Adelphi Road Historic Map of 1913

Adelphi Road occupies a small piece of land at the point of the 'wedge' bounded by the railway tracks. Properties alongside the eastern end of the street are marked on the 1866 Ordnance Survey map and the street is completely built out by the time of the 1895 O.S. map. The street is first mentioned in a census of 1871 and in a local directory of 1878. Datestones include nos. 7/9 Adelphi Road 1861, nos. 43/50 Adelphi Road 1870, Omega Cottages, nos. 33/35 Adelphi Road 1891.

It has been suggested that the name Adelphi, which means 'brothers' in Greek, may have arisen from its association with James and Thomas Chuter who were trading together as builders in 1878 and owned the nearby Chuter's field at the foot of Hook Road.

The Rifleman, East Street is first recorded in 1871. In 1919 the public house achieved notoriety because of a riot of Canadian soldiers in which a policeman was killed.

The former Plough and Harrow (currently a Mexican restaurant, 2009) is recorded as a public house in the 1841 census but the building was extensively rebuilt c. 1900. In 1680 this site was half an acre of open pasture but by 1755 a number of buildings had been erected on it.

Epsom's first cinema, the Electrical Theatre Company, was built in 1910 at the junction of East Street and Hook Road where the billboard now stands (a building on this site was identified as a smithy on the 1867 O.S. map). The cinema closed in the late 1920s and was demolished in 1953.

Hook Road and East Street have been extensively redeveloped in the late 20th century. The Adelphi Road Conservation area has been drawn to include a compact area around the junction of the two roads which still includes buildings remaining from the 19th century.

## 3.0 LOCATION, ACTIVITIES AND SETTING

### 3.1 Location and boundaries

The Adelphi Road Conservation Area lies within walking distance of Epsom town centre just under the Victoria line railway bridge at the east end of the town's busy High Street.

The conservation area has two distinct character areas, i.e. the cul-de-sac residential street of Adelphi Road (which gives its name to the conservation area) and the area of historic development surrounding the junction of Hook Road and East Street.

The south and west boundary of the Adelphi Road sub-area is tightly defined by the town's two railway lines. To the south, the Victoria line via Ewell East and to the west, the Waterloo line via Ewell West. Trees and greenery on the railway embankments is not included.

The eastern sub-area of the conservation area has been created by drawing a tight line around 19th century developments overlooking the historic junction of Hook Road and East Street. The boundary has been drawn to omit modern 20th century development that does not contribute to the area's special historic interest. The boundary therefore follows the rear of

nos. 2-16 East Street, a late 19th century commercial development, then crosses East Street and extends northwards to encompass three listed 19th century buildings in East Street. It follows the rear of these properties and continues southwards to Adelphi Road thereby encompassing in Hook Road three more 19th century buildings, two of which are also listed.



Red brick houses, Adelphi Road



Shops at Nos. 8, 10 and 12 East Street



### 3.2 Uses and activities

Adelphi Road was developed c. 1870 as a residential street and remains in that use. Most buildings are being used as family houses although some may be in multiple occupation. The site of a demolished house is now a car park.

Uses and activities around the Hook Road/east Street junction include a public house, a restaurant, dwellinghouses and office use in a former school (much enlarged). Ground floor premises at nos. 2-16 (even) East Street include two barbers, a stationary shop, an estate agent, a bar/club, an alternative medicine practice, mortgage centre, restaurant and café. One shop is currently to let (April 2009).

### 3.3 Topography and landscape setting

The conservation area lies on level ground within an urban setting. Nos. 2-16 (even) East Street, though separated by the railway bridge, forms part of Epsom's shopping area beyond which (eastwards) lies a predominantly business area characterised by 20th century office developments.

The road junction of Hook Road and East Street, where two roads meet just on the edge of the town centre, is an extremely busy road junction controlled by traffic lights.

