

Development north of Lavender Hill

This chapter describes housing development between Lavender Hill and the railway lines to its north, excluding the Shaftesbury Park estate, dealt with separately in Chapter 12. Before the Second World War the houses and streets here had changed little since they were created, over a period of about forty years from the mid 1860s, to meet the seemingly insatiable demand for lower-middle and working-class accommodation near central London. When this process began, Lavender Hill enjoyed a long-standing reputation as a quiet and leafy out-of-town address for affluent families of mercantile or professional background (described in Chapter 10). But it had never been entirely colonized by villas. Much of the eastern part was still open ground, where market gardening and grazing continued as it long had done. Victorian development began on these fields and gardens and spread westwards. The first new houses were invariably designed for one family but very often went into multiple occupation. Individual boarders and lodgers were common, but whole houses rarely became boarding or lodging houses. By the early twentieth century many were permanently converted to flats. Purpose-built cottage flats were also being built, mostly little different to the converted houses, but some were larger and more carefully planned, as in Latchmere Road and Theatre Street. Perceived obsolescence, and decay accelerated by bombing and wartime conditions, led to the replacement after the war of much of the poorer housing stock with council estates.

The chapter broadly follows the westward progression of nineteenth-century building. There are three main topographical divisions, within which accounts are given of the development and redevelopment of the individual estates, all of which have long been broken up.

Townsend and Beaufoy estates

The Townsend and Beaufoy estates were developed in succession in the mid-to-late Victorian period, creating a dense neighbourhood of parallel streets lined with small houses leading downhill from Lavender Hill towards the railway lines. Both were built up speculatively on long building leases, but there were significant differences. Henry Townsend acquired his ground – relatively small in extent but with a long frontage to Lavender Hill – solely for development in the 1860s, when the area was untested for building speculation. In contrast, the larger Beaufoy estate was an old industrial site, with a chemical works at its heart, which continued to operate twenty years after development began. The available space for building was almost entirely backland, and was covered with houses only when the surrounding area had been built over and its character settled.

These were not managed estates, like Shaftesbury Park adjoining, and effective ownership belonged to a variety of leaseholders. As it emerged from the Second World War, pocked by bombing, with individual houses often run-down and unmodernized, the area proved an easy target for municipal planners. Consequently little original building is left, except for the Lavender Hill frontage and a few terraces on the former Beaufoy estate, while the coherent street pattern has given way to the discontinuities of a succession of housing schemes, public and private.

In the course of this redevelopment, three houses with interesting associations were demolished. John Burns lived for several years until 1890 at 56 Wickersley Road, sharing it with another working family. Among those to visit him at the house was George Bernard Shaw. Burns was living there when he was elected to the new London County Council, and wrote asking

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Walter Crane to design the council's seal, which Crane duly did. When Burns moved to Wickersley Road, the artist, modeller and costume designer Richard Wynn Keene ('Dykwynkyn'), the inventor of Keene's Cement, was living in poverty near by at 32 Hanbury Street. He died there in 1887.¹

Henry Townsend's estate

In 1866 ground fronting Lavender Hill amounting to less than 5½ acres was acquired by Henry Meredith Townsend, a surgeon and GP of Thurlow House, Clapham Rise. This ground lay immediately west of the private road leading to Beaufoy's chemical works and backed on to the Heathwall sewer. Historically, it had belonged to the Ashlins of Rush Hill House opposite, on the south side of Lavender Hill, but by the mid 1860s was in the hands of the lawyer John Thomas Prall of Rochester. Prall appears to have mortgaged the estate c.1865 (perhaps with a view to its development) to John Lewis of Rochester, a wealthy merchant and the town's mayor in 1860 and 1865. But in July 1866 it was sold on to Townsend, who was very likely snapping up a bargain, this being only a few weeks into the financial crisis triggered by the collapse of Overend, Gurney & Company. Also involved in the estate's development was the London-based solicitor Jesse Nickinson, partner of another member of the Prall family, Richard Prall.²

The street plan as executed, with the names Middop, Tyneham, Stonebeck, Basnett and Wycliffe Groves, was approved by the Metropolitan Board of Works a few days before the sale to Townsend. The parallel roads ran north to the Heathwall sewer and were obviously devised with a view to extension over the adjoining land or to open on to a new road on the line of the sewer. They were closely spaced, allowing for the building only of fairly small houses with restricted back yards or gardens. In the event, Middop and Stonebeck Groves became Shirley and Wickersley Groves. Basnett was a

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family name; most or all of the other names were of places with family associations, including Tyneham in Dorset, and Wycliffe and elsewhere in Yorkshire. Shirley Grove may refer directly to Charlotte Brontë's *Shirley*, given its Yorkshire setting.³

Four of the five Groves were renamed Roads following their continuation on to adjacent estates, the exception being Shirley Grove, which remained a cul-de-sac until the neighbourhood was replanned for public housing after the Second World War. The Lavender Hill end of Wickersley Road, separated from its northern extension on the Beaufoy estate, was incorporated into Ashley Crescent as part of this process. The Townsend parts of Tyneham and Wycliffe Roads have been reduced to short dead ends at Lavender Hill, but the detached northern parts remain, on the Shaftesbury Park and former Beaufoy estates, and the Lavender Hill stubs have therefore been renamed (Woodmere Close and Audley Close). Basnett Road, too, is reduced to a stub, its northern part having been completely obliterated.

Building on Townsend's estate was carried out during the late 1860s and early 70s, mostly on 99-year leases running from 1866. Progress was slow. By about 1874, the eastern half of the estate was fully developed but the rest only half built, with vacant spaces on the side-streets, most of the houses in carcase but their yards or gardens as yet unfenced. Many unfinished houses had been let by November 1872, when the ground rents were offered for sale. Some plots remained empty for several more years but were finally built up with houses on new leases running from 1873 or 1874, including a row of six on the west side of Tyneham Road.⁴

There was still plenty of vacant ground when in 1869 it was reported that a Congregational Free Church was to be built in Shirley Grove. A Rev. Thomas Mitchell negotiated for the ground through a Clapham estate agent; circulars were distributed setting out the urgent need for such a church; and

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'a large sum of money' was raised. But Townsend or the agent smelled a rat, and 'Mitchell' turned out to be Thomas Freeman, a career swindler whose favoured pose was that of clergyman.⁵

Several builders were involved in the Townsend development, including Benjamin Cooper, Thomas Graves, Samuel Heffer & Edwin Liddicoat, Edwin Johnson & Richard Coulman, George Ugle and Thomas Williams. On the side-streets the houses mostly had basements and, except for those in Shirley Grove, bay windows. In Tyneham Grove most of the bays disappeared in the 1870s-80s, when the houses were converted to shops. This followed the road's extension on to the Shaftesbury Park estate, which made it an important daily access road for better-off working people. A beerhouse in Tyneham Road cashed in by taking the name Shaftesbury, the Shaftesbury Park estate being strictly free of licensed premises. Houses on the Townsend estate were mostly of seven rooms, or eight including the scullery. Photographs of their post-war dereliction show them with cement ornamentation, perhaps showy when new.⁶

The estate did not long remain an entity, a number of freeholds being disposed of by Townsend in the course of its development. The first six houses in Seymour Terrace (on Lavender Hill), for instance, together with houses in Basnett Terrace and Basnett Grove, were bought in 1871 as an investment by the marriage trustees of a Kentish farmer's wife, Lucy Matson. By the First World War only a few rows of houses were still in the hands of Townsend's family, having been inherited by his son Meredith, a surgeon and Medical Officer of Health.⁷

