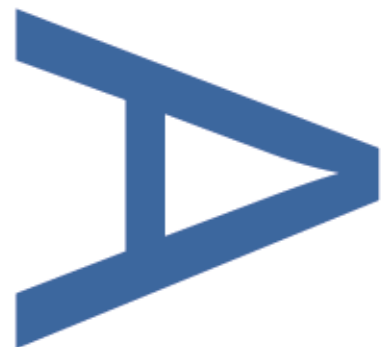


**HISTORIC BUILDING RECORDING
OF THE FORMER WIMBLEDON
GREYHOUND STADIUM,
PLOUGH LANE,
LONDON BOROUGH OF MERTON,
SW17 0BL**



PCA REPORT NO: R13053

OCTOBER 2017

PRE-CONSTRUCT ARCHAEOLOGY

**Historic Building Recording of the former Wimbledon Greyhound Stadium,
Plough Lane, London Borough of Merton, SW17 0BL**

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Site Code: PUG17

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Commissioning Client: CgMs Consulting on behalf of Galliard Homes & GRA Acquisitions Ltd

Central Ordnance Survey National Grid Reference: TQ 26155 71817

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DOCUMENT VERIFICATION

Site Name

The Former Wimbledon Greyhound Stadium,
Plough Lane,
London Borough of Merton,
SW17 0BL

Type of project

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1 NON-TECHNICAL SUMMARY

- 1.1 Pre-Construct Archaeology Limited was commissioned by CgMs Consulting Limited on behalf of Galliard Homes and GRA Acquisitions Ltd to undertake an historic building survey of the undesignated former Wimbledon Stadium (greyhound and stock car racing) prior to its demolition. The survey work was carried as a consequence of planning permission (Ref. No: 14/P4361) approved by Merton Council (subject to a number of Section 106 obligations) to redevelop the site and provide a new 20,000-seater football stadium for AFC Wimbledon, 602 new quality homes, retail space and an expanded Christopher's Squash Club.
- 1.2 Wimbledon stadium was initially financed by South London Greyhound Racecourses Ltd who had intended it to be ready for the start of greyhound racing in 1928. However financial difficulties curtailed the project until a consortium headed by W.J. (Billy) Cearns, stepped in with sufficient funds to save the scheme. The inaugural opening night for greyhound racing at Wimbledon took place on the 19th May 1928, a race won by Ballindura, whilst the first 'classic' race, The Laurels, was brought to Wimbledon by 1930. W.J. (Billy) Cearns, affectionately known as the 'Cockney Millionaire', and credited as one of the founding fathers of Speedway in the UK, was keen to promote speedway, alongside greyhound racing, at Wimbledon from the outset, continuing in this vein until he took over as the Chairman of West Ham United in 1935. The stadium suffered a direct hit during World War II resulting in serious damage to the grandstand, which was later rebuilt during the 1950s, but otherwise survived in its original structural state, built around a steel frame with original roof trusses to the stands and timber terraces.

2 INTRODUCTION

2.1 Background

2.1.1 Pre-Construct Archaeology Limited was commissioned by CgMs Consulting Limited on behalf of Galliard Homes and GRA Acquisitions Ltd to undertake historic building recording targeting the undesignated former Wimbledon Stadium (greyhound and stock car racing) prior to its demolition (**Figures 1 and 2**). The survey work was carried out to record in detail the building in its present condition and as a consequence of planning permission (Ref. No: 14/P4361) approved by Merton Council (subject to a number of Section 106 obligations) which will see the redevelopment of the site to provide a new 20,000-seater football stadium for AFC Wimbledon, 602 new quality homes, retail space and an expanded Christopher's Squash Club (**Figure 13**).

2.1.2 The historic building recording was undertaken in accordance with a Written Scheme of Investigation (Garwood, 2017) agreed in advance of the work by the Historic England Greater London Archaeological Advisor to Merton Council (hereafter the Curator). The recording was carried out in accordance with National Planning Policy Guidance, specifically National Planning Policy Framework (NPPF 2012) and Merton's policy towards built heritage and archaeology. The Written Scheme of Investigation set out in detail the methodology that was employed by Pre-Construct Archaeology Limited during the project.

2.2 Site Location

2.2.1 The site lies just to the north of Plough Lane and comprises an irregular shaped plot of land, an area of approximately 5.1ha (**Figures 1 and 2**). It is mainly occupied by the former Wimbledon Stadium (a greyhound and stock car racing stadium), Christopher's Squash & Fitness Club, and a considerable area of hard-standing used for car parking to the east. The site also incorporates some secondary commercial activities, including vehicle washing and hire services to the south and west of the stadium and a service yard used by the stadium to the north-west. The Site is bounded by Plough Lane (B235) and Copper Mill Lane to the south, Summerstown (B235) to the east and Riverside Road to the north. The site is also located adjacent to a national grid electricity substation, immediately to the west and to the Riverside Road Recycling Centre, to the north-west.

2.2.2 The stadium does not lie within a Conservation Area and is not statutorily designated, despite a recent application by 'Save Wimbledon Stadium Action Group' to have the stadium listed. The Site, centred at Ordnance Survey NGR TQ 26155 71817, does however lie within the Wandle Valley Archaeological Priority Zone.

3 PLANNING BACKGROUND

3.1 Introduction

3.1.1 National legislation and guidance relating to the protection of historic buildings and structures within planning regulations is defined by the provisions of the Town and Country Planning Act 1990. In addition, local planning authorities are responsible for the protection of the historic environment within the planning system and policies for the historic environment are included in relevant regional and local plans.

3.2 Legislation and Planning Guidance

3.2.1 Statutory protection for historically important buildings and structures is derived from the Planning (Listed and Conservation Areas) Act 1990. Guidance on the approach of the planning authorities to development and historic buildings, conservation areas, historic parks and gardens and other elements of the historic environment is provided by the National Planning Policy Framework (NPPF), which was adopted on 27 March 2012.

3.2.2 Historic buildings are protected through the statutory systems for listing historic buildings and designating conservation areas. Listing is undertaken by the Secretary of State; designation of conservation areas and locally listed buildings is the responsibility of the local planning authority. The historic environment is protected through the development control system and, in the case of historic buildings and conservation areas, through the complementary systems of listed building and conservation area control. Buildings of local importance or local heritage assets, though not statutorily protected, enjoy some protection from indiscriminate demolition via the local planning authority.

3.2.3 A planning application (Ref. No: 14/P4361) for the proposed demolition of existing buildings and erection of a 20,000 seat football stadium (initially 11,000 seat) with hospitality, crèche, café, and coach parking, pedestrian street, 1,273sq.m retail unit, 1,730sq.m squash and fitness club, 602 residential units with basement parking, refuse storage, 200 car parking spaces, 992 cycle parking spaces, and associated landscaping/open space and servicing, was submitted to Merton Council in 2014. They were minded to grant permission in 2017 subject to Section 106 obligations or other enabling agreements.

4 METHODOLOGY

4.1 Aims and Objectives

4.1.1 The aim of the building survey was to provide an Historic England Level 2 and 3 record, specifically a Level 3 survey of all buildings and structures built prior to 1945 and a lower Level 2 survey of all post 1945 buildings, prior to their demolition. The purpose of the project was to explore the development of the Site and to compile a final record of these buildings, to chart their historic and structural development, and record the historic fabric, current spatial relationships, historic decoration and any original fixtures and fittings which will be lost as a result of the proposed development. The aim was to provide a better understanding of the Site, to compile a lasting record and to analyse and disseminate the results.

4.2 Documentary Research

4.2.1 A search of relevant primary sources was carried out at the Merton Heritage and Local Studies Centre in Morden. This information was used to supplement the historical background information gathered from secondary sources and the numerous websites charting the history of the Wimbledon Stadium. The results of historic research are provided in Section 5 of this report.

4.3 On-Site Recording

4.3.1 The historic building recording was carried out on 27th and 28th August 2017. Floor plans provided by the client were used as base plans for the location and direction of photographs and the annotation of historic detail (construction joints, blocked openings etc; **Figures 10 to 12**).

4.3.2 A photographic survey including high resolution digital images was carried out to record key features, interior spaces, as well as the external elevations. A selection of photographs has been included in this report (**Plates 1 to 85**) and **Figures 10 to 12** show the location and direction of these photographs.

4.4 Project Archive

4.4.1 The project archive is currently held at the offices of Pre-Construct Archaeology Limited in Brockley, London, under the site code PUG17. It is anticipated that the archive (copies of the report, drawings and photographs) will be lodged with the LAARC (London Archaeological Archive and Research Centre). This report will be submitted to the consultant (CgMs) for onward submission to the Client, GLHER (Greater London Historic Environment Record) and the Curator.

4.5 Guidance

4.5.1 All works were undertaken in accordance with standards set out in:

ClfA (2014) Standard and guidance for the archaeological investigation and recording of standing buildings or structures

English Heritage (now Historic England) (2005) *The Presentation of Historic Building Survey in CAD*

Historic England (2015) Greater London Archaeology Advisory Service: Guidelines for Archaeological Projects in Greater London.

Historic England (2016) *Understanding Historic Buildings: A Guide to Good Recording Practice*

5 HISTORIC BACKGROUND

- 5.1.1 The holdings of the Merton Heritage and Local Studies Centre were consulted and a sequence of Ordnance Survey maps dating from the early 20th century, were compiled to illustrate the development of the Site. The documentary research also consulted secondary sources including local publications and websites charting the history of Wimbledon Stadium and its environs.
- 5.1.2 The stadium was initially financed by South London Greyhound Racecourses Ltd who had intended it to be ready for the start of greyhound racing in 1928. However financial difficulties halted the project until a consortium spearheaded by W.J. (Billy) Cearns, Managing Director and Chairman of W.J Cearns Ltd, Stratford, the company responsible for the construction of the stadium, stepped in with sufficient funds to save the project. W. J Cearns Ltd was initially formed in 1913, specialising in iron buildings. They were involved in the construction of many early football, greyhound and speedway stands and stadia including Enfield, Ilford, Dagenham Town, Arsenal (Highbury) Chelsea (Stamford Bridge), the Hive Stadium, Brentwood and Leicester City's ground at Filbert Street (Cearns, 1949). The inaugural opening night for greyhound racing at Wimbledon took place on the 19th May 1928, a race won by Ballindura.
- 5.1.3 Billy Cearns ran the company and later entrusted the control and management of greyhound racing to Mr Con Stevens, who was instrumental in bringing the first classic race to Wimbledon in the form of the Laurels in 1930. Billy or Will, affectionately known as the 'Cockney Millionaire' was also a director of International Speedway Limited and is credited as one of the founding fathers of Speedway in the United Kingdom. To this end he was keen to promote speedway at Wimbledon from the outset (**Historic Plate B**), alongside overseeing a speedway track at High Beach, Essex on behalf of the ISL.
- 5.1.4 The stadium at Wimbledon is shown on an aerial photograph of 1928 not long after its construction (**Historic Plate A**) and on the Ordnance Survey map of 1931 (Sheet VII. 11; **Figure 4**). It was built as a sub-oval circuit, which simply comprised the Grandstand, covered stands, and the dog and speedway tracks (compare **Figure 4** with **6**). It was located to the north of Plough Lane and Copper Mill Lane, the former part of the tram network (reached by trolley buses 612 and 630) and within a primarily light industrial and agricultural landscape. It lay close to Chamois Leather Mills, electricity and sewage works, on the edge of the parish and close to the River Wandle. The 1893-94 Ordnance Survey map shows the Site before the Stadium was built (**Figure 3**).
- 5.1.5 During the early years the stadium was also put to use as a venue for boxing, notably the Scott v Stribbling fight, for which the press conference preceding the fight sparked a fire in the clubhouse. Other early events at the stadium included trotting and fox terrier racing.
- 5.1.6 When Greyhound racing or 'Gracing' was introduced in 1928, a cumbersome electric railway was first installed around the perimeter of the track, on which was fixed 'Gracie'. This system was neither efficient, on occasion de-railing, nor did it attract the attention of the greyhounds and was replaced, in 1931, by the McGee-Scott electric powered cable hare. Other early changes were improvements made to the starting traps. During the 1930s an automatic start system, designed by Mr A. Farlam, was introduced, which enabled the starting trap to be released automatically when the hare passed a certain point close to the start. The design of the starting traps was further improved by Farlam in 1936, with the curving-out of trap gates at the base to prevent toe injuries (**Historic Plate M**). Developments during this period also saw the introduction of Ray time, a system to accurately record race times and the photo finish apparatus supplied by the Instaprint Camera Company.
- 5.1.7 Wimbledon was the first track to introduce weighing scales at their kennels in 1929 (**Historic Plate C**). It was also an early adopter of the 'totalisator' or tote board, an automated system which runs 'parimutuel betting', calculating payoff odds, displaying them, and producing tickets based on incoming bets. Initially declared illegal the totalisator was closed down in 1933 but re-opened in July 1935 following the passing of the Betting and Lotteries Act of 1934, which permitted licensed tracks to 'set up