### 3.4 Geology

Epsom is on the spring line where London Clay and chalk are separated by the sands and gravels of the Reading and Thanet beds. The conservation area lies over the London Clay. The Ordnance Survey map of 1866 indicates the west end of Adelphi Road as 'Brick Field', perhaps an indication of clay deposit.

The Reading and Thanet beds are particularly porous and provide the line of springs and wells that became the centres of primary settlements that developed into numerous Surrey villages, such as Sutton, Cuddington, Ewell and Epsom.



The Rifleman Public House, Adelphi Road



Late 19th century shopping/business development, East Street

## 4.0 SPATIAL ANALYSIS

### 4.1 Street pattern and building plots

The Adelphi Road Conservation Area is comprised of two contrasting street patterns: Adelphi Road and the junction of Hook Road and East Street.

Adelphi Road is a planned mid-19th century residential road constructed to fit a small residential development in an awkward wedge of land created between the junction of two railways. The road is a T-shaped cul-de-sac consisting of a straight length flanked by semi-detached and short rows of houses that leads to a shorter road at right angles. This short length has, on its west side, a row of six houses opening directly onto the pavement. At each end of this short length are placed additional houses located to maximise the number of dwellings on the very constrained site.

The houses along the main part of Adelphi Road are set back behind small front gardens and have long rear gardens - although the effect of the wedge-shaped site results in properties to the east of Adelphi Road having shorter gardens than those to the west. Roughly speaking, dwellings occupy about half the length of each narrow-frontage plot. Overall density is high.

Hook Road and East Street are two ancient Epsom roads leading to the town from the north and east respectively. Both are shown on John Rocque's map of Surrey, 1768. Today, 19th century development around this busy, wide junction is varied in scale and plot size.



Nos. 14 and 16 Hook Road



Parking on the north side of Adelphi Road



Hook Road contains two semi-detached houses set back from the road with small front and rear gardens. There is a wide gap between the houses and a spacious suburban feel, unusual in a location so close to town-centre. On the opposite (west) side of Hook Road stands a former 19th century school, now much enlarged and extended, in a large triangular plot. Facing this across East Street, nos. 2-16 (even) East Street is a compact terrace of three-storey commercial premises. Further north along East Street there are two grade II listed weatherboarded houses whose domestic appearance and scale is at odds with modern neighbouring buildings.

#### 4.2 Open spaces, landscape and trees

There is no significant area of public open space within the conservation area. A small area of grass beneath and beside a large advertising billboard on the corner of Hook Road and East Street adds to the spaciousness of the road junction and helps to soften the hard urban landscape of tarmac and traffic. Despite the small bed of flowers at the foot of the billboard and the well-mown grass, the noise and fumes of traffic do not encourage one to linger here.

The only other public spaces are the streets themselves and the vast tarmac junction of Hook Road and East Street. Private rear gardens in Adelphi Road and two car parks (Adelphi Road, Hook Road) reduce the overall density of the area.

Trees in the grassed open space by the billboard make a positive contribution to the area, as does the solitary tree in front of the Hook Road former school. Small garden trees in Adelphi Road and, more noticeably, in Hook Road have local amenity value despite their lack of prominence. Trees and greenery on the railway embankments (outside the conservation area) provide a green backdrop to the houses in Adelphi Road.

The principal trees and tree groups have been marked on the Townscape Appraisal Map, but their location is indicative only and the omission of any tree does not mean that it is of no significance.

#### 4.3 Focal points, focal buildings, views and vistas

The T-shaped layout of Adelphi Road adds prominence to the short row of houses that stops the westward view along the road. The 19th century developer has taken advantage of this by building this row of six red-brick houses with two central three-storey houses rising above their two-storey neighbours, thereby creating a focal point to a notable vista along Adelphi Road.

Views within the conservation area are constrained by built development. The spacious width of the Hook Road/East Street road junction enables long views across the junction to three 'corner sites'. The Rifleman and the three-storey row beside the railway bridge are

prominent in the streetscene but neither building is architecturally outstanding.