All the houses on the five side-streets have been destroyed: some were bombed in the Second World War, the rest knocked down for public housing on the Tyneham Close, Wycliffe Road and Gideon Road Estates. But most of the Lavender Hill houses survive. At the edge of the estate, the pair formed

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by No. 16 and the Beaufoy Arms at No. 18 (originally 1 & 2 Lavender Place) have standard 1860s Italianate fronts, in stock brick with stucco dressings and round-arched second-floor windows. Their original lessee was Thomas Graves. They are separated from the rest of the row (Nos 2–14, on the Beaufoy estate) by a narrow gap, a relic of the original layout of Lavender Place in semi-detached houses. The Beaufoy Arms was sold in the mid 1870s by its publican, John Gosling, on a long underlease at £100 a year for a premium of £11,000. At that time, the front half of the building was a shop, presumably for the jug and bottle trade, leaving two relatively small rooms at the back, either side of the stairs, fitted up as a bar parlour and coffee-room. At the rear, extending behind No. 16, were sheds and cowsheds. Later changes included unspecified alterations and additions in 1879 (E. Clark, architect) and 1891 (D. Carmichael, architect).⁸

West of Lavender Place, the row at 20–30 Lavender Hill (originally Wycliffe Terrace), though altered and partially reconstructed, retains its basic design, the end houses each with a single, wide, tripartite window on the upper floors, the street corners canted, and the mid-terrace houses conventionally two-bayed. All were built as shops, as were Nos 32–42 (formerly Basnett Terrace), beginning to step up the hill, again two-bayed, with quadrant corners at the ends.⁹

Next west, the twelve houses of the former Seymour Terrace comprise two separate and differently designed rows. Nos 1–6, now 44–54 Lavender Hill, were probably stuccoed from the start, judging by the relatively well-preserved flank wall of No. 44, with its Italianate treatment. This row was originally allocated to Johnson and Coulman, and the western row (Nos 7–12, now 56–66 Lavender Hill) to Thomas Williams. The name Seymour, however, shows the involvement of the plumber-turned-builder Thomas Graves, of Seymour Street, Marylebone, who was certainly the lessee of the eastern row. Nos 52–54 have been completely rebuilt twice, first in the mid 1960s with a

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Post Office, secondly around 2004 with the present block of five flats and a retail unit.¹⁰

In their original form, all the houses in Seymour Terrace were private residences, with basements and ground-storey bay windows. But in 1877 the eastern row was converted into shops, the western row following on in 1882. At the time of the earlier conversion, carried out for W. E. Heath of Camden Road, a gas and heating engineer who had gone into property, the location was puffed as ‘the best neighbourhood for a large trade in London’, and the new shops’ prestige status was embodied in an ornamental ironwork arcade and awning along the pavement, no trace of which survives. They were let on 21-year repairing leases to a bootmaker, furnishing ironmonger, linen draper, cheesemonger, oilman and grocer – the staples of any high street.¹¹ At the time of writing, only one of the twelve is a shop for daily needs. Several have become restaurants, the others specialist businesses (including the sale of science fiction, military models, and musical instruments).

While the eastern remnant of Seymour Terrace is nondescript, the western half is a minor masterpiece of street architecture (Ill. 11.5). The houses are stepped to fit the skewed fronts of the plots, with the corners of the upper floors softened into curves. It suggests a seaside terrace built for light and sea views, but in fact no use is made of the return walls for any extra windows and the intention of this relatively expensive arrangement was doubtless merely to avoid irregularly shaped front rooms, with an eye to easier letting and higher rents. The remaining portion of the Townsend estate’s Lavender Hill frontage, west of Shirley Grove, was built up around 1875 with three small bay-windowed houses (Selborne Villas, later 68–72 Lavender Hill, since demolished).¹² Their sites were appropriated for the Gideon Road housing estate of the 1970s, where the name Selborne is perpetuated.

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As the 'best' part of the estate, Seymour Terrace before conversion to shops had a generally middle-class population, recorded in the 1871 Census. It was mainly commercial in character, with a small admixture of professionals, including commercial travellers (one in the vinegar trade very likely working for Beaufoys), a merchant's clerk and his family (all of them Germans), auctioneer, solicitor's clerk and private tutor. Of the twelve houses, three were unoccupied, and only two contained two households, one of these second families being employees of the main householder, a baby-food manufacturer.

Beaufoy estate

In 1827 the Lambeth vinegar manufacturer Henry Benjamin Hanbury Beaufoy bought nearly 17 acres of low-lying ground on the north side of Lavender Hill. Up till then, the land had formed the western end of Longhedge Farm. In calling it Pays Bas or Pays Bas Farm, Beaufoy was probably thinking of his forebear Mark Beaufoy, the West Country Quaker who founded the family business in the early eighteenth century, having gone to Holland to learn the art of making malt vinegar. From the 1820s until the early twentieth century the Beaufoy works at Pays Bas was used chiefly for the manufacture of acetic acid, the vinegar substitute used for pickling and as a condiment but also an important industrial chemical, used particularly in the printing and dyeing of textiles. The main works buildings were near the middle of the estate, where the church of St Nektarios (formerly St Bartholomew's) and John Burns Primary School now stand. Part of the ground is said to have been used as a brickfield, and a cluster of ponds shown on the 1838 tithe map immediately north of the Heathwall sewer may therefore have been flooded extraction pits. The map also shows a house and cottages, in a short row. These had been built by 1832 for Beaufoy's employees, the house being the home of the works manager, the chemist and metallurgist John Sadler (Ill. 11.6). The area of the

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ponds was 'rough ground', as was the immediate vicinity of the factory. But between these two patches was meadow, while the ground east of the road through the estate was given over to arable, perhaps still cultivated by Edward Matson, the long-time tenant of Longhedge Farm.¹³

The Heathwall sewer formed the southern boundary to the bulk of the estate, but a tongue of ground at the south-east corner – in the parish of Clapham – extended further south to Lavender Place on the Wandsworth Road (see page ##), allowing access to the works from the highway. Some of this piece may have been acquired with Pays Bas in 1827, some probably in 1850, when freehold cottages in Lavender Place were sold by the executors of Samuel Hawgood. Part of this extra ground was sold by Henry Beaufoy's brother and heir George in 1863 to William Woodgate and Philip Flower, enabling them to complete the south end of Queenstown Road on the Park Town estate.¹⁴

'Beaufoy's ... that was a place which awakened emotions in our young minds', recalled Sir George Grove, the writer and musicographer now best-known as editor of the *Dictionary of Music and Musicians*. He lived as a child in the 1820s and 30s in a house not far from Pays Bas, on the site of Wandsworth Road Station. 'There was a certain secrecy about it', said Grove, no-one being allowed inside lest the processes be discovered, 'and bloodhounds were said to be kept which effectually guarded the place at night'. Isolated in the fields, the factory was not then a significant despoiler of the local atmosphere. So clear was the air, remembered Grove, that the coloured sails of the river barges could be picked out, and in the evenings could plainly be heard the fifes and drums of 'the Duke of York's boys' in Chelsea Hospital before their bedtime.¹⁵

In time the north end of the estate was lost to railway development, and in the 1860s-70s the site became surrounded on the other three sides by

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houses on the Townsend, Shaftesbury Park and Park Town estates. Building was now irresistible, and in the late 1870s Ann Beaufoy, widow of George, who had died in 1864, made an agreement with John Langley Jones for the development of some seven acres, south of the works. Jones, a joiner from Reading in his mid-forties, was in business as a builder, decorator and blind-maker, close to the estate at Cedar Row on the south side of Lavender Hill. His first work was the alteration of the old cottages of Lavender Place into a row of shops.¹⁶

His street plan was simple and economic. Four parallel roads cut the ground from north to south into equal strips, a cross street at the north end, Hanbury Road, connecting all four. Of these, Wickersley, Basnett and Wycliffe Roads were continuations of roads on the Townsend estate. The fourth and longest, a new street called Beaufoy Road, veered off eastwards at its south end to disgorge into Queen's (now Queenstown) Road, avoiding the Beaufoy remnant of Lavender Place. The plan was approved in August 1879 and work began soon afterwards, the initial leases running from Midsummer of that year for ninety years. Terms of later leases were shortened so as to fall in at the same time.