- and keep a totalisator'. By the late 1940s there were 25 totalisator booths and 120 win and place and 144 forecast machines, a system overseen by the Tote Control Room and manufactured by Messrs Ericsson Telephones Ltd (**Historic Plate G**).
- 5.1.8 Cearns remained directly involved with speedway at Wimbledon up until he took over as Chairman of West Ham United in 1935 (**Historic Plate E**). Ronnie Greene took control of speedway the following season. A team was entered in league competitions from 1929 to 1939 and after the war the Dons raced in the top flight National League Division One from 1946 to 1964.
- 5.1.9 An Ordnance Survey map revised in 1933-34 and published in 1935 shows that facilities at the stadium had been improved with the addition of the 'Gracing Club', 'Kennels Paddock', 'glass covered passage way' and 'scales and identification enclosure' on the east side of the stadium (compare **Figures 5** with **6**). An aerial photograph taken just before the Second World War in 1937 (**Historic Plate F**) shows the additions on the east side with the 'Gracing Club' and 'Kennels Paddock' (compare with **Figure 6**).
- 5.1.10 Despite a short hiatus greyhound racing continued during the Second World War providing a 'great diversion' from the troubles of war and for service personal on leave. However in February 1944, incendiary bombs caused the destruction of the Old Grandstand (**Historic Plate H**), club enclosure and offices. The latter two were repaired and put back into use almost immediately, however the Old Grandstand was not rebuilt (**Historic Plate I**) until the 1950s. A plan of Wimbledon Stadium drawn prior to 1949 annotates the 'Ruinous Entrance to Track', 'Old Grandstand Site' and 'Old Gracing Club Site now houses late Booths' following damage inflicted during the war (**Figure 6**). The plan also shows the 'Covered Stands', 'Stewards Bar', 'Speedway Track', 'Turnstiles', 'Tote Indicators', 'Winning Line', 'Car Parks' etc. The 'Gracing Club' has moved 'under Stands' on the west side of the stadium following bomb damage to the 'Gracing Club' on the east side of the stadium.
- 5.1.11 The Ordnance Survey map of 1950 (Sheet TQ2671; **Figure 7**) shows the north-east part of the Old Grandstand and the Old Gracing Club were still in 'ruin' (see **Figure 6**). The paddocks are labelled to the rear of the Old Gracing Club. The ruined area extended to include part of the stands in the north-west part of the stadium, an area later incorporated into the New Grandstand (compare **Figures 8** and **9**). The outer greyhound track and inner speedway circuit are clearly marked on the 1950 map (compare **Figures 6** and **7**). An electricity sub-station is shown tight up against the western side of the stadium with open areas of hard-standing(?) for car parking (see **Figure 6**) to the east.
- 5.1.12 Writing in 1949 W. J Cearns outlined the limitations of building post-war, but also his hope in the near future 'of building on the site of the Old Grandstand, a new Grandstand'. His untimely death in 1950 may have slowed down the start of rebuilding, although it seems likely this was in hand by mid 1950s. The Ordnance Survey map of 1959 (TQ2761NW: **Figure 8**) shows that the present main Grandstand, apart from the northern part, had been built, replacing the bomb damaged stand, between 1950 and 1959.
- 5.1.13 The 1960s saw the introduction of motor sport in the form of stock car, hot rods and banger racing. The first stock car meeting at Wimbledon was held on the 29th September 1962 (the Superstox World Championship; **Historic Plate N**) and the circuit quickly became Spedeworth's flagship venue, with the World Final being held there every year up to and including 1974. The stadium also boasted its own stock car racing team the London Sparrows (1966) and later the Canaries/Dons (1971-72).
- 5.1.14 The 1967 aerial photograph of the stadium (**Historic Plate O**) shows that by this date the part to the north of the East Grandstand had been rebuilt (compare with **Figure 8**). Towards the end of 1969 the stadium, threatened by redevelopment from property developers, was 'saved' after the Greyhound Racing Association bought a major share in the company. The Ordnance Survey map of 1972 (TQ2761NW: **Figure 9**). The paddock is shown to the east of the main Grandstand and part of the building, which later became Christopher's Squash and Fitness Club, first appears.
- 5.1.15 Wimbledon's tenure in the top flight came to an end in the 1980s and the Greyhound Racing Association decreed that speedway would stop at the end of the 1986 season. A London stockbroker, David Pickles, gathered together a consortium in the 1986/87 close season, which ensured that the Dons would continue to ride. However, after 63

years Wimbledon staged its final speedway meeting in June 1991.

- 5.1.16 Later significant changes to the stadium include the addition of new kennels to the north of the main East Grandstand and a major renovation of the main East Grandstand, both carried out in 1995-6. Wimbledon began hosting the sport's premier annual event, the Greyhound Derby, after the closure of White City stadium in 1985 and as a consequence of criticism received after the 2002 Derby, £70,000 of track improvements were completed in 2003. In 2010, the stadium underwent some major changes in time for the Derby that year, which entailed the construction of the West Stand (**Figure 2**).
- 5.1.17 In 2007 the stadium was purchased by development company Galliard Homes Limited when the Greyhound Racing Association was put up for sale (along with all of its assets) by parent company Wembley PLC. Since then AFC Wimbledon have expressed an interest in building a new football stadium on the site in collaboration with Galliard Homes. Attempts to prevent closure of the stadium; including a £20 million rival plan submitted by Irish businessman Paschal Taggart (owner of Shelbourne Park Greyhound Stadium) and an unsuccessful bid by 'Save Wimbledon Stadium Action Group' to have the stadium listed ultimately failed and the stadium was last open for business on 25th March 2017.

6 BUILDING DESCRIPTIONS

6.1 Introduction

6.1.1 As the stadium does not align with cardinal points, for ease of reference the Grandstand will be referred to as east and the stand backing onto Plough Lane as south, and so on. Major or significant spaces or rooms within the stands have each been given an individual identification number, pre-fixed where appropriate with G for Ground, F for First or S for Second Floor (**Figures 10 to 12**).

6.2 External Elevations (**Plates 2-16**,

6.2.1 The East Grandstand is the largest and most complex of the stands (**Figure 2; Plate 1**). Its function, apart from a sheltered venue to watch racing, is mainly biased towards entertainment with the provision of a series of bars, restaurants and totes, but also many 'back room' facilities including stewarding, maintenance and office administration (**Figures 10 to 12**). The present stand is a replacement of the Old Grandstand (**Figure 6**), which was partly destroyed during the Second World War (**Historic Plates H and I**), and rebuilt between 1950 and 1959 (**Figures 7 and 8**) and at its north end between 1959 and 1967 (**Figures 8 and Historic Plate O**). The entire stadium has a capacity of 6000 people.

6.2.2 The East Grandstand presents its principal external elevations to the east and towards a large area of hard-standing used as car-parking (from Plough Lane; **Plates 2 to 7**). The stand is built over three principal floors with brick external elevations enclosing a steel superstructure. Despite its re-construction during the 1950s, the external elevations bear the scars of numerous later alterations and additions. Much of the brickwork in the external east elevation at ground floor level is a later infill/under build, contrasting in colour and bonding with the original Flemish brickwork used for the two floors above (**Plate 7**). The ground floor openings, into the two principal spaces (the Paddock Bar and the Diamond Room; **Figure 10**) are also later additions, added after the removal of the paddock (for showing the dogs) still depicted on the Ordnance Survey map of 1972 (**Figure 8**).

6.2.3 To the north of the East Grandstand (**Figure 10**), the external treatment changes to incorporate an external cladding of rough textured concrete panels, contrasted by bands of white mosaic tiles, the latter added to the concrete structural frame (**Plates 5 and 6**). This change in treatment and the use of structural concrete demonstrate that these northern bays (north of the boiler chimneystack; **Figure 10, Plate 5**), which in part over-sail a wide access to the trackside (**Plate 6**), are a slightly later construction added to the East Grandstand. The use of matching brickwork and a similar style of window fenestration would suggest this occurred not long after the Main East Grandstand was completed, probably during the early-mid 1960s, an assertion supported by the 1959 Ordnance Survey map (**Figure 8**) and the 1967 aerial photograph (**Historic Plate O**). A section of red tile cladding had also been added to seven bays at the south end of the East Grandstand.

6.2.4 These elevations are dominated by linear bands of continuous glazing at first and second floor levels, interrupted centrally by the vertical passage of a stairwell (**Plate 3**), with another stairwell visible to the south, rising up to the bars and dining facilities on the second floor. The windows were typically mild steel single glazed casements, lighting the offices, including the Board Room, on the first floor (**Figure 11**) but mainly blocked-in along the rear elevation of the bar and totes to the second floor (**Plate 7**).

6.2.5 Apart from the main East Grandstand, the circuit of the stadium is mainly covered in modern corrugated steel cladding added to the rear of the terraces and up to the level of the roof (**Plates 8, 10 to 15**). These areas were typically used as the canvas to advertise up and coming events and for the stadium livery. The ground floor elevations to these areas were generally brick or blockwork construction, incorporating numerous door openings with turnstiles to the north-east and the north-west sides, the latter a modern addition to the new renovated West Stand (**Plate 12**).