Views out of the conservation area are confined to views along the main roads to modern development beyond. The view south along East Street towards the town centre is restricted by the railway bridge.



Grassed area at junction of Hook Road and East Street



Planned vista along Adelphi Road

#### 4.4 Boundaries

Houses in Adelphi Road are set back from the back-of-pavement line with small front 'gardens'. Today, these front areas (which often hold the householder's wheelie bin) are bounded by a wide variety of modern walls or fences, or have no boundary treatment at all. Brick, artificial stone and concrete walls are present. The lack of uniformity, the use of inappropriate materials such as concrete blocks, and neglect of front areas spoils the character and appearance of the conservation area.

Elsewhere, there are modern railings around the former school and timber picket fences (which would be most appropriate in Adelphi Road) in front of the semi-detached houses in Hook Road (nos. 10/12 and 14/16).

Other development in the area opens directly onto the pavement.

#### 4.5 Public realm

The highways and pavements are mostly kerbed with concrete and covered with black tarmacadam. Those in Adelphi Road are pitted and in need of attention. Concrete slabs form the pavement in front of the listed houses in East Street.

Natural stone kerbs are intermittently present in East Street. Outside, for instance, the former Plough and Harrow and no. 10 East Street the kerbs turn and run across the pavement as part of an existing or former vehicular access.

The busy road junction suffers from a plethora of road signs, traffic lights and other pedestrian/traffic control measures such as bollards, metal railings and kerbed 'islands'. These items in the public realm are predominantly modern and fit for purpose. They obviously do not contribute positively to the historic environment but at such a complex road junction safety is paramount.

Street lighting columns around the junction are tall 'hockey-stick' design. Shorter, but similar, columns are in use in Adelphi Road, reflecting the reduction in scale of built environment. Of particular interest are three historic lighting columns, adapted to modern use, and these should be preserved. They add to the interest of the area and are marked on the townscape appraisal map (the omission of any post does not mean that it is of no significance). They are in need of repainting.

Small historic items cumulatively make a positive contribution to the area's special interest and should be preserved. Of note are iron manhole covers, datestones set into building walls, the 'Hook Road' iron street name sign and the aforementioned stone roadside kerbs and old street lights.



Eastward view along Adelphi Road



View to railway bridge and The Rifleman



Natural stone kerb, East Street



## 5.0 THE BUILDINGS OF THE CONSERVATION AREA

### 5.1 Building types

There are a number of building types in the area including dwellings, a school, two public houses and modern and historic commercial/office buildings.

Adelphi Road is a residential street in which are located a number of house types - detached, semi-detached and short rows. There are also three pairs of semi-detached houses in Hook Road and East Street.

The former school is characteristic of its period and type (National School, c.1840). It is built with yellow brick with ashlar stone dressings and a pitched slate roof. The south wing has a triple lancet window. It still retains its basic L-shaped form despite being enlarged with a much taller and overbearing late 20th century rear extension.

There are two pubs in the area. The Rifleman is a purpose-built mid/late 19th century three-storey building with large vertical sliding sash windows. It has an increased presence in the street because it is a detached building standing alone in a corner position at the east end of Adelphi Road. In contrast, the former Plough and Harrow (grade II) in East Street is an unassuming low building of two



No. 43 and 50 Adelphi Road

storeys notable for its green glazed tiles and first floor oriel window.

Nos. 2-16 (even) East Street is a row of c.1900 three-storey commercial buildings with arched entrances (now blocked) giving vehicular access to the rear. The row curves slightly following the turn of the corner.



The former Plough and Harrow Public House, now restaurant (grade II)

## 5.2 Listed buildings, locally listed buildings and positive buildings

There are six grade II listed buildings in the conservation area. These are: the former National School in Hook Road (c.1840), the former Plough and Harrow in East Street (c.1900 with earlier origins) and nos. 19/21 East Street, nos. 23/25 East Street, nos. 10/12 Hook Road, nos. 3/5 Adelphi Road. The last four are early/mid 19th century weatherboarded houses.