In 1881 Jones began a second phase of building north of Hanbury Road, with continuations of Wickersley, Wycliffe and Beaufoy Roads up to another connecting street, originally Langley Road but soon renamed Arliss Road. Basnett Road too was to have been extended to Arliss Road, but the continued existence of the chemical works and then the building of Basnett Road School led to it staying as it was, stopped short at Hanbury Road. In 1893 Arliss Road was extended east and west to join up with Eversleigh Road in Shaftesbury Park and Broughton Road in Park Town, greatly improving communication to and from all three estates. The name Arliss was dropped and the extended road renumbered as part of Eversleigh Road.¹⁷

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The greater part of the large area bounded by Eversleigh, Hanbury, Wickersley and Wycliffe Roads escaped development with housing. Basnett Road School was built on the north side of Hanbury Road in 1883–4, and a mission hall between it and the chemical works in 1891–2. This was followed by a full-scale church adjoining (St Bartholomew's, now St Nektarios), begun in 1900. The works, whose future had been in doubt for some years on account of low profitability, finally closed about this time.¹⁸ Its site was soon acquired by the London County Council for a special-needs school, opened in 1905. This was rebuilt in the 1960s and subsequently adapted as John Burns Primary School. With these important exceptions (accounts of which can be found in volume 49), the estate was almost entirely residential.

Besides Jones himself, development was undertaken by many individual builders and partnerships taking on runs of houses, including inter alia the Bottoms brothers (Leonard and Noah), Edward Cavanagh, Peter Duplock, Thomas Jenkins, J. Laphorne & Company, John Lucas, Walter Peacock, J. C. & W. L. Peters, Frederick Pinnegar, Robert Saker, William Warren, and William Wilson.¹⁹

The houses of the Beaufoy estate varied somewhat in form and style. Most were two-storeyed with bay windows on the ground floor. On the higher ground at the south end, many had basements and raised ground floors, but this was probably inadvisable on the lowest ground due to the high water table. At the later-developed north end, houses increasingly gave way to apparently purpose-built cottage flats, but it is probable that many of the other houses were designed for occupation by two families, with relatively large back additions, allowing for a kitchen, scullery and WC on half-landings. On the east side of Beaufoy Road, the shallow plots were unsuitable for standard terraces and were built up with mostly double-fronted houses, probably also designed as flats from the start. Cottage flats were also built in the early 1900s on Park Town estate ground at the north end

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of Beaufoy Road, on what had been the gardens of the earlier houses fronting Stanley Grove. Horace Hubbard was the builder of some or all of these. There were a very few three-storey houses.²⁰

A characteristic of the estate was its density, the plots being too short to allow the small back gardens which were such a popular feature of Shaftesbury Park, and in some cases the yards consisted of nothing more than the angled space between the main body of the house and the back addition. Houses of some sort were wedged in wherever they would go, an extreme example being at the top of Wickersley Road where a very small south-facing house (latterly 277 Eversleigh Road) was squashed in behind the last two houses on the west side (originally part of a terrace, but cut off when Eversleigh Road was extended to join Arliss Road). It comprised a ground-floor sitting room open to the entrance passage, a kitchen and scullery beyond and an outside WC; two small bedrooms made up the first floor.²¹ These houses have been demolished and replaced by three houses facing south.

The only surviving Beaufoy houses are at the north of the estate. They date from 1881–2 and consist of a long terrace in Eversleigh Road, built by J. C. Peters of Basnett Road, and four shorter terraces opposite, on the corners of Eversleigh Road with Wickersley and Wycliffe Roads (2–8 Wickersley Road, built by Robert Saker of Brixton; 172–186 Eversleigh Road, by Peter Duplock of Wandsworth Road; and 192–202 Eversleigh Road, by Frederick Pinnegar of Battersea Park Road).²²

Shops in Lavender Place (demolished)

Development of the Beaufoy estate began in the autumn of 1878, when Joseph Langley Jones seems to have begun turning the five old houses of Lavender Place into a proper terrace of shops.²³ Now numbered 2–18 Lavender Hill,

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Lavender Place has a complicated history. As originally built up in the early nineteenth century it was entirely in Clapham, a line of mostly semi-detached houses extending from the present 12 Lavender Hill to a beerhouse called the Crown and Anchor in what is now Wandsworth Road. About 1864 it was cut in two by the formation of Queenstown Road, its name thereafter applying to the larger (Lavender Hill) portion only. In the late 1860s it was extended by the building of a house and pub (the Beaufoy Arms) on the Townsend estate (above), just over the parish boundary in Battersea, and renumbered. A further addition was made about 1880, when 14 Lavender Hill was built by Jones over the former entrance to the estate, matching in scale and slightly out-doing in style its Townsend neighbours. This was initially numbered 2A Lavender Place and in 1881, when it was occupied by a hosier, was also called Osborne House. From being a string of lowly buildings on a lonely stretch of highway, Lavender Place had become a valuable property at a fairly important crossroads, and part of a line of commercial development leading on towards Clapham Junction. Later the parish line was altered, bringing the corner of Lavender Hill and Queenstown Road wholly into Battersea.²⁴

Of the original houses (Ill. 11.??), nothing is now evident, but 12 Lavender Hill survived into the present century, with a rendered front and pantiled roof. The house was rebuilt, with an additional floor, in 2006, when Nos 8 and 10 were also raised in height and the three given a unified front. No. 2, of three storeys, was badly damaged in 1950 through a tram crashing into it, and rebuilt. The house seems to have been built by Joseph Langley Jones in 1886, replacing the old cottage originally numbered 6 Lavender Place; the contrast between its plain, old-fashioned exterior and the earlier, fancier façade of No. 14 is perhaps symptomatic of reduced expectations about the estate's potential.²⁵

The angled south end of the new Beaufoy Road cut through the former gardens of Lavender Place, leaving enough space for building a row of small

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lock-up shops at the back of 4–8 Lavender Hill, numbered 1A, 2A and 3A Beaufoyo Road. They proved suitable for such businesses as a fried-fish shop, a haircutter's, a boot repairer's and (the tiny building at the back of No. 4) a china shop. Later shops here included butcher's, draper's, confectioner's and tailor's shops, an off-licence, and branches of the boot-&-shoe makers Freeman Hardy Willis and the grocer David Greig.²⁶

Redevelopment since 1945

Redevelopment has completely altered this area's character. Although much of it has been carried out with terraced houses and small blocks of flats, deference to the car combined with aversion to through traffic has resulted in a fragmented landscape, with short terraces, parking places, spur roads, cul-de-sacs and traffic-calming devices. At the south end, the roads on the Wycliffe Road Estate are extravagantly wide.