6.3 Trackside Elevations (**Plates 17-28**)

6.3.1 The main East Grandstand trackside elevation was fully-glazed from above the level

- of the ground floor up to the eaves of the Grandstand, fully enclosing the stand and sheltering the 'terraces', latterly dining and spectator areas, from the elements (**Plates 17 and 18**). This glazing, recessed back from the front of the stand roof and mainly comprising large fixed glass panels incorporating smaller pivoting ventilating windows, was reportedly (pers. comm.) one of the largest glass fronted stands to be built and survive in the country. The glazing is fitted between the vertical stanchions that support the Grandstand roof, which in turn oversails to the front, sheltering a short open terrace to the north, a series of glass fronted private boxes to the south and a judges box and dog presentation area in the centre (**Figure 10**).
- 6.3.2 The roof structure is not visible from within the stand, obscured by a modern suspended ceiling. The roof structure, as it forms an external 'canopy' cantilevering out from the main stanchions to trackside, used a simple truss with triangulating main struts and an upper tier of lighter struts added to support each of the six purlins. The roof was built using steel L-section extrusions, doubled up to form T-sections along the higher load bearing ties and principals. The purlins were also L-section, the roof structure additionally cross-braced, to counter wind suction, across the end bays. The main stanchions supporting the roof structure were a lattice construction and the roof to trackside, covered in corrugated sheets and fully guttered to stop run-off onto the dog track.
- 6.3.3 Another glass fronted stand adjoined onto the south side of the main East Grandstand (**Plate 18**). Latterly in use as a Bistro and Bar, it, unlike the East Grandstand, was formed by converting a section of the original stand. The glazing was positioned further to the front of the stand (than the East Grandstand), entailing the use of glazed closing walls to each end. The glazing extended to three-quarters height of the stand opening, the lower quarter simply comprising a corrugated plinth wall.
- 6.3.4 The West Grandstand, again a section of the original stadium, was also partly enclosed along its trackside by the use of glazing (**Plate 19**). This extended across the upper tier of the stand and in an area recently (from c.2010) re-furbished to provide more comfortable bar and restaurant facilities. The glass walling was, in common with the main East Grandstand, recessed back from the front of the stand and returned at both ends. The lower terraces, closest to the trackside, remained open to the elements, although under the umbrella of the stand. The roof covering comprised modern blue, steel corrugated sheeting, with 'Wimbledon Stadium' written in contrasting white lettering present across the main part of the roof (**Plate 1**).
- 6.3.5 Further, but more utilitarian glass partitioning, simply sheltering open terraces with blocks of simple plastic seating, was present across most of the northern terraces (**Plate 21**). These original terraces, were typically accessed via vomitories from the ground floor concourses or higher up via the adjoining grandstands and were constructed using a combination of concrete, steel and timber. The lower six-nine steps of the terraces were typically shuttered concrete and thereafter timber boards of 5½ inch scantling laid as treads in short lengths (perpendicular to the step) with the same boards as the riser (**Plate 24**). These boards were laid over the top of lengths of diagonally braced steel sections, forming the riser to each of the terrace steps (**Plate 25**), which in turn were connected by L-cleats, into to a series of heavy I-section joists, underlying and forming the rake of the terrace. Essentially the terraces are a timber construction built off a steel superstructure, open to the concourse.
- 6.3.6 The original stand roofs are supported by a series of composite stanchions (**Plate 26**). These comprise a pair of half square, C-section 8 x 3 inch extrusions bound together using a series of hot riveted plates, at three per stanchion. They each support a roof truss, at a point three-quarters along its length, enabling an overhang or canopy to trackside. The stand roof is braced axially, tying the trusses together over the top of the stanchions using an 'arcade' comprised of L-section saw tooth bracing, additionally supported from below by an 'arch brace' with triangulating struts, rising up from the stanchion. The roof trusses are supported (bolted) to the rear, off in-wall steel stanchions and are uniform in character, built using doubled up T-section steel extrusions with L-section triangulating internal bracing and bolted plate gussets (**Plate 27**). The trusses support three sections of four roof purlins, originally all softwood and held by angle cleats.

6.4 Tracks

- 6.4.1 The level of the tracks, the outer greyhound track and the inner stock racing track were noticeably higher, raised up from the ground level at the foot of the stands and terraces. This may have been a feature to aid drainage or to protect the track from flood water, given the stadium's proximity to the River Wandle. The outer greyhound track has a firm sand top dressing (**Plate 29**) and is enclosed along its inner and outer circumference by railings, the inner, a low double tubular steel rail supported at regular intervals by posts, positioned outside the track inner edge and built with an over-hanging profile (to obviate potential injury to the dogs through collision). The steel track on which the hare 'ran' (**Plate 33**) was built into the outer (longer) circumference of the dog-track. The starting traps, which could be manoeuvred, via a pivot and rollers (**Plates 30 and 31**), onto and off the circuit, were sited at the end of the first straight opposite the East Grandstand (**Figure 10**). These starting traps were loaded from the rear (**Plate 31**), with spring loaded front doors, curved out at the base to prevent foot injury (**Plates 30 and 32**), facing onto the track.
- 6.4.2 Lamp-posts lighting in two directions to illuminate both the dog track and the stock car track were positioned around the inner circuit of the dog track (**Plate 23**). The stock car track was laid out in a figure of 8 around two 'islands' of soft-scaping (**Figure 10; Plates 1 and 22**), a later adaptation, which latterly also incorporated a central dais (on the tarmac track) used to display the winning greyhounds (**Plate 28**).

6.5 Internal Descriptions

- 6.5.1 The following text describes the stadium's principal internal spaces and structures. Many of the spaces, such as the concourses, simply built and in many cases utilitarian in appearance, are very repetitive and are not described in detail unless they include a feature of particular interest. The most complicated building within the stadium complex is the main East Grandstand, which is built over three levels.

Main East Grandstand

- 6.5.2 Access into the main East Grandstand from the eastern car-parks leads directly into the Paddock Bar (G1; **Plate 34**) or via the turnstiles (G23) to either the former, the Diamond Room (G22) or via a passageway, into the concourse (G24) and to the terraced stands (**Figure 10**). The Paddock Bar is so named because it in part occupies the area of the former paddocks shown on the Ordnance Survey maps from 1935 to 1972 (**Figures 5 to 9**). This large open plan public space is crossed by a series of circular section columns supporting exposed concrete downstand beams and intermediate RSJs (Rolled Steel Joists) underpinning the floor above. The bar, fast food stands and a tote counter service this area, while a doorway in the west wall leads into non-public rooms, including a press room, stewards room, room (G15) and to the judges box. The latter two narrow part-glazed constructions project out into the Presentation Area (G16; **Plate 35**).
- 6.5.3 A passageway leading from the turnstiles and foyer (G23) crosses an area (G18) in which a tile mosaic of a greyhound survives in the floor (**Plate 36**). To the south is the Diamond Room (G22; **Plate 37**) a large open plan space latterly referred to as the Diamond Diner and used as a Carvery, on a walk-in basis. It is also serviced by the Greyhound Bar and a tote. It is modern in decor with suspended ceilings and fitted carpets. A feature of this decor was the use of a stencilled greyhound frieze (**Plate 38**) to the walls. Access to the first floor from the Diamond Room was possible using an open well stair, with terrazzo treads (G26; **Plate 39**) to the south. To the west of the Diamond Room and fronting onto trackside is a series of four private boxes (G19 **Plate 40**), each for 24 persons (max.) which were separated by concertina partitions that could be opened up to increase capacity. The entire range was glass fronted and each box serviced by its own bar counter. From this area access could be gained to the concourse (G24; **Plate 41**) below an original (1928) section of stand which latterly be converted into the Bistro Bar.
- 6.5.4 The area adjoining to the north of the main east grandstand, north of the Paddock Bar (G1) and the stairwell (G2; **Plate 42**) formed part of a later infill post dating the main stand. It mainly comprised a large open public foyer (G7) accessed via a bank of turnstiles (G8; **Plate 43**) to the east side. The turnstiles were relatively modern, built with aluminium framed cubicles and accessed through modern openings with roller

type doors. Foyer (G7; **Plate 44**) was utilitarian in its décor. Its walls were plainly painted, many showing pictorial advertisements for the activities or services offered by the stadium (**Plates 45 and 46**). The bare bones of the stand was left open to view, showing a structural steel work supporting the terrace and the first floor. A non-public area partitioned off from the main foyer formerly held offices, including the Police Officers room, the track maintenance staff room (G10) and the Ambulance or First Aid Room (G11; **Plate 47**). Double doors to the south side of (G7), of typical design, with a double-diamond glass pane to each door, opened into the Paddock Bar, while further doors to the west, opened out into an open enclosure adjacent to an open terrace to the front of the stand.

- 6.5.5 To the north of this area were the kennels, a modern low single-storey range built onto the rear of an original section of stand in c.1996. The construction of the 1928 stand section was visible from a narrowed concourse (G12) where the RSJs used to support the terrace structure had additional webbing at the base using L-section struts bolted and riveted into the main steels (**Plate 48**). They had latterly been encased and strengthened using blockwork, when the adjacent kennels were added. The kennels (G17; **Plates 49 and 50**) comprised a large sub-rectangular space (**Figure 10**), with individual kennels, opening into the centre, built around the circuit of all four walls. They were built using blockwork and each accommodated two dogs, one kennel on top of the other. They each had lockable wire cage doors. Open pens and a raised plinth for cleaning the dogs were located central to the floor. A large set of walk on scales (by Avery) were stored in this area.
- 6.5.6 Access to the first floor could be gained via the three main open well stairwells and a smaller stair built into the northern bays (**Figure 10; Plates 39 and 42**). The first floor comprised two main areas, offices, kitchens and bars located with the concourse to the rear of the stand and an open terrace area (enclosed by glazing to the front) built or re-built to accommodate terraces of dining tables and seating (F3 and F4; **Figure 11; Plates 52 and 53**). The concourse (F7; **Plates 54 and 55**) was naturally light using a band of clerestory windows set above the offices along the east side. Typically, food, refreshment and betting were available on this floor, and a large kitchen (F10; **Plate 56**) which served the diners on both this floor and the terraces above. The Gracing Room (F5), latterly an open plan office was situated at the northern end of the floor, while a series of smaller offices extended along the eastern flank wall. Some had been amalgamated into larger offices, but generally were similar with plain decoration and bands of metal single glazed windows (F8; **Plate 57**). A departure from this uniformity was seen in the Boardroom (F9; **Plate 58**) with internal walls clad with a fake timber matchboard panelling.
- 6.5.7 Internal access into the adjoining Christopher's Squash Club (**Plates 4 and 16**) could be gained from the first floor, through the former club canteen (SQ4) or via an external flight of stairs (**Figure 11**). Both lead onto the first floor, the former initially to a narrow passage overlooking seven squash courts (see SQ3; **Plate 59**) which connected with a small bar and reception (SQ1; **Plate 60**) to the south. A Gymnasium (SQ2 and SQ9; **Plate 61**) built over two levels and on a mezzanine, linked by a cast-iron spiral stair, occupied the end bay along with a Dance Studio (SQ8; **Plate 62**) on the ground floor (**Figures 10 and 11**).
- 6.5.8 The second floor to the main stand was similarly accessed via the same three principal stairwells (**Figure 11; F1 & 2; Plate 51**) and with a smaller stair within the northern bays giving access to the adjacent stand to the north (at S5; **Figure 12**). In common with the floor below this floor comprised two main areas, the tiered seating and benches to the front (S1 and S4 **Plates 63a and 63b**) and an area of bars, fast food outlets, WCs and totes, to the rear, the latter occupying three octagonal booths (S3; **Plates 63c**) located close to the bars. All decoration at this level was recent, probably dating to no later than the last twenty years.

The West Stand

- 6.5.9 The core structure of the West Stand is part of the original stadium, although it had latterly (since 2010) been refurbished to provide a more salubrious enclosed bar and dining area built into the upper tiers of the stand. These works also entailed a renovation of the facilities within the concourse at ground floor level. Public entry into this stand was mainly via the turnstiles (G30; **Plate 12**) to the north and rear, close to

areas of car-parking. These turnstiles were built within a modern blockwork structure, which was likely added when the stand was renovated. This lay adjacent to a flight of stairs (G35) to the first floor and into the concourse (G32; **Plates 64 and 65**). Occupying the space below the lower terrace, each bay of the concourse was glazed to the front (trackside; **Plate 26**), the main steel structures carrying the terrace were boxed in, although the lower braces were left exposed. The floor across this area was tiled and the ceilings, particularly above the fast food outlets, seating areas and totes to the rear, were suspended.

- 6.5.10 The first floor comprised main two areas: an area containing totes, bars and kitchens to the rear (F12; **Plate 66**) and terraced seating areas to the front reserved for dining. The southern half of these terraces, next to the kitchens, were furnished with tables and more luxurious padded benches (F13; **Plate 67**), while those to the north were much plainer benches.