There are no locally listed buildings but the accompanying Townscape Analysis Map identifies as 'positive buildings' those unlisted historic buildings which appear to have been built as part of the late 19th/early 20th century development of the area. Positive buildings make a positive contribution to the special historic character and appearance of the conservation area.

Government guidance in PPG15 '*Planning and the historic environment*' advises that a general presumption exists in favour of retaining those buildings which make a positive contribution to the character or appearance of a conservation area (paragraph 4.27). The guidance note states that proposals to demolish such buildings should be assessed against the same broad criteria as proposals to demolish listed buildings. The demolition of non positive buildings may be allowed, but any redevelopment of the site will have to conform to existing Council policies, particularly in terms of site density, scale, materials and details.

## 5.3 Architectural styles, materials and detailing

The majority of the buildings in the conservation area were built during a c. 50-year period following the coming of the railways to Epsom in 1847 and 1859. Whilst the conservation area has an overall mid/late 19th identity, there is no particular architectural cohesion. However there is a degree of conformity in similarity of building materials (mainly brick and slate) and a general absence of architectural ornamentation.

The area's earliest surviving buildings are the four grade II listed early 19th century houses built in a Surrey vernacular style with timber weatherboarding. Later in the century brick was used exclusively but some of the brick-built mid 19th century houses in Adelphi Road are rendered.

A variety of brick colours is present in the area with a prevalence of red brick. Sometimes contrasting colours have been used to highlight window and door surrounds and architectural features.

Although brick is the most prevalent building material, in some instances brick facades have been painted, rendered or pebbledashed. This adversely affects the building and the streetscene and may in the long term be damaging to the brickwork.

The buildings were originally constructed with Welsh slate roofs (probably transported along the newly opened railways) but many slate roofs have been replaced with concrete tiles, to the detriment of the building's historic appearance.

Most of the dwellings in Adelphi Road have brick chimney stacks with clay pots but unfortunately some have been removed. Similarly there has been a regrettable loss of historic fabric where original timber joinery has been replaced with aluminium or uPVC.



No. 1 Adelphi Road



Nos. 3 and 5 Adelphi Road (grade II)



## 6.0 CHARACTER AREAS

The Adelphi Road Conservation area can be divided into two character areas, each of which has a range of distinctive characteristics. These are:

- Area 1: Adelphi Road
- Area 2: Hook Road/East Street junction

### 6.1 Area 1: Adelphi Road

Adelphi Road is a relatively quiet residential street despite its proximity to a busy main road and two railway tracks. The highway is narrow and one side is lined with parked cars. Residents' parking is available in a car park on the site of a demolished pair of semi-detached houses.

The Rifleman and Adelphi Court, both three storeys in height, stand like bookends at the entrance to the

street. From here, building height declines suddenly and surprisingly to two storeys and the noise of traffic immediately reduces.

The earliest houses in the street, i.e. those at the eastern end, are detached or semi-detached whilst those at the west end are terraced. An interesting contrast of local building materials can be seen by comparing nos. 3/5 Adelphi Road with its neighbour nos. 7/9 Adelphi Road. The former, and presumably earlier building, is weatherboarded with a pitched slate roof whilst the latter is brick-built with a pyramidal slate roof.

Two storeys are the norm although nos. 43/50 Adelphi Road is three storey, stopping the westward view along the road. Building frontages are unadorned; some houses have recessed front doors. The canted bay windows that are typical of later 19th century houses in the locality are not present here.



Nos. 15-29 Adelphi Road

## 6.2 Area 2: Hook Road/ East Street junction

This is a diverse character area in which, although the built development is predominantly 19th century, modern signage and traffic control measures dilutes the area's special historic appearance. The environmental quality of the area is marred by traffic noise and fumes.