In the northern sector of Wycliffe Road, the large site formerly occupied by the MACE-system buildings of the John Burns School was cleared around 1995 and built over from 1996 by Rialto Homes. Their development mainly comprises two and three-bedroom houses, and John Burns Court, a block of one-bedroom flats. Further north, the three-storey block of twelve flats at 2–24 Wycliffe Road was built by Battersea Council around 1955, instead of three two-storey houses as originally proposed in 1949. It is identical to Brynmaer House in Brynmaer Road (page ###), built at the same time.²⁷

At the north end of Beaufoyo Road many houses were destroyed by bombing and their sites taken by the LCC for prefabs in 1944. Caroline Place, a narrow cul-de-sac, occupies the site of the north end of Beaufoyo Road. The houses there were built in the early 1980s as a speculation by Lydford

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Construction Ltd of Brighton. Just a few houses remain in the surviving portion of Wickersley Road, on the east side; on the west, Battersea Scout Centre was built about 1975, followed a few years later by the smaller community hall to its north.²⁸

On the former Townsend estate, the extensively bomb-damaged houses between Shirley Grove and Wickersley Road were replaced in 1948–50 by **Tyneham Close**, a three-sided group of 64 walk-up flats around a garden court. This was one of the earliest post-war housing schemes of any size built by Battersea Borough Council, and also represents the Council's first employment of private architects for housing. These were Howes & Jackman, who went on to build much more in Battersea. The builders were Wilson Lovatt & Sons.

The redevelopment was first discussed in May 1946, and entrusted to Howes & Jackman the following March. The composition is formally arranged round three sides of a landscaped court, opening out towards the south and Lavender Hill, where the upward slope permits a small terrace (Ill. 11.9). The flats vary between four and six storeys in height: the southern block stacks up to the middle, while the flanking wings have higher stair towers. The elevations are faced in purple-tinged brickwork, and the windows are still the original metal ones.²⁹

West of Tyneham Close, the former Townsend property in Shirley Grove was redeveloped in the 1970s as part of the Gideon Road Estate (page ###). Contemporary with this, the low-density **Wycliffe Road Estate** of 1971–5 is confusingly named, for its construction involved the obliteration of the southern part of Wycliffe Road, whose site it occupies, save for a stump of road at Lavender Hill, renamed Audley Close. The northern part of Wycliffe Road survives under its original name outside the estate.

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Plans for the estate go back to 1967, when some 13 acres of the old Townsend and Beaufoy property between Wickersley Road and Queenstown Road were brought before Wandsworth Council for compulsory purchase. Gollins, Melvin, Ward & Partners were appointed architects, but at a later stage the development seems to have been assigned instead to Wandsworth Council's in-house staff. Configuring the exact boundaries depended on decisions about the future of the John Burns (formerly Basnett Road) School, and about the Lavender Hill–Queenstown Road junction, where a three-lane flyover was at one point contemplated. A reduced site of 10½ acres was fixed in 1969, when the Council promoted a development of 280 dwellings – 160 to be two-storey houses in 'neat parallel terraces' with individual gardens, the rest three-storey flats aligned (to reduce noise) at right-angles to Lavender Hill, which was still scheduled for widening. The recent Chatham Road development (page ##) was proffered as a model. The John Burns School site, south of the church, not vacated till around 1974, was excluded and remains partly vacant to this day. But a small addition to the site was quickly made at the bottom of the truncated Wickersley Road, next to St Nektarios, adding 24 dwellings. J. & J. Dean of Ilford won the contract in 1971, but like many during that period it ran into difficulties. The site was one of four in London targeted in 1972 by unions during a labour dispute, and there were further problems because of Wandsworth's opposition at that date to labour-only sub-contracting. In June 1974, with only 84 of the 304 dwellings handed over, Deans warned that work would stop unless they received an extra payment to reduce their losses.³⁰

In planning and architecture the Wycliffe Road Estate is closely related to that of Chatham Road. The area north of Ashley Crescent (occupying the flat former Beaufoy ground) is devoted to houses only and has a 'new town' look. The symmetrical layout there is defined by three north–south axes: the two main arms of Dunston Road and, between them, the pedestrian precinct of Evesham Way. The breadth of the flanking roads is a surprise, emphasized

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by the dedicated space in front of the houses for parking, and the modesty of the houses themselves. These are arranged in low-pitched terraces, broken up by boxy, white-painted timber porches. Monopitch roofs offer an occasional and effective foil, as at the two ends of Evesham Way. The four groups of three-storey flats which make up the housing of Ashley Crescent (on the sloping ground formerly part of the Townsend estate) are staggered in plan. Now designated as a separate estate, they likewise enjoy generous space but are otherwise less well favoured by their environs and lack the demureness of the houses.

South of Shaftesbury Park

West of Henry Townsend's estate as far as Latchmere Road, development took place on several estates over about forty years between the late 1860s and the early 1900s. All of these bordered the southern edge of Shaftesbury Park, following the line of the Heathwall sewer – today represented by Heathwall Street and the short arm of Glycena Road in the west, and in the east by the roadway joining the north end of Shirley Grove to the south end of Tyneham Road. The largest of the estates, in two pieces, belonged to the architect Edward I'Anson, and was formerly market gardens; the others were the sites of villas and their grounds. The smallest of these, a long narrow strip belonging to Lavender Lodge, escaped redevelopment during this phase of building, later becoming a petrol station and garages.

Edward I'Anson's estate

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The ground developed by I'Anson, District Surveyor for Clapham and resident at Clapham Common, amounted to some 14½ acres in two unequal pieces, separated by Drayton House and Lavender Lodge. It had long belonged to the Grahams of The Hall, Clapham Common, and when it came up for sale in the summer of 1866 with the rest of The Hall estate consisted of three meadows. I'Anson's purchase from John Graham of Eastbourne was completed in January 1867, and in March he took a lease of The Firs, a Georgian villa close to his newly acquired meadows. That month he also submitted a plan of the intended development to the local board of works. Building began in the summer and the street names were approved in October.³¹

These names were not I'Anson's first choice, and there is no obvious reason for some of them. Pountney comes from I'Anson's City office address, in Lawrence Pountney Lane, while Acanthus also reflects his architectural practice. He had a country estate at Grayshott, just over the Hampshire border near Farnham in Surrey; Elstead and Thursley are villages in the vicinity. Headley and Claremont are further away in Surrey, the latter already a fairly hackneyed name. The reasons for Tiphthorpe, Gideon and Eland are not apparent, and these may have been allocated by the Metropolitan Board of Works.³²

Like Townsend to his east, I'Anson cut up his main piece of ground with parallel roads at right angles to the highway. Aiming at a higher class of development, he fitted in only four such roads (Grayshott, Tiphthorpe, Pountney and Acanthus) compared with Townsend's five, though the ground was appreciably wider; the greater depth of the estate also made it feasible for I'Anson to link up his streets at the back with a new cross street (Gideon Road). His plots were wider than Townsend's, and much deeper, allowing more generous back additions as well as gardens instead of mere yards. On

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the narrow detached meadow to the west there was room only for a single street (Eland Road).

Getting the estate built up was far from plain sailing. Lavender Hill was an untried area for speculative building in 1867, and I'Anson misjudged the market by aiming for too high a class of tenant – in any case building was affected by the trade depression of the late 60s and early 70s. It was presumably for this reason that I'Anson himself had to finish off some houses where builders must have run into difficulties.³³ Many plots lay vacant for years, some into the 1890s.