Northern and Southern Stands

- 6.5.11 The stands to the north and south of the two main stands were utilitarian in character and possibly more representative of the stadium when it was first built. The northern stands typically comprised an outer concourse (G13, G14 and G28; **Figure 10; Plate 68**) to enable circulation of the public, and a series of private offices, stores and workshops built under the sloping 'eaves' of the terraces. These stores were typically constructed using blockwork and not original to the stands. Four original turnstiles (Nos. 28 – 31), grouped together as two pairs and manufactured by W.T. Ellison & Co. Ltd, gave access into the stands and concourse (G14) from the north (**Plate 69**). They were situated next to a former (original) section of totes, formed of a long narrow passage with an internal counter, openings from each booth to the concourse and windows set high in the wall to the rear. Whilst access into these totes was restricted, an identical stretch of totes (G30; **Plate 70**) survived further to the west, off concourse (G28). Whilst many of the internal rooms were set aside as basic store rooms (**Plate 71**), one room (G31; **Plate 72**) was reserved as a carpenter's workshop.
- 6.5.12 Access to the terraces was possible through a series of vomitories articulating with the concourse or alternatively from flights to the north of the two main stands. The timber terraces incorporated banks or tiers of plastic, flip-up spectator seating, typically laid out in rows of 4-5 seats (**Plate 73**). There was no stringent set pattern or arrangement for the seating, which was clearly a later addition. Sections of deeper terrace, at the top of the stands, typically (S6; **Figure 12; Plates 74 and 75**) provided both bars and totes (**Plate 76**), while similar provision, bars, fast food and WCs (S10; **Plate 77**) were intermittently present around the upper circuit of these stands. The terrace to stand (S11) unlike those to the east, was fully open to the elements and not sheltered behind a glazed screen.
- 6.5.13 The concourses to the south of the two main stands were less impacted by the addition of later stores and rooms under-built into the void below the terraces and are probably a better representation of the internal layout, with wider concourses (see G27; **Figure 10; Plate 78**) when first built. However, some facilities had been added including WCs, a first aid room and the Dogs Paw Bar (G35). Despite these later alterations, seven original turnstiles (G36; **Plates 79 to 81**) survived *in situ*. They were partitioned off behind from the foyer area behind a later part-glazed screen and entered via doors with unglazed circular porthole-like openings. Their design with a tubular iron turnstile mechanism and adjoining booth was similar to those recorded in (G14; **Plate 69**) and were also manufactured by W.T. Ellison & Co. Ltd, a Salford based company, responsible for the 'Rush Preventive Turnstile' and one of the premier manufacturers of turnstiles during the late 19th and 20th century (Ellison ceased production in 1963).
- 6.5.14 The stands to the south were all open fronted (no glass partitions; **Plate 20**) and typical of the timber terraces already described, with blocks of plastic spectator seating and totes and bars, high up along the rear of the stands. A departure from this simple provision occurs just south of the main East Grandstand where a section had been enclosed (by glazing; **Plate 18**) and converted into a restaurant and Bistro Bar (S8; **Figure 12; Plates 82 and 83**). This entailed the remodelling of the terrace to accommodate tiers of dining tables, interconnecting steps and new kitchens, kitchen stores and a bar.

6.6 No. 94 Summerstown

- 6.6.1 No. 94 Summerstown lies to the south-east of the Stadium (**Figure 2**). Cartographic evidence shows that a building of a similar plan and footprint was present on this site from the late 19th century (**Figure 3**), although the present building is clearly a later rebuild (**Plates 84** and **85**). The majority of the buildings along Summerstown shown on the 19th century map are residential in character, with the exception of no. 94 Summerstown and the adjacent public house, the Plough. Its plan form suggests that it was formerly an industrial/commercial building and continued as such post-war, an assertion supported by the use of a robust concrete and steel frame.
- 6.6.2 The building comprises two main elements, a three-storey range fronting onto Summerstown (**Plate 84**) and a later single storey flat roofed addition (later a Diner) to the rear (**Plate 85**). The three storey front range is constructed around a concrete frame with intervening brick elevations, more evident to the side and rear elevations, built using mid brown bricks laid in stretcher bond. The elevations rise up to a parapet and incorporate two bands of modern fenestration to the rear, both using single glazed mild steel casements and an expanse of glazing, set out over three structural bays and covering the two upper floors, to road-side. The material used and the style of the fenestration suggests a later 1950-1960s construction date for this building. The single storey 'diner' to the rear, is brick built, with a flat roof and modern replacement windows.

7 DISCUSSION AND CONCLUSIONS

- 7.1 Documentary evidence shows that Wimbledon stadium was initially financed by South London Greyhound Racecourses Ltd who had intended it to be ready for the start of greyhound racing in 1928. However financial difficulties curtailed the project until a consortium headed by W.J. (Billy) Cearn, Managing Director and Chairman of W.J Cearn Ltd, Stratford, a company specialising in the construction of iron and steel-framed buildings and stadia, stepped in with sufficient funds to save the scheme. W. J. Cearn Ltd were involved with many early football, greyhound and speedway stands and stadia including those at Arsenal (Highbury) Chelsea (Stamford Bridge) and Leicester City (Filbert Street).
- 7.2 The inaugural opening night for greyhound racing at Wimbledon took place on the 19th May 1928, a race won by Ballindura, whilst the first 'classic' race, The Laurels, was brought to Wimbledon by 1930. W.J. (Billy) Cearn, affectionately known as the 'Cockney Millionaire' was also a director of International Speedway Limited and is credited as one of the founding fathers of Speedway in the United Kingdom. To this end he was keen to promote speedway, alongside greyhound racing, at Wimbledon from the outset, and continued his hands-on involvement until he took over as the Chairman of West Ham United (Football Association) in 1935.
- 7.3 Wimbledon was as an early example of a purpose-built stadium of a type first emerging in England and Scotland from the late 1890s. The first attempts to provide rudimentary terraces and stands were made during the 1880s, and early models were typically built with a single stand and a series or circuit of enclosing open terraces. Earlier terraces were either timber-built structures (generally phased out by 1900-14) or formed by an earthen bank, the latter often comprising inert industrial or domestic waste. Whilst a number of stadia turned to the quasi-elliptical hippodromes of ancient classicism to inspire their design, many British examples developed their facilities on a gradual piecemeal basis (Smith, 2000). This was clearly not the case at Wimbledon which was built as a single phase elliptical stadium comprising a main Grandstand (east) and a complete circuit of terraces sheltered by stands. The model which Cearn employed may have been inspired by and a development of the pioneering works of the British engineer and designer Archibald Leitch, who evolved a formula of a rectangular layout where the site was constrained or an amphitheatre plan, where, as at Wimbledon, space was not an issue or by engineer J. J. Webster whose stadium at White City (Shepherds Bush), initially built for the 1908 Summer Olympic Games and later, after 1926 and its acquisition by the GRA (Greyhound Racing Association), was used as a greyhound/speedway venue, adopted the same elliptical plan, incorporating a full circuit of open fronted stands.
- 7.4 In England the first period of remodelling of permanent structures at many football grounds saw a shift away from the elliptical plan form, to a rectangular plan, enabling more spectators within bigger stands and better views. This appears not to be the case with greyhound stadia such as Wimbledon or nearby White City, which, possibly due to lower volumes compared to football, broadly remained true to their original plan.
- 7.5 In Britain, from the early examples of the late 19th century through to those built up to and following the Second World War, stadia were generally utilitarian in character with very few examples exhibiting any form of architectural detailing. This was, and remained the case at Wimbledon, the stands externally faced with sheet cladding overlying a steel superstructure. The concourses, which enabled circulatory routes below the terraces, plain and functional and the terraces, though sheltered below a circuit of stands, open-fronted and constructed using timber boards (over a steel sub-structure). Possibly the most significant change to the original stadium building came as a result of the blitz, which in February 1944 saw the destruction of the original Old Grandstand. Despite the loss of the Old Grandstand, Wimbledon remained open for greyhound and speedway racing (to bolster morale) throughout the wartime period, and it was not until after the war that W.J. Cearn, put the mechanisms in place to finance its replacement. The new Grandstand, a much larger concrete and steel

framed building, built over three storeys with two tiers of terracing, was constructed across the site of the old grandstand during the 1950s and early 1960s. It incorporated improved facilities for the spectators, a paddock area to show the dogs and areas set aside for maintenance staff and administration, with a suite of offices at first floor level. The Grandstand terraces were enclosed by full height glazing, which reportedly (pers. comm.) survived as one of the largest glass fronted-stands to be built in the country.

- 7.6 Following a series of tragic disasters at football grounds during the 1980s and the subsequent recommendations of the Popplewell and Taylor Reports, the former following the fire at Valley Parade in 1985, recommended that all wooden stands be demolished, whilst the latter concluded that the traditional standing terraces were inherently dangerous and called for a drive towards all-seater stadium. Clearly these recommendations made for football stadia were not rolled out to include other forms of sports stadium. Admittedly the Taylor report was heavily based upon football safety and hooliganism, which did not apply to greyhound racing, but the Popplewell recommendations, and the continued use of wooden stands/terraces, did. Accordingly no modifications of the original timber terracing were made and as a result Wimbledon is unusual as one of the few remaining stadiums to retain its pre-war terraces.
- 7.7 Later changes to the stadium saw the introduction of stock car racing events from the 1960s, alongside speedway (until 1991) and greyhound racing, whilst possibly the most noticeable change, was the conversion of the terraces within the Grandstands (post-1995) to provide more salubrious trackside restaurants, bistros, bars and private boxes for corporate and non-corporate entertaining. However, the plain open terraces, serviced by bars and fast food counters, still catered for the bulk of the stadium visitors. Despite attempts to generate additional revenue, a failed takeover from a rival Dublin based greyhound stadium and latterly an unsuccessful attempt by 'Save Wimbledon Stadium Action Group' to have the stadium listed, Wimbledon stadium finally closed its doors on the 25th March 2017.

8 ACKNOWLEDGEMENTS

- 8.1 Pre-Construct Archaeology Limited would like to thank CgMs Consulting Ltd for commissioning the project. Thanks are given to the staff of the Merton Heritage and Local Studies Library for their help and assistance.
- 8.2 The project was managed for Pre-Construct Archaeology by Charlotte Matthews. Strephon Duckering and Adam Garwood undertook the photographic survey. The building recording and report were completed by Adam Garwood. and Hayley Baxter compiled the illustrations.

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https://en.wikipedia.org/wiki/Wimbledon_Stadium

APPENDIX 1: OASIS FORM

OASIS ID: preconst1-295619

Project details

Project name	Historic Building Recording of the former Wimbledon Greyhound Stadium
Short description of the project	Pre-Construct Archaeology was commissioned to undertake an historic building survey of the former Wimbledon Stadium (greyhound and stock car racing) prior to its demolition. Wimbledon stadium was initially financed by South London Greyhound Racecourses Ltd who intended to start greyhound racing in 1928. However financial difficulties curtailed the project until a consortium headed by W.J. (Billy) Cearns, stepped in with sufficient funds. The inaugural opening night for greyhound racing at Wimbledon took place on the 19th May 1928, a race won by Ballindura. W.J. Cearns, AKA the 'Cockney Millionaire', credited as one of the founding fathers of Speedway, was keen to promote speedway, alongside greyhound racing, at Wimbledon from the outset, continuing in this vein until he took over as the Chairman of West Ham United in 1935. The stadium suffered a direct hit during WWII resulting in serious damage to the grandstand, which was later rebuilt during the 1950s, but otherwise survived in its original structural state, built around a steel frame with original roof trusses to the stands and timber terraces.
Project dates	Start: 28-08-2017 End: 29-08-2017
Previous/future work	No / No
Any associated project reference codes	PUG17 - Sitecode
Type of project	Building Recording
Monument type	STADIUM Modern
Methods & techniques	"Photographic Survey", "Survey/Recording Of Fabric/Structure"
Prompt	Planning condition

Project location

Country	England
Site location	GREATER LONDON MERTON WIMBLEDON AND MERTON Wimbledon Greyhound Stadium, Plough Lane, London Borough of Merton
Postcode	SW17 0BL
Study area	0 Square metres
Site coordinates	TQ 26155 71817 51.430789555478 -0.185043085342 51 25 50 N 000 11 06 W Point