Storey height close to the town centre, beside the railway bridge, is mainly three storeys declining abruptly to the domestically scaled two storey weatherboarded houses in Hook Road and East Street and even more dramatically to the single storey former school in Hook Road.

In townscape terms, this character area can be further sub-divided into three corner sites. To the east, the multi-gabled curving cliff-like façade of nos. 2- 16 is impressive but undistinguished. Garish ground floor shopfronts and advertising is out of character with the conservation area. Vestiges of 19th century shopfronts remain on nos. 2 – 8 (even) East Street but the installation of uPVC windows in the upper storeys has resulted in the loss of significant historic fabric.

The Rifleman provides a focus for the junction's western corner. The building stands alone between a modern development and the low-lying former school. Changes in building materials, design and scale preclude architectural or historic cohesion on this corner but, individually, both the pub and the former school make a positive contribution to the area's special architectural and historic interest. The tree in front of the former school has high amenity value.

The Hook Road and East Street corner, dominated by a long horizontal advertising billboard, is a visually weak piece of townscape. Epsom's first cinema stood on this site until the 1950s. Today the absence of a focal point at such a prominent corner location is disconcerting but open space, trees and greenery are a welcome sight beside such an urban road junction.



Old street sign



Signs, barriers and pedestrian islands at the main road junction



## 7.0 NEGATIVE FEATURES AND ISSUES

### 7.1 Negative features

During the survey work for this appraisal, a number of features have been noted which are considered to make a negative contribution to the special historic character and appearance of the area. These are (in no particular order of importance);

- Some front boundary walls along Adelphi Road are out of keeping with the area's historic character and appearance;
- Many front 'gardens' along Adelphi Road are poorly maintained;
- Original slate roof covering has often been replaced with profiled concrete tiles;
- Many original window openings have been altered and/or enlarged;
- Pavement and road surface in Adelphi Road is in a poor state of repair;
- Original architectural details such as timber windows and doors have been removed and replaced with uPVC;
- Original brick facades have been rendered, pebbledashed or painted to the detriment of the host building's appearance;
- Unsightly overhead wires;
- No. 2 and no. 5 Adelphi Road are in need of routine maintenance;

- Poor state of Adelphi Road residents' car park which has a pot holed surface and unsightly fencing and railings;
- Garish shopfronts in East Street;
- Projecting sign above ground floor level at no. 4 East Street;
- Large billboard on corner of East Street/ hook Road spoils the green space which it overlooks;
- The plethora of traffic lights and signs is undoubtedly necessary but nevertheless unsightly.



No. 2 Adelphi Road



Residents' car park, Adelphi Road

## 7.2 Issues

Drawing on the conservation area's main characteristics and negative features identified above, the following are considered to be the most important issues currently facing the conservation area:

- Unsympathetic extensions and alterations to houses;
- Loss of original historic fabric e.g. timber windows;
- Treatment of front gardens and boundaries in Adelphi Road;
- Retention and restoration of historic street lights;
- Protection of trees;
- Shopfront design and advertising;
- Insufficient parking space especially in the absence of a residents' parking scheme;
- Conservation area boundary review.

## 7.3 Article 4(2) Directions

It will be seen from the above 'Negatives' and 'Issues' that a number of seemingly small changes to houses have cumulatively begun to seriously erode the special interest of the conservation area.

A large number of the historic houses and cottages in the Adelphi Road Conservation Area have been unsympathetically altered and have lost original historic fabric without the need for planning permission. For example, the insertion of uPVC windows, enlargement of window openings, replacement of slate with concrete roof tiles, removal of chimney stacks and pots, and painting of original facing brickwork are actions that detract from the historic character and appearance of the host building and the conservation area in general.