Things seem to have started well enough, with houses begun in 1867–8 in Lavender Hill and Gideon, Grayshott, Pountney and Tiphthorpe Roads. Building then continued through the early and mid 1870s, but slowly. The Ordnance Survey of c.1874 gives a sense of the patchy development, with more than half the Lavender Hill and Eland Road frontages vacant, and only Tiphthorpe Road nearing its full quota of houses. In Grayshott and Pountney Roads there was much still to do. Houses built there so far were 10-roomed semi-detached villas: 'convenient, substantial, and pleasant', but too good for the area.³⁴ Presumably I'Anson's plan was to fill both these roads with such 'villas', whereas Acanthus and Tiphthorpe Roads were allocated smaller terraced houses, more like those on Townsend's streets. But no more semis were built. The creation from 1872 of Shaftesbury Park confirmed Lavender Hill as a working-class district, and although I'Anson was not keen to see his streets joined up with the Artizans Company's 'Workmen's City', terms were eventually made. When building took off again, the ground on the west side of Grayshott Road filled up with small terraced houses, including a short row of shops at the north end, on narrower plots. On the east side, vacant ground south of the 'Workmen's Chapel' at the Gideon Road corner was only filled in 1891–2, probably for I'Anson's son (I'Anson then being dead), mostly with maisonettes or 'double tenements', each comprising two flats with separate

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entrances. These were built by John Martin of Clapham. Much of Gideon Road remained unbuilt until the 1880s–90s; Martin again was the chief builder, though George Small, a local man, seems to have built some houses on the north side of the road.³⁵

The Lavender Hill frontage was slow to take off, probably because initial building agreements made in 1867, including one or more with the builder Samuel Bowker, could not all be fulfilled. By 1871 houses were built and occupied in Eland and Glynde Terraces (west and east of Eland Road) and Crown Terrace, including the Crown Hotel (between Pountney and Tipthorpe Roads). Only two houses were then built and occupied in Aston Villas (between Tipthorpe and Acanthus Roads), beyond which were the four Cumberland Villas at the east end of the estate. I'Anson probably considered himself fortunate to sell the frontage between Grayshott and Pountney Roads in 1874 for the Church of the Ascension. By 1876 the rest was built up, with the ten houses of Aston Villas completed and Wymering Terrace erected west of Grayshott Road. Martin was again builder of some or all of these.³⁶

Behind the Ascension site, the remaining Pountney Road ground and a couple of plots adjoining in Grayshott Road were sold to Lady Boston, already the lessee of the two pairs of houses built on that side of Pountney Road. In 1884 she conveyed this large, T-shaped site to the Ecclesiastical Commissioners to become part of the endowment of the Ascension church, as well as providing a site for a vicarage. The land, however, was never developed. Instead, a church hall and a small iron hall were put up; the vicarage was built on a plot on the other side of Pountney Road (vol. 49).³⁷

In Eland Road too there was a hiatus. Most of the north half of the street had been built up by 1871 and partly occupied, the builders there being John Johnson and C. Creasey. Only a few more houses had been completed by 1874 and the remainder was vacant ground until building picked up again

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in the late 70s. Eland Road survives almost intact, though two houses were demolished to make the east end of Heathwall Street. The houses are almost all of ground and first floors, some with large canted dormers to the attics. At the top of the street, the larger No. 2, with a raised ground floor, was the builder George Ugle's own residence, named Hollywood House. Ugle was responsible for some at least of the later phase of building in the street.³⁸

Of the rest of the original I'Anson buildings, only a few remain, all in Lavender Hill: two in Glynde Terrace (now 150 & 152 Lavender Hill), Wymering Terrace (Nos 120-128), and the Crown Hotel (No. 102). Plans and elevations had to be approved by I'Anson, but there is no evidence that he took any part in the designing of the buildings himself. All were intended as houses only, but in time a number of the eastern houses (Aston and Cumberland Villas) were converted to shops.³⁹ The surviving houses in Glynde and Wymering Terraces have basements, raised ground floors and two full floors above; the front elevations are sparing of ornament, most of it concentrated on the entrances. The demolished houses appear to have been broadly similar.

The Crown Hotel was built and run by Samuel Bowker, who also built the early houses in Pountney Road behind. Its ground floor, originally with large bay windows, has been remodelled, probably in 1911. In 1879 Bowker employed the firm Newton & Triggs to build a coach-house with rooms over at the back of the pub, to designs by John C. North, a surveyor and estate agent in Rush Hill Road.⁴⁰

The Shaftesbury Club has been based at 128 Lavender Hill since about 1887. It grew out of the original social club and institute founded at Shaftesbury Park in the 1870s, which had met for some years at Shaftesbury Hall in Brassey Square. This did not pay, however, and the pro-temperance directors of the Artizans' Company were not prepared to subsidise the kind of

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club desired by the membership, with several billiard tables and the sale of alcohol. New premises were sought off the estate, and the company turned the hall into flats. No. 128 was initially shared with a doctor's practice. By the First World War the club premises consisted principally of a large basement clubroom and bar, a large double room with a reading room adjoining on the ground floor, and a committee room on the first floor. At the rear, a top-lit billiard hall was built over the garden in the 1890s.⁴¹

Two distinguished names connected with the I'Anson estate are those of John Edward Sowerby, botanical artist and publisher, who died at his home in Pountney Road in 1870; and Sir Henry Thomas Holloway, the builder and contractor, who was born in 1876 in Tipthorpe Road.⁴²

Public housing redevelopment

Two small public housing developments on the former I'Anson estate were carried out in 1952–3 by Battersea Borough Council, at 116–118 and 154–156 Lavender Hill. Both are small blocks of flats replacing bombed houses at the ends of terraces. These were followed by the larger Wandsworth Borough Council development at 158–166 Lavender Hill and 1–3 Eland Road, designed by Sir Guy Dawber, Fox & Robinson (T. R. Roberts Ltd., builders, 1966–7).⁴³

In 1972–5 Wandsworth Council went on to redevelop the eastern part of the I'Anson estate, and a small portion of the Townsend estate in Shirley Grove. The resulting **Gideon Road Estate**, consisting of just over 200 dwellings, was also the work of Sir Guy Dawber, Fox & Robinson.

The site, about eight acres between Grayshott Road and Shirley Grove, was suggested to the Council for compulsory purchase and redevelopment in November 1967. No further progress is recorded till 1970, when

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Wandsworth's Director of Development advised that because of staff shortages private architects should be used here, and the Dawber firm, which had a track record of minor housing work in Battersea going back to the 1950s, was appointed. Of the 210 dwellings proposed in their scheme, 52 were two-storey houses, the rest flats and maisonettes. Construction was carried out under A. Roberts & Company, and as at the neighbouring Wycliffe Road Estate, the contract ran into labour difficulties and delays, obliging Wandsworth to grant the builders extra time and payments.⁴⁴

The strongest elements in this brick-built project are three five-storey blocks of balcony-access flats in crosswall construction, set in parallel end-on to Lavender Hill, from which the access is at second-floor level owing to the slope of the ground. North and west of these, low-pitched houses and maisonette blocks are set out in an intricate, 'village in the city' fashion, linked by paths. The layout of the estate involved some major alterations to the old street plan. Gideon Road was partly shifted northwards and its end stopped up, as were the ends of Pountney and Tipthorpe Roads. The old Acanthus Road between Tipthorpe Road and Shirley Grove was obliterated, but its name was transferred to the severed south end of Grayshott Road. Most of the dwellings on the estate are numbered in Gideon Road, but the westernmost maisonette block, Selborne, is numbered 30 Grayshott Road. Four short terraces of houses also built as part of the estate have now apparently been detached from it. Three are set crosswise to Acanthus Road, the other to Pountney Road, in which roads the houses are numbered.