Project creators

Name of Organisation	Pre-Construct Archaeology Limited
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Project brief originator	CgMs Consulting
Project design originator	Adam Garwood
Project director/manager	Charlotte Matthews
Project supervisor	Adam Garwood
Type of sponsor/funding body	Private Developer

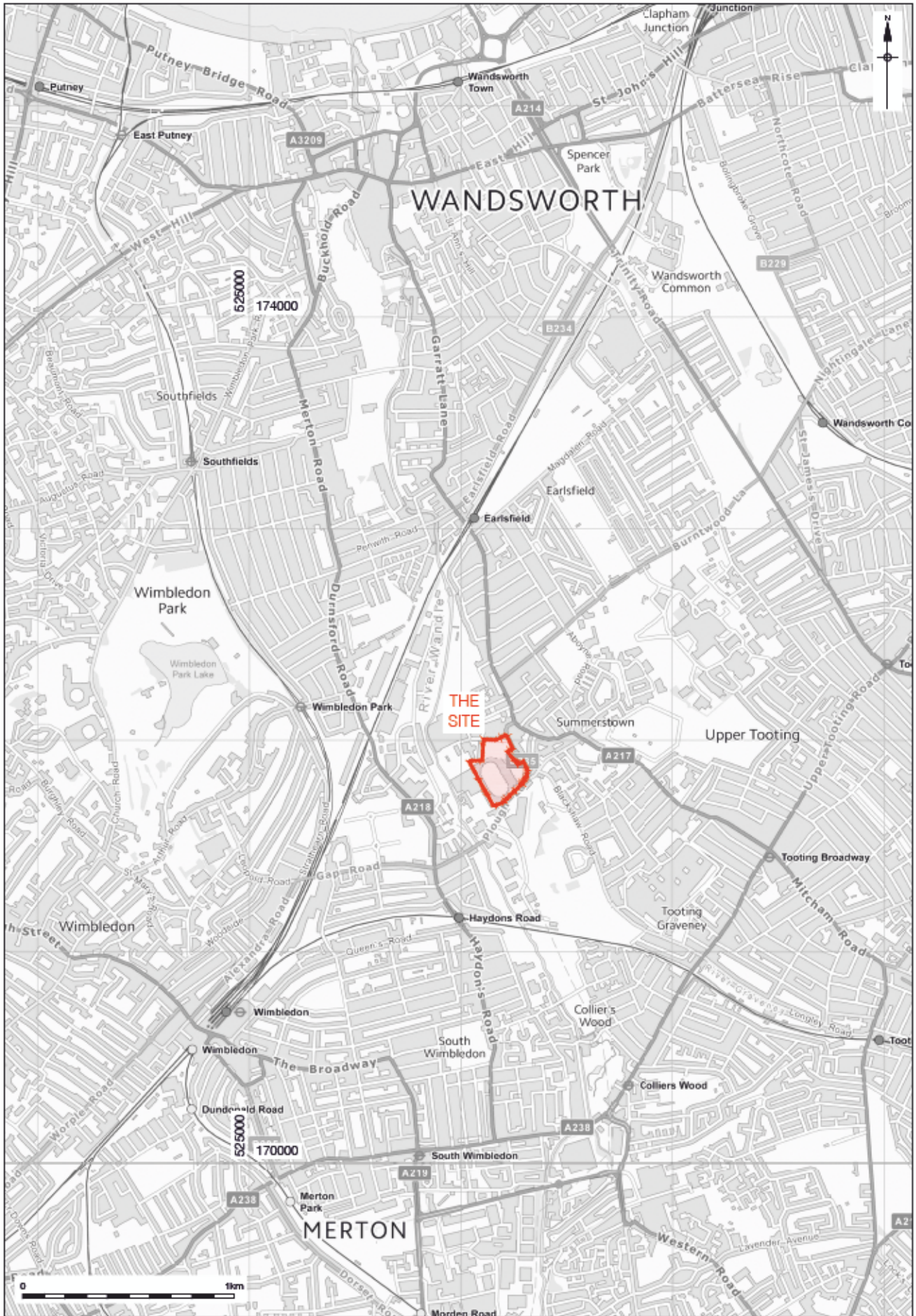
Project archives

Physical Archive Exists?	No
Digital Archive recipient	LAARC
Digital Media available	"Images raster / digital photography","Text"
Paper Archive Exists?	No

Project bibliography 1

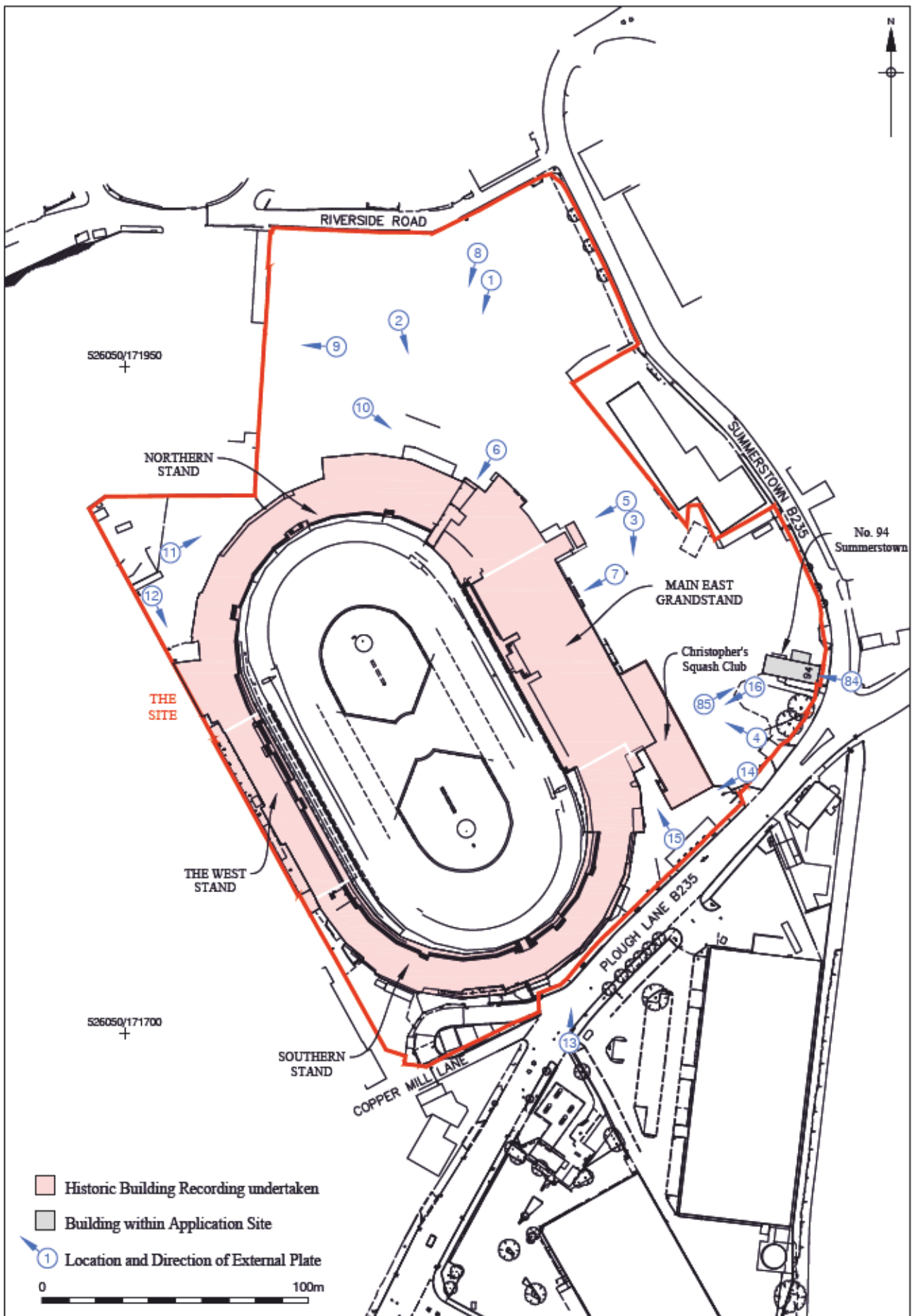
Publication type	Grey literature (unpublished document/manuscript)
Title	Historic Building Recording of the former Wimbledon Greyhound Stadium, Plough Lane, London Borough of Merton, SW17 0BL
Author(s)/Editor(s)	Garwood, A
Other bibliographic details	PCA Report No. R13053
Date	2017
Issuer or publisher	Pre-Construct Archaeology Limited
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Entered on	19 October 2017



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Figure 1
 Site Location
 1:25,000 at A4