Unlisted family houses usually retain a number of 'permitted development rights' which allow their owners to change the appearance of their property quite drastically without the need for any permissions from the Borough Council, even in conservation areas. However, the Borough Council can remove the permitted development rights to unlisted family dwellings through the use of an Article 4(2) Direction. An Article 4(2) Direction could bring under control the following:

- (i) All extensions of whatever size including porches on the front\* of the building;
- (ii) Changing roof materials and the insertion of rooflights on the front-facing\* roofslope;
- (iii) Replacing windows or doors on the front\* elevation;
- (iv) The provision of a hardstanding (i.e. a parking area) within the curtilage of the house;
- (v) The erection of a wall, gate, or other means of enclosure facing the front\*;
- (vi) The demolition of a wall, fence or gate facing the front\*.

(\*Front means facing a public highway, private road or waterway.)

An Article 4 (2) Direction has been served successfully in several of the Borough's conservation areas. An Article 4 (2) Direction in this conservation area might help preserve traditional materials and details and encourage sensitive extensions and alterations but, given the changes to date, it would be difficult to justify and is unlikely to receive public support.



Decorative tiles at the former Plough and Harrow Public House, East Street

### 8.1 Format of the Management Proposals

Part 1 of this document, the *Character Appraisal*, has identified the special positive qualities of the Adelphi Road Conservation Area which make the conservation area unique. Part 2 of this document, the *Management Proposals*, builds upon the negative features and issues which have also been identified, to provide a series of recommendations for improvement and change.

The structure and scope of this document is based on the suggested framework published by English Heritage in *Guidance on the management of conservation areas* (2005). Both the Conservation Area Character Appraisal and the Management Proposals will be subject to monitoring and reviews on a regular basis, as set out in Chapter 9.



## 9.0 MANAGEMENT PROPOSALS

### 9.1 Introduction

Based on the issues identified in paragraph 7.2 of the Adelphi Road Conservation Area Appraisal, the following recommendations are made:

### 9.2 Loss of historic fabric and unsympathetic alterations to houses

The cumulative loss of historic fabric and minor alterations to houses have, to date, been so extensive that it would not be reasonable or effective to serve an Article 4 (2) Direction to withdraw permitted development rights (see Section 7.3). However, the distribution to residents of the conservation area of written advice about the 'dos and don'ts' of minor alterations to historic properties would be beneficial.

*Recommendation:*

- *Subject to funding and resources, the Borough Council will consider the preparation of a leaflet giving general information about the constraints of living in a conservation area, and design guidance for residents of the conservation area on the following:*
  - *Extensions, including porches and dormers;*
  - *Use of traditional materials and details;*
  - *Conservation of historic fabric;*
  - *Rooflights and satellite dishes.*



Front garden and boundary walls, Adelphi Road (south side)



### 9.3 Treatment of front areas and gardens

During the survey work for the conservation area appraisal in early 2009, it was noted that some of the front boundaries to the family houses in Adelphi Road had been altered unsympathetically (using modern materials and details). Hard surfacing of front gardens and removal of planting erodes the green character of the area. The Royal Horticultural Society have produced a leaflet, 'Front Gardens', which recommends best practice with regard to paving front areas (available from [www.rhs.org.uk](http://www.rhs.org.uk)). Local guidance, specific to the conservation area, would be useful.

*Recommendation:*

- *Subject to funding and resources, the Borough Council will consider the preparation of a local advice leaflet about the design of front gardens and front boundary treatment e.g. advice on materials, drainage and soft landscaping.*

### 9.4 Retention and restoration of historic street lights

There are at least two interesting late 19th /early 20th century streetlights which make a very positive contribution to the character and appearance of the conservation area. The street lighting in the conservation area is the responsibility of Surrey County Council, although the Borough Council can contribute additional funds to improve the quality of new fitments and the maintenance of existing historic light standards.



Historic street light, Adelphi Road

*Recommendation:*

- *All existing historic street lights, as identified on the Townscape Appraisal map, should be retained and carefully maintained for the future. Where new street lights are required, they should be simple, well designed modern fitments.*

### 9.5 Protection of trees

Trees are extremely important within the conservation area. The trees need to be protected from felling, unsuitable lopping, or from disease.