Drayton House estate

Plans for the development of Drayton House (formerly Glycena House, page ###) were drawn up in 1882 for John Pearman, the solicitor who had acquired it more than ten years earlier, by a Wandsworth architect, Thomas Lewis

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Johnson. Houses in Elsley Road, on the Shaftesbury Park estate, blocked off the north end of the site, and accordingly a vital part of the plan was a short return linking the new road here with Grayshott Road, on the line of the Heathwall sewer. The project was delayed by objections from the local and metropolitan authorities, including worries over the road's 'dangerous steepness'. Further delay was caused when Pearman's builder, George Frost, had his hand cut off in an accident. Work finally began in May 1884 on the new road – Glycena Road – a name which had replaced Pearman's original choice (Drayton Road), rejected as being in use elsewhere. Meanwhile Frost had received consent for the two flanking main-road terraces (Bellevue Terrace, now 130–144 Lavender Hill). Work on these began in October 1883; the nominal builder was not Frost but Roger Weeks, plumber, whose own house was at No. 140. The 59 smaller terraced houses in Glycena Road itself came shortly after in 1884–6, all built by Frost on 90-year leases from Pearman.⁴⁵

On Lavender Hill the houses are three storeys high over basements, and mix Italianate and Queen Anne Revival elements, the general effect now somewhat diminished by the loss of features such as balconettes over the windows, and the painting over of some brickwork. Those in Glycena Road are clearly by the same designer (presumably Johnson) with the same stylistic mix, but plainer. They were probably designed for ready conversion into flats, and the 1891 Census records that most were occupied by two families. The social range was generally higher than on the Townsend and Beaufooy estates, with white-collar workers such as clerks, civil servants and commercial travellers outnumbering manual workers. At the bottom of the road, No. 61 was originally the Drayton Arms beerhouse. Five houses (Nos 38–46) were destroyed by bombing in the Second World War.

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Lavender Lodge site

Adjoining the Drayton House estate, the early nineteenth-century house latterly known as Lavender Lodge (page ###) survived as part of a motor garage and filling station. The petrol station remained until the end of the twentieth century; the house did not. The present block of private flats at 146 Lavender Hill (incorporating the site of the former 148 Lavender Hill on the I'Anson estate) was built in 2001–2 by Try Homes. A gateway through the ground floor gives access to garages and motor workshops occupying the ground behind the block of flats, which incorporates its own parking at basement level.⁴⁶

Town Hall Estate

The Town Hall Estate is the little brother of the Latchmere Estate (page ###), in several senses. It consists of the houses north of the former Battersea Town Hall on the east side of Theatre Street, the west side of Town Hall Road, and the south side of Heathwall Street. The site was originally part of the garden of Elm House, acquired in 1892 for the building of the town hall. This ground had been mooted at various times as a possible location for a police station and post office, but more prominent sites with frontages to Lavender Hill had been preferred. In 1896 an electricity generating station for the town hall had been erected on the north side of the short west arm of Town Hall Road, to the design of the borough surveyor J. T. Pilditch. This was followed in 1898–9 by a pair of semi-detached houses just downhill of the generating station, on Theatre Street, again by Pilditch: one for the town hall keeper, the other for the manager of the dust depot between the railway lines off Culvert Road. Rather grandly named Town Hall Villas, these have canted bays and stepped gables (a favourite feature of Pilditch's). Their close proximity to the generating station no doubt accounts for the fact that they were wired for

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electricity, most unusually for houses of this class at that date. When the Lombard Road electricity station opened in 1901 the town hall generating station became obsolete, though it was not demolished until 1904.⁴⁷

With the opening of the Latchmere Estate in August 1903, the council took the decision to develop the remaining vacant land here. It had a specific agenda. Whereas the Latchmere had been aimed at larger families, the Town Hall Estate was to be within reach of those earning as little as 25s a week.⁴⁸

The estate was laid out with flats to the design of the council's architectural assistant, William H. Eaton. This involved extending Town Hall Road via a 20ft-wide pedestrian street to the line of the Heathwall sewer, on which Heathwall Street was created linking Latchmere Road and Eland Road. Eaton's first plan was to have four-storey blocks containing 72 flats (perhaps to balance the bulky red-brick flats already built on the west side of Theatre Street), but as at Latchmere it was decided that this was also to be a cottage estate, so buildings were to be of two storeys only, even though it meant only half the number of flats could be built (eight two-room and 28 three-room). The recent Town Hall Villas were naturally retained. Because of their relatively long back extensions and gardens, the flats backing on to them at 21-27 Town Hall Road had to be shallower in plan than the rest of the row. The architectural idiom here is similar to Latchmere, though Eaton stuck with red brick for the frontages, but the sloping site gave more scope for visual variety. The housing committee got him to add stepped gables over each pair of houses, tying them in visually with Town Hall Villas.⁴⁹

As at Latchmere, there were coin-meters for electricity, and each flat had Cornes' patent range, boiler and bath arrangement. The estate was opened on 11 March 1905. At the north-west end, a plot 80ft by 40ft, intended for a milk depot, remained vacant. A site elsewhere was found for the depot, and as with the unused ground at Latchmere, the vacant land was not

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developed until after the First World War, when the housing shortage became acute. Six cottage flats were built there in 1920–1, in the same plainer style as those added to the Latchmere estate at the same time (page ###).⁵⁰ Apart from the modernization of kitchens and bathrooms, the buildings here have not been much altered, though right-to-buy has changed the status of some flats from social housing.

Theatre Street: flats by Albert Bussell

North of the Shakespeare Theatre, the west side of Theatre Street was built up in 1898–1900 with twelve three-storey blocks, each comprising six flats (numbered 1–23E). These were built by Albert Bussell as his own speculation. The flats were arranged in groups of three, either side of a common staircase, each flat comprising four rooms with a scullery and WC. They are well built, but severe in style, the fronts faced in plain red brickwork with square bays and simple moulded capitals to implied piers at the window and door openings. Though there was space for longer plots, Bussell kept the footprints tight, with small back yards, utilizing the left-over strip at the rear for his own yard and workshops.⁵¹

Such flats were immediately attractive to tenants of upper working-class and lower middle-class status. Early householders, listed in the 1901 Census, were typically clerks or other white-collar workers, print compositors, business managers, tradesmen and skilled workmen, and women of all ages living on their own means; two, however, were labourers. Several theatricals lived there as boarders, and No. 9 was occupied by the scene painter Philip Goatcher, son of the Australian scene painter and film designer Phil W. Goatcher.

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Latchmere Road to Falcon Road

The pattern of house-building here is almost entirely one of new streets and houses built on the sites of old villas and their grounds, the exception being Amies Street, laid out on a former industrial site immediately south of the railway.

Amies Street and 56–92 Latchmere Road

The building of the West London Extension Railway cut off the corner of a large meadow on the west side of Pig Hill Lane, immediately north of the gardens belonging to The Firs and its neighbours to the west, Normanby House and Woodham Lodge. This triangular patch was partly developed from 1863 by Joseph Wilbraham, probably identifiable as a Walworth-born bricklayer of that name who was living in his wife's home town of Huntingdon in 1861 and 1871. He built a line of little houses called Latchmere Terrace fronting Pig Hill Lane. Possibly built about the same time were industrial premises at the back, latterly a paper mill, approached by a gap in the terrace. Wilbraham evidently ran into difficulties, for by 1870 the development was unfinished, only seven of the 22 houses having back additions and fenced plots. The row of nine recorded by the Ordnance Survey north of the gap, no doubt never more than carcasses, had been pulled down, and a public house, the Fox and Hounds, built over the gap itself.⁵²

In July 1879 the whole triangle, which belonged to a Captain Aveside, was put up for sale, excluding the pub which was in separate ownership. A new piece of private road alongside gave access to the paper mill and stables behind the house adjoining the pub. This ground was thereafter developed as Amies Street by the Lambeth-born builder John Dickeson, then of Speke