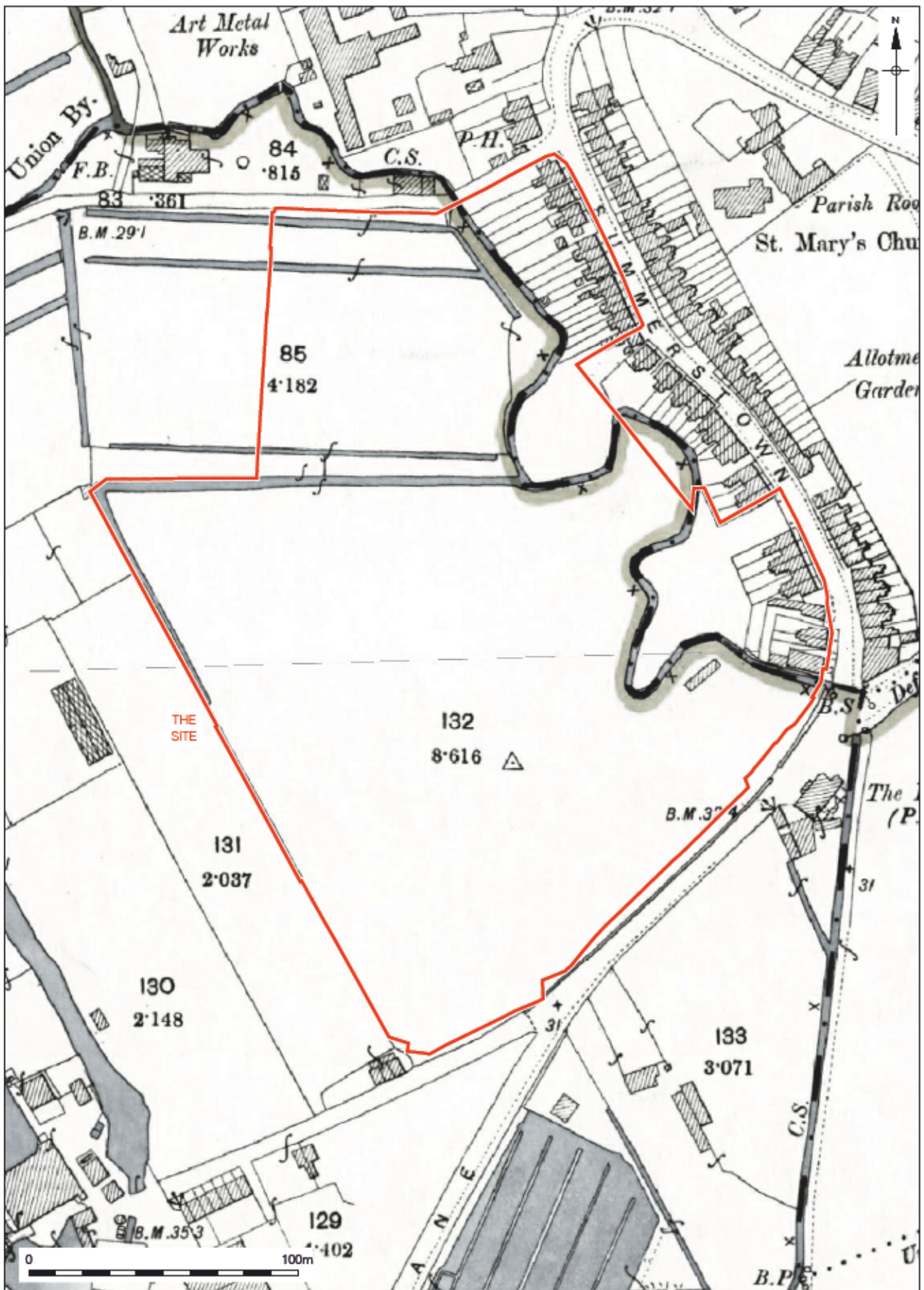


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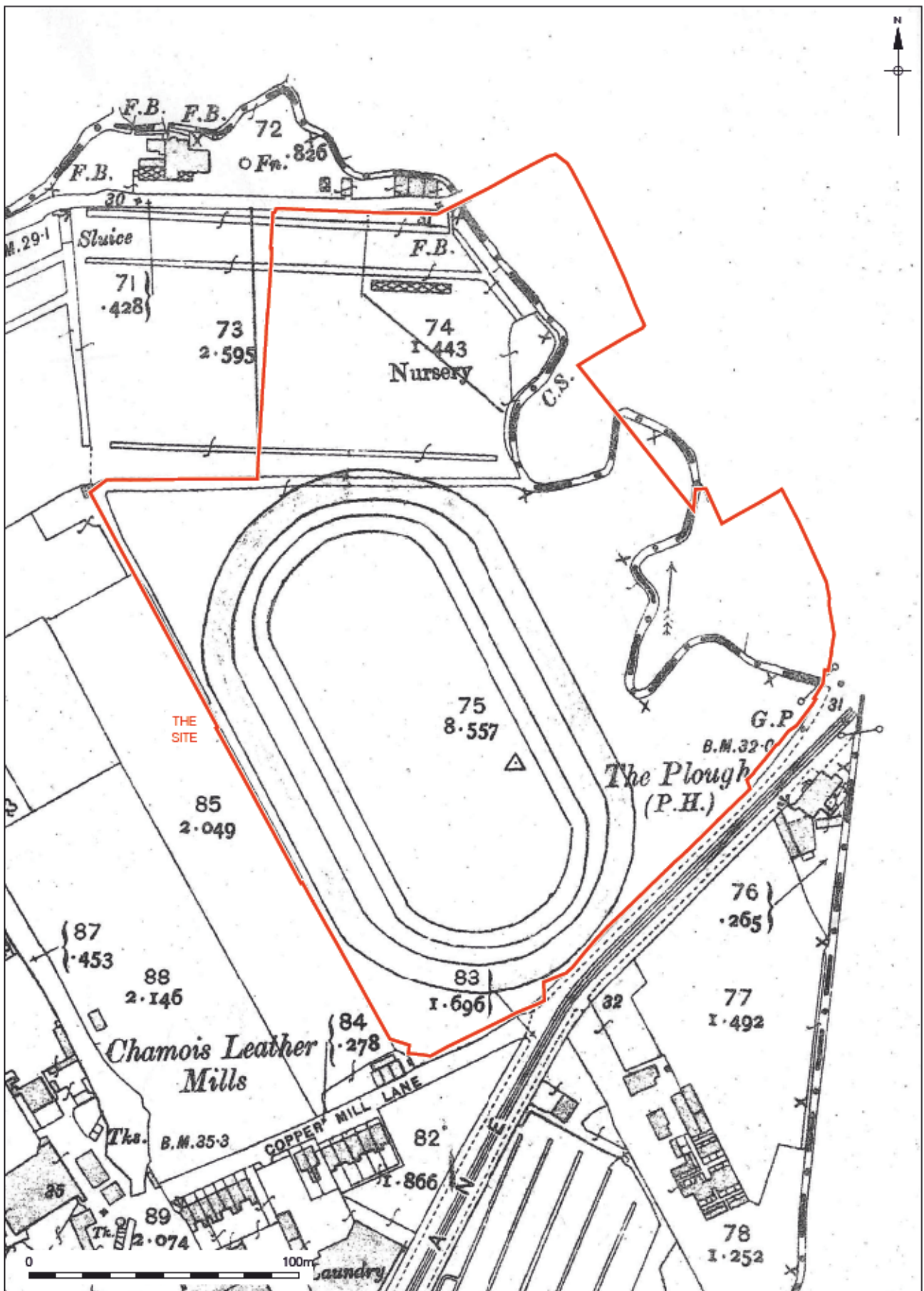
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Figure 2
Detailed Site Location
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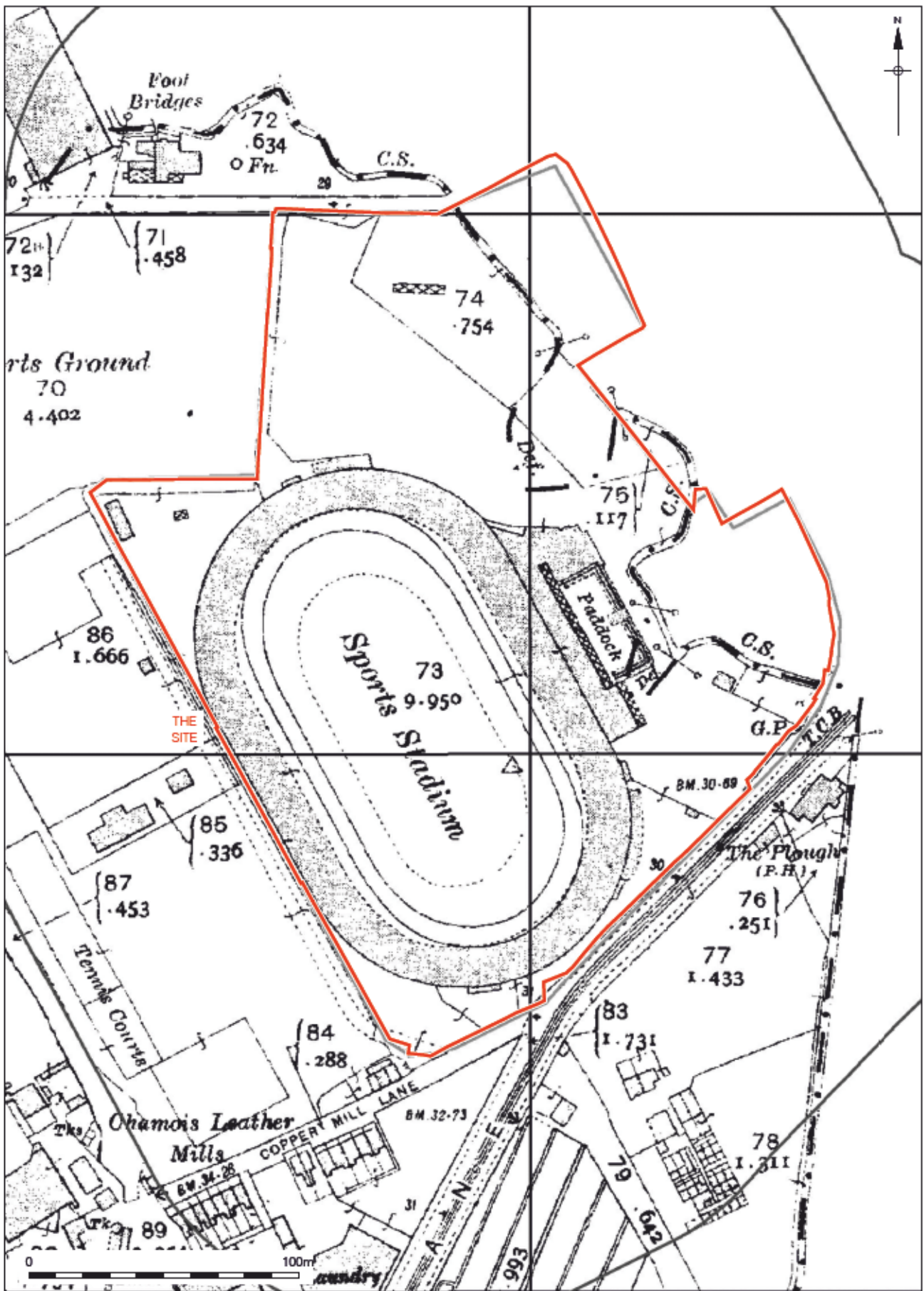
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Figure 3
Second Edition Ordnance Survey, 1893-94
1:2,000 at A4