*Recommendation:*

- *The Borough Council, particularly its Tree Officer and Planning Staff, will continue to monitor the condition of trees within the conservation area and offer free advice to residents about the care of their trees;*
- *Planning applications which propose the removal of mature or semi-mature trees which make a positive contribution to the character of the conservation area should not be approved;*
- *Where trees are removed due to disease, they should be replaced promptly.*

### 9.6 Shopfront design and advertising

Some of the advertising signage of the shops in the ground floor of nos. 2-16 (even) East Street are garish in colour and out of proportion with the host building, in particular fascia signs.

*Recommendation:*

- *Subject to funding and resources, the Borough Council will consider the preparation of a design guide for shopfronts and advertising.*

### 9.7 Conservation area boundary review

As part of the survey for this character appraisal, a thorough review of the existing boundary of the Adelphi Road Conservation Area was undertaken. It was considered that the existing boundaries adequately define the area which has special architectural and historic interest.

*Recommendation:*

- *No changes to the boundary are proposed.*

## 10.0 MONITORING AND REVIEW

As recommended by English Heritage, this document should be reviewed every five years from the date of its formal adoption. It will need to be assessed in the light of the emerging Local Development Framework and government policy generally. A review should include the following:

- A survey of the conservation area including a full photographic survey to aid possible enforcement action;
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary action;
- Publicity and advertising.

It is possible that this review could be carried out by volunteers from within the conservation area under the guidance of a heritage consultant or the Borough Council. This would enable the local community to become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement.

APPENDIX 1: TOWNSCAPE APPRAISAL MAP

## APPENDIX 2: FURTHER READING AND CONTACTS

### Further reading:

Charles Abdy (2001), *Epsom Past*

Jeremy Harte (2005), *Epsom – A History and Celebration*

Jeremy Harte and Trevor White (1992) – *Epsom, A Pictorial History*

Jeremy Harte – *Epsom Street Names*

Andrew Saint, ed. (1999), *London Suburbs*

Victorian Epsom Revealed Through the Census (1999)- *Nonsuch Antiquarian Society*

Public Houses of Epsom (2004) - *Nonsuch Antiquarian Society*

[www.epsomandewellhistoryexplorer.org.uk](http://www.epsomandewellhistoryexplorer.org.uk)

[www.epsom-ewell.gov.uk](http://www.epsom-ewell.gov.uk)

[www.epsomewellhistory.org.uk](http://www.epsomewellhistory.org.uk)

### Maps:

John Rocque's map of Surrey, 1768

Epsom Tithe map, 1843

First Edition Ordnance Survey, 1866

Second Edition Ordnance Survey 1895

Third Edition Ordnance Survey 1913

### For further information regarding all planning and conservation related matters:

Epsom and Ewell Borough Council,  
Town Hall,  
The Parade,  
Epsom KT18 5BY.  
Tel: 01372 732000  
[www.epsom-ewell.gov.uk](http://www.epsom-ewell.gov.uk)

### For further information regarding local history:

Jeremy Harte,  
Bourne Hall Local History Museum,  
Spring Street,  
Ewell,  
Surrey KT17 1UF.  
Tel: 020 8394 1734  
Email: [JHarte@epsom-ewell.gov.uk](mailto:JHarte@epsom-ewell.gov.uk)

### For further information relating to listed buildings and conservation areas:

English Heritage South-East Region,  
Eastgate Court,  
195-205 High Street,  
Guildford,  
Surrey GU1 3EH.

General enquiries: 01483 252000  
[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

### For technical guidance:

The Victorian Society,  
1 Priory Gardens,  
Bedford Park, London W4 1TT.  
Tel: 020 8994 1019  
[www.victorian-society.org.uk](http://www.victorian-society.org.uk)

The Society for the Protection of Ancient Buildings (SPAB),  
37 Spital Square,  
London E1 6DY.  
Tel: 020 7377 1644  
[www.spab.org.uk](http://www.spab.org.uk)