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Road, north of the railway, where he was proprietor of a private bath ('The Baths', later to become Speke Hall). The name Amy Street or Amy's Avenue, as it was variously called (despite the official approval of Amies Street in January 1880), derived from his baby daughter.⁵³ It incorporated the private road beside the Fox and Hounds, ran towards the railway and then doubled back along the south edge of the ground, necessitating the rebuilding of the end house in Latchmere Terrace on a reduced and wedge-shaped plot (now 92 Latchmere Road). Even so, this stretch of the road was only 20ft wide, and was not widened until c.1891, when Lavender Hill School was built. The mill was pulled down, but a separate warehouse which formed part of the premises survived as a factory or workshop in a yard at the rear of 26–36 Amies Street, with an entrance at No. 2. Latterly a car-repair works, it was extended and adapted as a house around 2005.⁵⁴

Dickeson built up all or most of the new street and its Latchmere Road frontage in 1880–2, very likely with finance from Thomas Greenwood, a stockbroker who held the leases and also acquired the freehold ground rents. (At the time of his death Greenwood was also the freehold owner of The Baths.)⁵⁵

Dickeson moved to Amies Street himself, to No. 41A. This must have been the present 43, a house of 'awkward shape' with a tiny frontage to the road and 'very small' rooms – hardly big enough to hold his large family. According to his wife in 1890 he lived elsewhere with a mistress. It seems that Dickeson, who complained to the local board of works that brothels and immorality in Speke Road were damaging his business at The Baths, was a serial adulterer and wife-beater.⁵⁶

Adjoining 43 Amies Street, a substantial two-storey building, later used as a Lads' Brigade clubhouse, was presumably Dickeson's workshop, store and office. This building was extended and much rebuilt in the early 1980s by

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the photographer Peter Lavery as a studio and living accommodation, to his own design (Ill. 11.18).⁵⁷

The Amies Street houses are conventional ones of two storeys, with bay windows and recessed porches. The fronts are of yellow stock brick and orange band courses, with decorative eaves brackets and window and porch surrounds in artificial stone. A minor peculiarity is the use of classical pediments to unite the paired entrances on the long western terrace.

Of Dickeson's houses in Latchmere Road only No. 92 remains. Joseph Wilbraham's surviving houses (68–90 Latchmere Road) are small two-storey cottages with flat fronts, much like those further north. The Fox and Hounds (No. 60) looms over them, a full-scale urban pub planned with several public and private bars and a clubroom. It was built in 1870 or just before, probably in anticipation of the widening of the south end of Pig Hill Lane, which took place in 1873, when the whole road between York Road and Lavender Hill was designated Latchmere Road. The pub looked provocatively towards the entrance to the determinedly dry Shaftesbury Park estate; the Artizans', Labourers', & General Dwellings Company consistently opposed its licensing, though many Shaftesbury Park inhabitants were no doubt regulars there.

Lavender Hill estate: Dorothy and Kathleen Roads

Dorothy and Kathleen Roads were laid out in 1888 and built up with houses between then and 1892, together with houses and shops in Latchmere Road and Lavender Hill. They occupy the sites of three villas formerly belonging to the Taylor family: The Firs, Normanby House and Woodham Lodge. The Taylor estate had been much reduced in 1877, with the sale of a fourth villa, Highbury House, and further reduced about 1883 with the sale to the London School Board of a large piece, taken from the gardens of The Firs and

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Normanby House, for Lavender Hill School. This left something over six acres which, once the leases had run down, was put up for auction as a building estate in June 1888, together with the salvage from the old villas.⁵⁸ The purchaser of this 'Lavender Hill Estate' was Henry Corsellis, the solicitor already prominent as a local developer, and the two new roads are named after his young daughters.

As with other Corsellis estates, it was developed in close conjunction with the Stanbury family. The young architect William Stanbury junior drew up the layout plan, and his father William and brother John built many of the houses. But there were too many houses for the Stanburys to cope with on their own, and so other builders were involved, taking on from eight to eighteen or so houses each: Albert Eaton, James George & Son, Joseph Lower, J. B. R. Meyring, Samuel Rashleigh, James Sallows and George Ugle. William Edward Ireland and Thomas Haylock took on one or two houses each. Most if not all of these men were active elsewhere in Battersea around this time, some of them builders on a large scale. In the case of Sallows (who went bust) and perhaps others, finance for the building was provided by Corsellis himself.⁵⁹

The houses, depleted by wartime losses, are standard bay-windowed products of the day, though they vary slightly in style; most are very similar to houses on other Corsellis estates, and almost certainly designed by W. H. Stanbury or his father. The majority were intended for single-family occupation, but on the east side of Kathleen Road most were designed as two flats, and accordingly had larger back additions, though only one street door. A number of other houses on the estate were occupied as flats by the First World War. Flats were also built at 79 Dorothy Road in 1903–4, on the site of an iron building called Shaftesbury Hall, erected as a church or mission hall by Humphreys of Knightsbridge in 1903. There are two pairs of flats, each pair sharing a street door.⁶⁰

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James George planned to build up the whole of the Lavender Hill frontage, but in the event only twelve of the intended twenty houses with shops were built, in 1890, the frontage between Latchmere and Kathleen Roads being taken for Lavender Hill police station and court instead. George's architect was Alexander Pope.⁶¹ Originally called Commercial Buildings (now 178–200 Lavender Hill), the houses are of four full storeys, those at the end with hipped roofs and the stock brick elevations criss-crossed by red-brick piers and bands (Ill. 11.17). Shaped aprons below the windows and large finials over the eaves follow the broadly Queen Anne Revival style.

Shakespeare Parade and flats in Latchmere Road

West of the Shakespeare Theatre, the old house latterly occupied by Henry Whiting and numbered 174 Lavender Hill was sold in October 1903 to John Jenkins of Hove. It was developed by him through his own building firm, J. H. Jenkins & Company of Balham. The buildings consist of a row of shops in the main road (originally Shakespeare Parade, now 170–174A Lavender Hill), and a long three-storey terrace of flats behind (159–219 Latchmere Road), with another block of flats on the north side of Heathwall Street at 157 Latchmere Road. An office built as part of the same development at the rear of the shop on the corner of Latchmere Road was numbered 221 Latchmere Road.

Jenkins's blocks are of red brick, with slate roofs and stone facings, and bays to each of the three floors (Ill. 10.?). Their planning derives from the traditional side-entrance terraced house, but the frontages are broader and the rear wings deeper. This allowed the typical ground-floor and first-floor flats to comprise a front sitting room and three bedrooms as well as the usual offices, each having access to a private courtyard at the back. The top flats had only middle and back bedrooms, but also had a small side room adjoining the

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sitting room. An area of flat asphalted roof at the back took the place of a courtyard.⁶²

Shakespeare Parade is faced in red brick and plentiful but plain stone or cement dressings, and turreted at either end, the overall effect being rather lifeless. The architect was William G. Ingram of Bedford Row, one of the sons of Thomas Ingram, Battersea's biggest developer; his brother H. J. Ingram was the lessee. Leases were for 99 years from Lady Day 1908. Ingram may also have designed the Latchmere Road flats for Jenkins, who seems to have let them directly to the occupants.

Queen's Parade and Mossbury Road

In February 1887 a plan for building on The Chestnuts estate, drawn up for the new owner Alfred Heaver by the architect Charles J. Bentley, was submitted to the Metropolitan Board of Works. Approval was delayed until May. The road was Mossbury Road, linking Lavender Hill with Falcon Road. 'Mossbury' carried no significance, being merely a spare name allotted by the Board, as Heaver's suggested name Lammas Road was in use elsewhere—he was at the time planning to sell the Vestry a large plot here for a new vestry hall to replace the old one (Lammas Hall) at Westbridge Road.⁶³ But nothing came of this and the Lavender Hill and Falcon Road frontage was instead built up entirely with shops, in one long and two short rows originally numbered from the east 1–32 Queen's Parade. Today just over half of Queen's Parade survives as 242–274 Lavender Hill.