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Figure 4
Ordnance Survey, 1931
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Figure 5
Ordnance Survey, 1935
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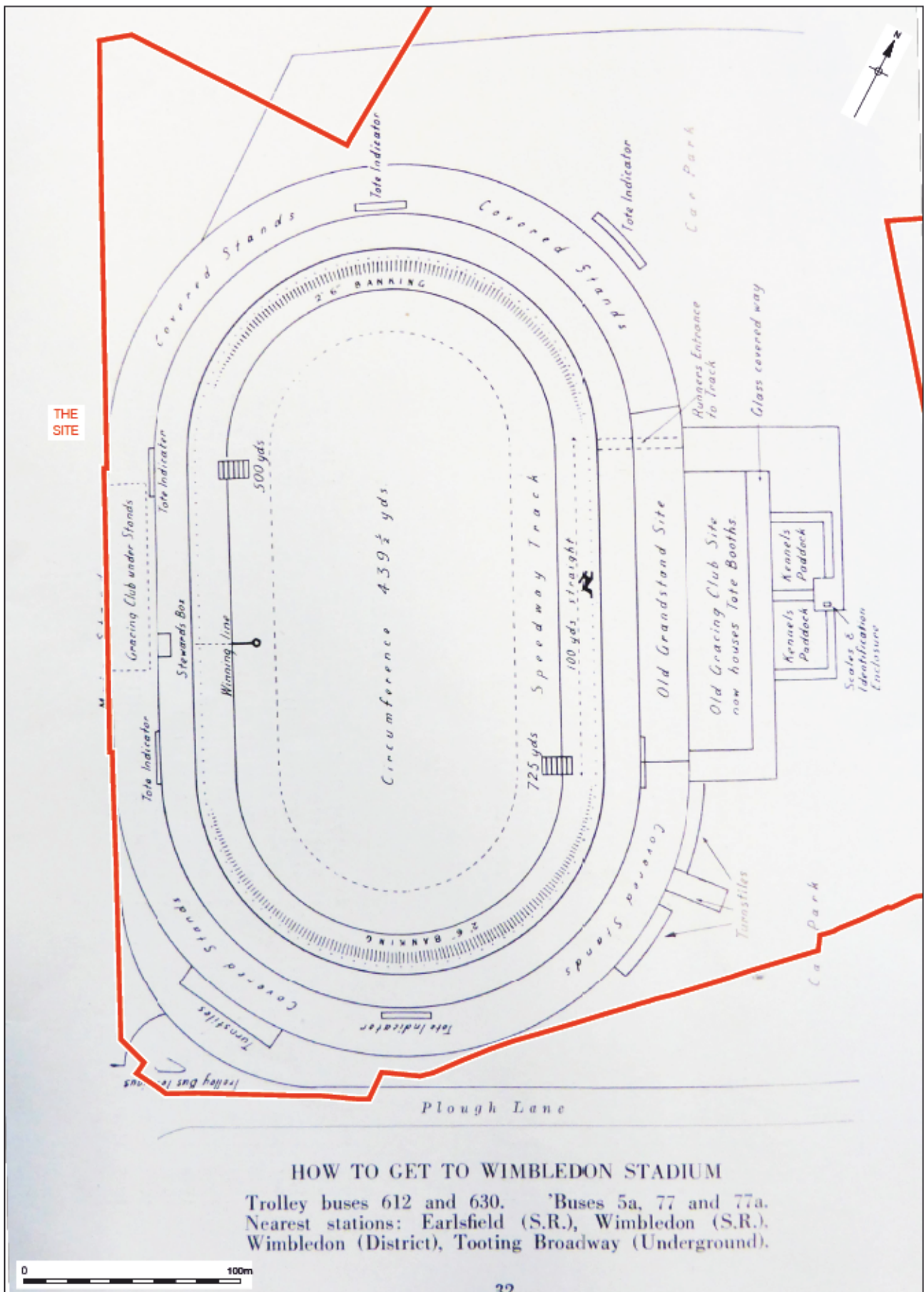
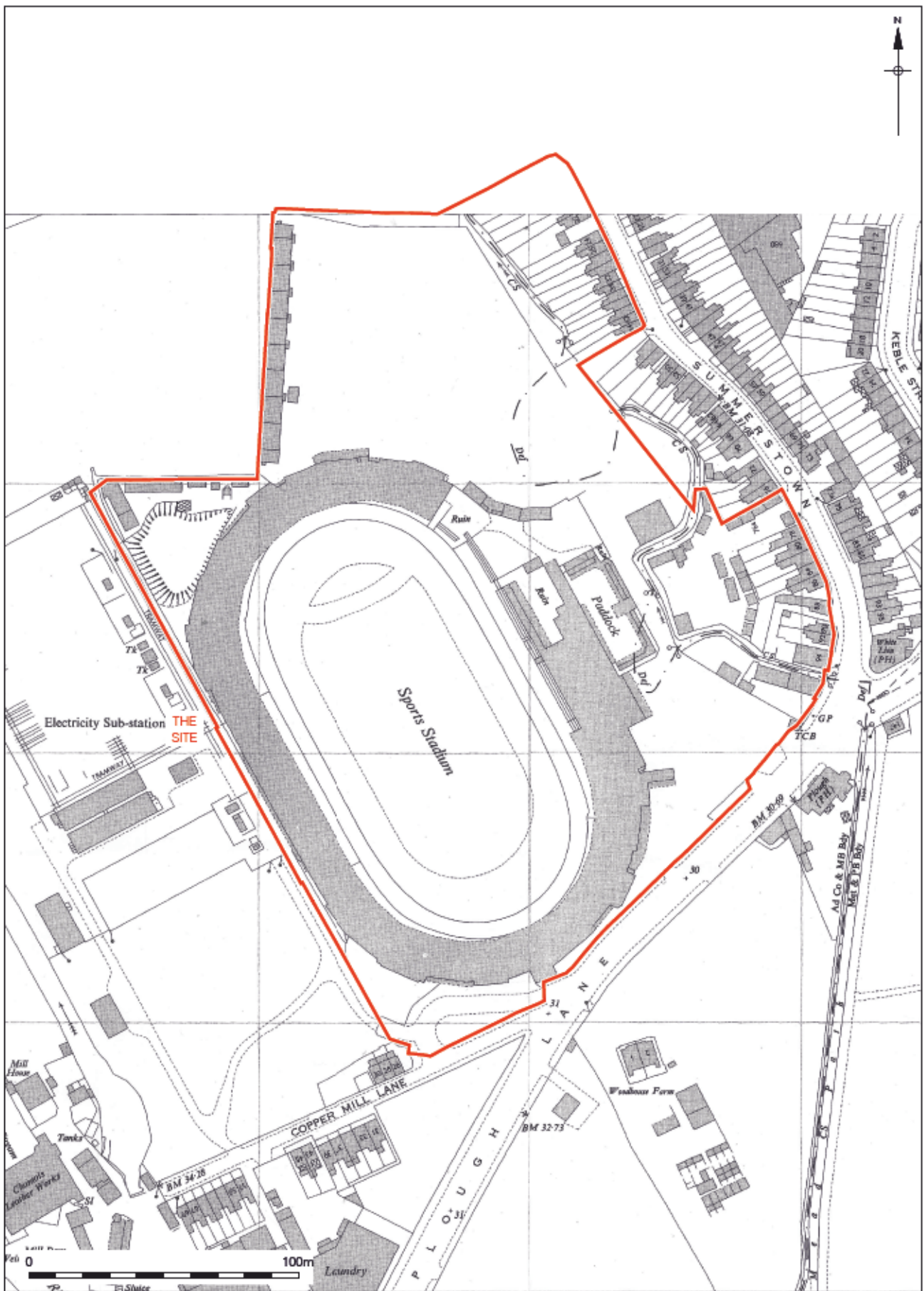
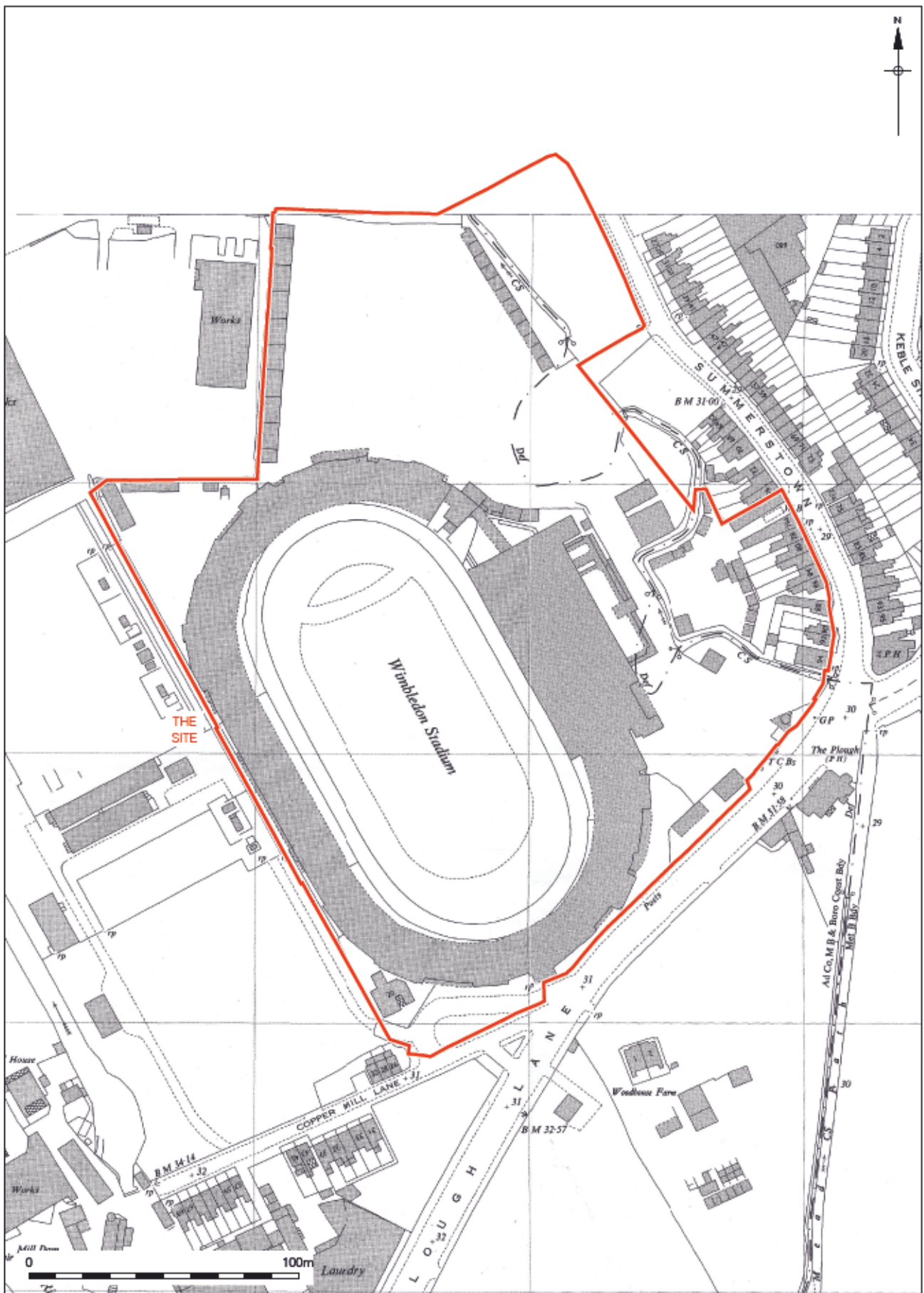


Figure 6
Plan of Wimbledon Stadium prior to 1949
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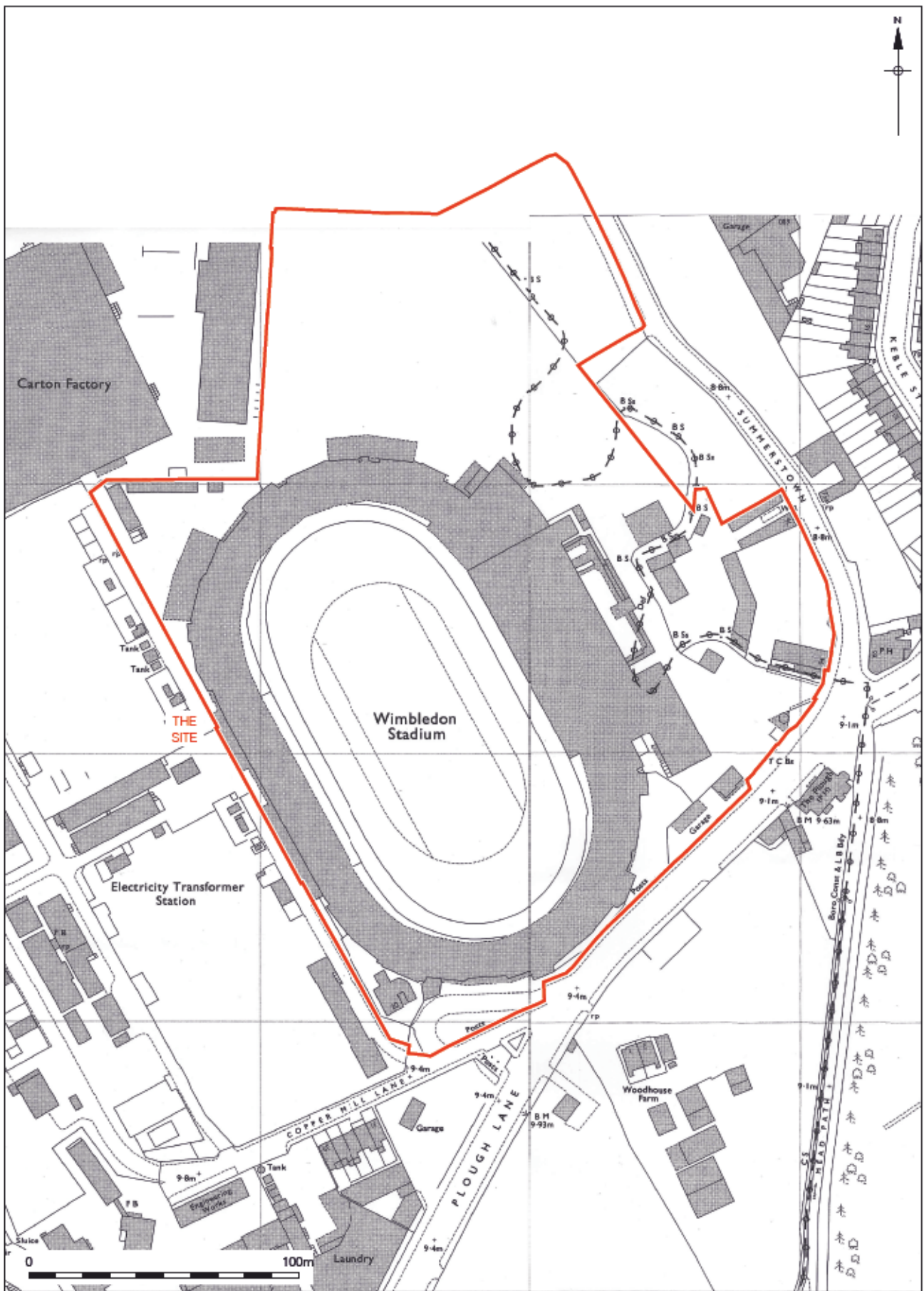
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Figure 7
 Ordnance Survey, 1950
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Figure 8
 Ordnance Survey, 1959
 1:2,000 at A4