Queen's Parade. The developer of Queen's Parade, on a building agreement with Heaver, was George Darby, a young entrepreneur whose plan for the new buildings included premises for his firm, one of the many City-based

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ironfounders in Upper Thames Street. G. F. Darby & Company described themselves as stove and range makers, and more generally wholesale ironmongers and builders' merchants. Darby himself was then living in Linden Lodge on Lavender Hill. His architect was Frederick Wheeler of Chancery Lane, who was born in Brixton and had an extensive south London practice. The builders, for most of the parade, were Thomas & Company, of Gunnersbury.⁶⁴

First to be built were the present 252–262 Lavender Hill, and by February 1889 all the shops in Queen's Parade were finished apart from the short row east of Mossbury Road, which had not been started. Here Darby ran into difficulties over the frontage line, which was of critical importance because the plots were shallow, the road narrowed at this point, and the adjacent properties were residential and set well back from the road. Not only did the bureaucratic wheels turn slowly, but Darby had already agreed the sale of one of the shops and feared legal action from the purchaser if the frontage was changed, as proved to be the case. If Darby is to be believed, he faced a loss of £1,000, 'practically ruin to me ... when after mortgaging I have sunk all my resources'. In October 1889 the frontage question was still unresolved when he complained to the London County Council's architect Thomas Blashill that the 'loss & worry all through these 10½ months are very wearying. Conflicts with my builder, with the freeholder & the purchaser. Loss of sale & proposed increase in the contract (owing to higher prices) of £300'. Thomas & Company had perhaps already had enough, for they are not in the list of tenderers for the remaining work published in March 1889; the job went to G. Jervis Smith.⁶⁵

Completed, Darby's buildings cemented Clapham Junction's character as an important shopping centre, the tall red buildings lining up smartly enough to pass muster as Queen's Parade (Ill. 11.19). They were not uniform throughout, however. There was some variation in ornamental treatment, and

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the shops at the Falcon Road corner, now demolished, were a storey higher. It must have been at Darby's insistence that his own premises at 248–250 Lavender Hill stand out from the rest, being taller and more heavily decorated (the fronts now lacking the original ball finials and thick coping to the gable). The shorter row east of Mossbury Road, originally to have been five and numbered accordingly, was said by Darby to be a symmetrical group in the same style. It was completed as four only, because of the restricted site, and had some differences of design to the rest of the parade, including the omission of the characteristic gable. The flats above were called Queen's Mansions. This row was wrecked by a flying bomb in the Second World War and replaced in the late 1950s by Mortimer House at Nos 230–236, dated on the front 1960, originally with car showrooms on the ground-floor; and a Midland Bank (now HSBC) branch of around 1958 at Nos 238–240, extending over the site of 67 Mossbury Road.⁶⁶

Darby & Company came to Queen's Parade from cramped premises in Upper Thames Street, where they had been since the early 1880s. The move, made because of the much lower rent at Clapham Junction, coincided with a change in the company, the partnership behind G. F. Darby & Co. being dissolved about this time.⁶⁷ The double shop extended at the rear to include The Chestnuts and a new building adjoining in Mossbury Road (together comprising Nos 22–28 and 30–34); Darby also had the house at 20 Mossbury Road. The main buildings provided some 25,000 sq. ft, each floor being capable of holding 300 tons, yet the arrangement can hardly have been a very practical one. Instead of open floors, there was a multiplicity of rooms, each being given over to storage or display of particular lines. Four were devoted to ranges and kitcheners, eight to marble and slate. Others housed such products as guttering, tanks and cisterns, and bathroom fittings. Passing trade was evidently not the mainstay of the business, and Darby's was altogether a rather unusual presence in Clapham Junction, where its neighbours were mostly regular retailers. As described in 1890, a large element of the business

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was the fitting up of model dwellings, and the firm also supplied railway companies. It then had on hand a large order for iron windows, apparently destined for rice granaries in Burma. Darby claimed to have sold 6,000 kitcheners in the past couple of years, and suggested that the company was the largest fixer of railings in London, citing orders for railings at 500 houses, 300 of them on two large estates where the company's own patterns were used. Some of these designs were the work of Darby's wife, Sarah.⁶⁸

Darby established another branch at Highgate, made plans for a City showroom, and took part in an ambitious amalgamation with other ironmongers' stores, foundries and metalworks (as Darby, Nott & Company Ltd), but the company sank. Darby & Co. remained at Clapham Junction for some years, occupying the former Chestnuts as a hardware and tile warehouse. Latterly the business was apparently in the hands of Sarah Darby, who seems to have separated from her husband, and in September 1900 she let the Lavender Hill building to the National Telephone Company for the Battersea Telephone Exchange (see vol. 49).⁶⁹

At the time of the 1891 Census, the four shops east of Mossbury Road were still being built. Of the rest, five were uninhabited, and at least half a dozen were occupied by managers or assistants, while other residents seem to have been proprietors living over the shop. At No. 262, where there was then or soon afterwards a post office, the occupants were a printer and advertising agent, with his wife, who ran a servants' registry. Besides these were a photographer and a GP; in a few years there were two dentists, a firm of solicitors, and an architect, Herbert Bignold, among the professional contingent.

The Falcon Road part of Queen's Parade has gone. Part was pulled down for Hastings' furniture store, while the shops north of Mossbury Road were bombed in the Second World War. The damaged site was then used for

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a petrol station and garage or car-dealer's until the early 1970s, when the office block Woburn House (155 Falcon Road) was built, originally with a car showroom on the ground floor. At the time of writing (2012) the Woburn House site is being redeveloped with a hotel.⁷⁰

Mossbury Road was built up with houses in 1887–8. The builders of the surviving houses were: George Collis (Nos 9–33); Samuel Bowes (35–59); J. Walker (61–65); and Albert Bussell (6–18, 36–42). Nos 1–7, 2, 4 and 67 have been demolished. Along with The Chestnuts at Nos 22–28, No. 20 was briefly part of G. F. Darby & Company's premises, and built by Thomas & Company, the builders of Queen's Parade. In 1891 it was used for storage by Munday & Company, house furnishers in Queen's Parade, and it continued in commercial use, as a bicycle or bicycle fittings shop, and latterly a pottery. The front remains much as it was, with a shopfront, the upper bay window cut away for a loading door, but the building was converted to residential use in 1999.⁷¹

The houses in Mossbury Road are mostly of the standard late-Victorian type of two storeys with bay-windows to both floors, under slated pitched roofs and having long back wings. Collis's houses, however, have attic storeys too, under flat roofs, originally zinc covered, mansarded at the front with slates and dormers. They lack the back additions, and may have been designed with multi-occupation in mind. Bowes's double-fronted Mossbury House (55), half-hidden at the angle of the road, was built on a site originally intended for stables only. It was extended in 2001 by a bold loft conversion, with a brise-soleil and balcony overlooking Falcon Lane, designed by Clifford Gardner Associates of Putney.⁷²

The block at Nos 26–28 was built around 1987 as residential and studio units, replacing an extension of The Chestnuts; the architect was Mark

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Goldstein of Goldstein Ween Architects. Nos 30–34, adjoining, appears to have originated as a single-storey addition to Darby & Co.'s premises in Queen's Parade, for which LCC sanction was obtained retrospectively in 1890. This may have been built before the National Telephone Company took over the premises in 1900. A domestic-looking design, it has small-paned sash windows, roughcast and fake timbering, but the most striking feature is the chimney rising through a dormer. There were originally vehicle entrances at each end, but the western one disappeared in 1903 when alterations were made for new offices and a WC, for which Henry Branch was the architect, presumably for the National Telephone Company. The building had a history of commercial occupation down to the mid 1930s at least, before being converted to flats.⁷³