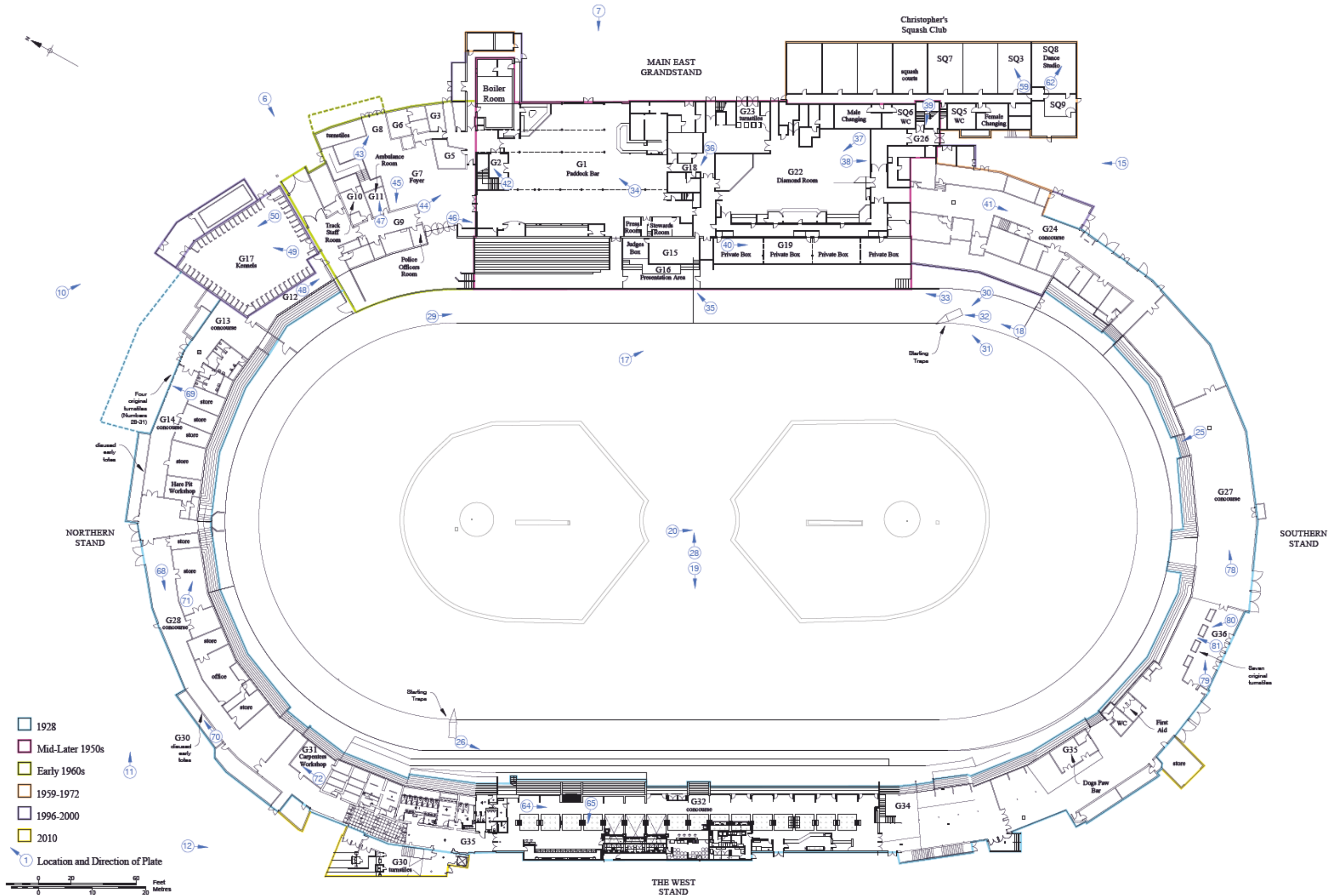


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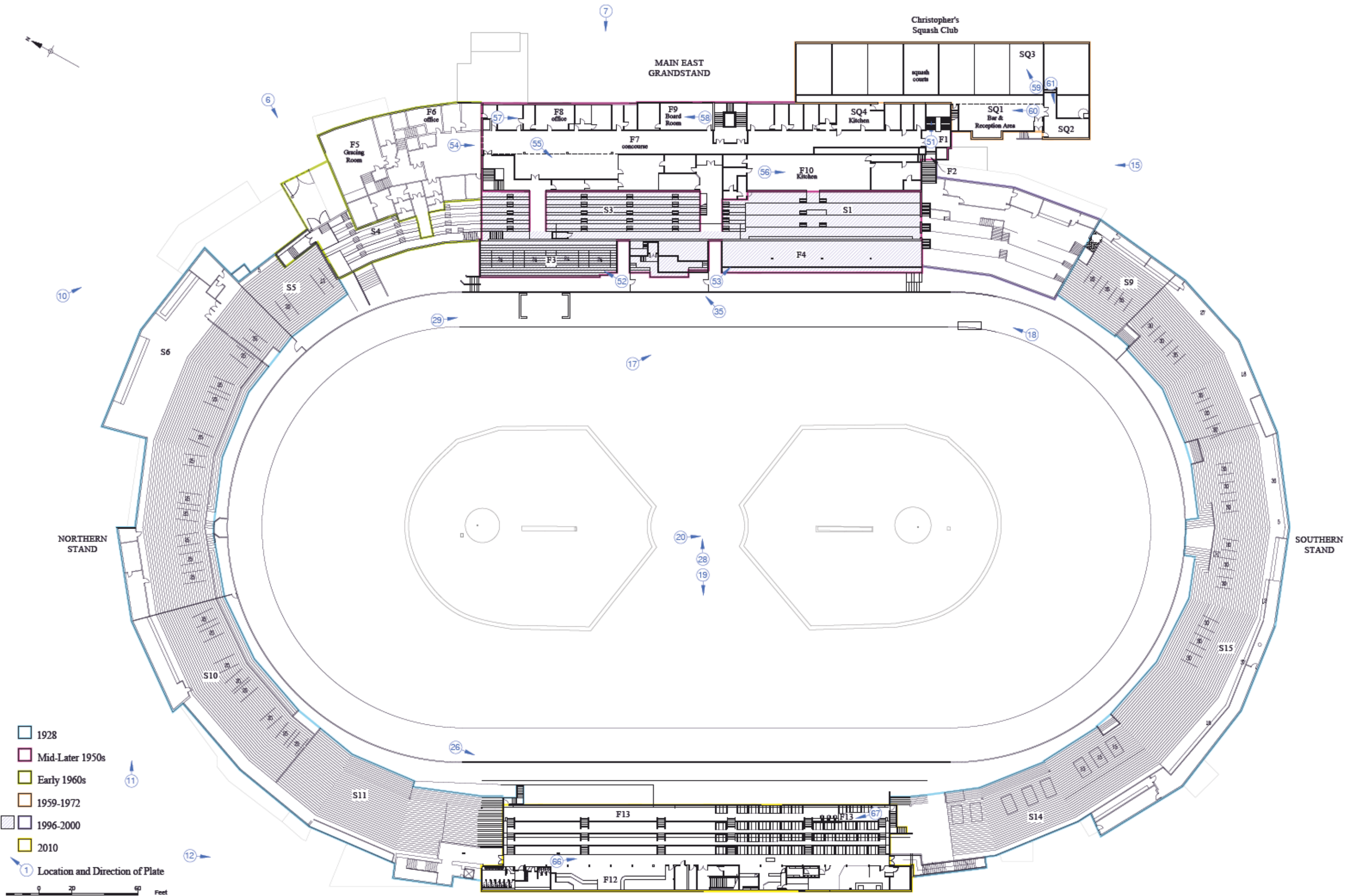
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Figure 9
 Ordnance Survey, 1972
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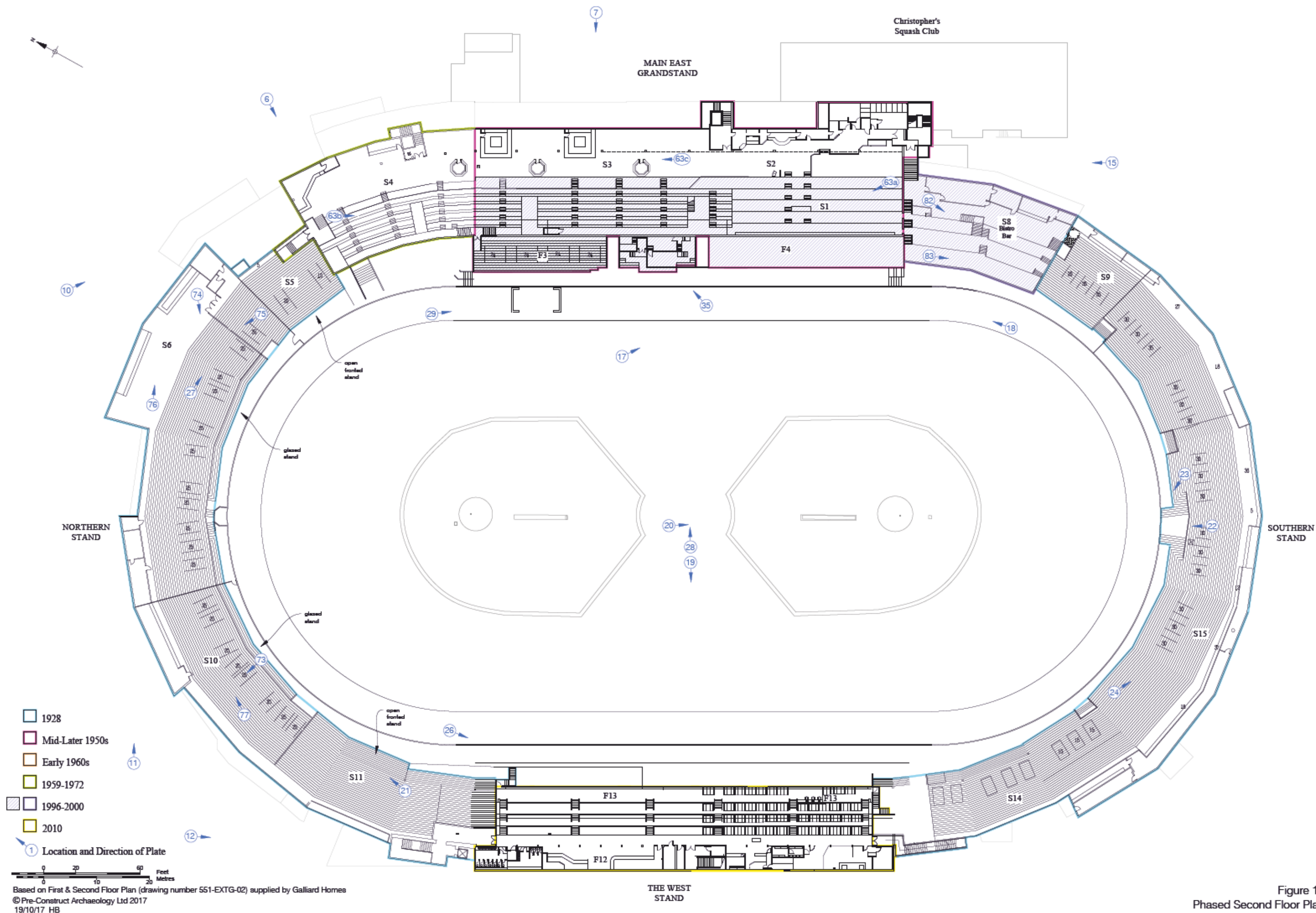
Based on Ground Floor Plan (drawing number 551-EXTG-01) supplied by Galliard Homes
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Figure 10
 Phased Ground Floor Plan
 1:625 at A3



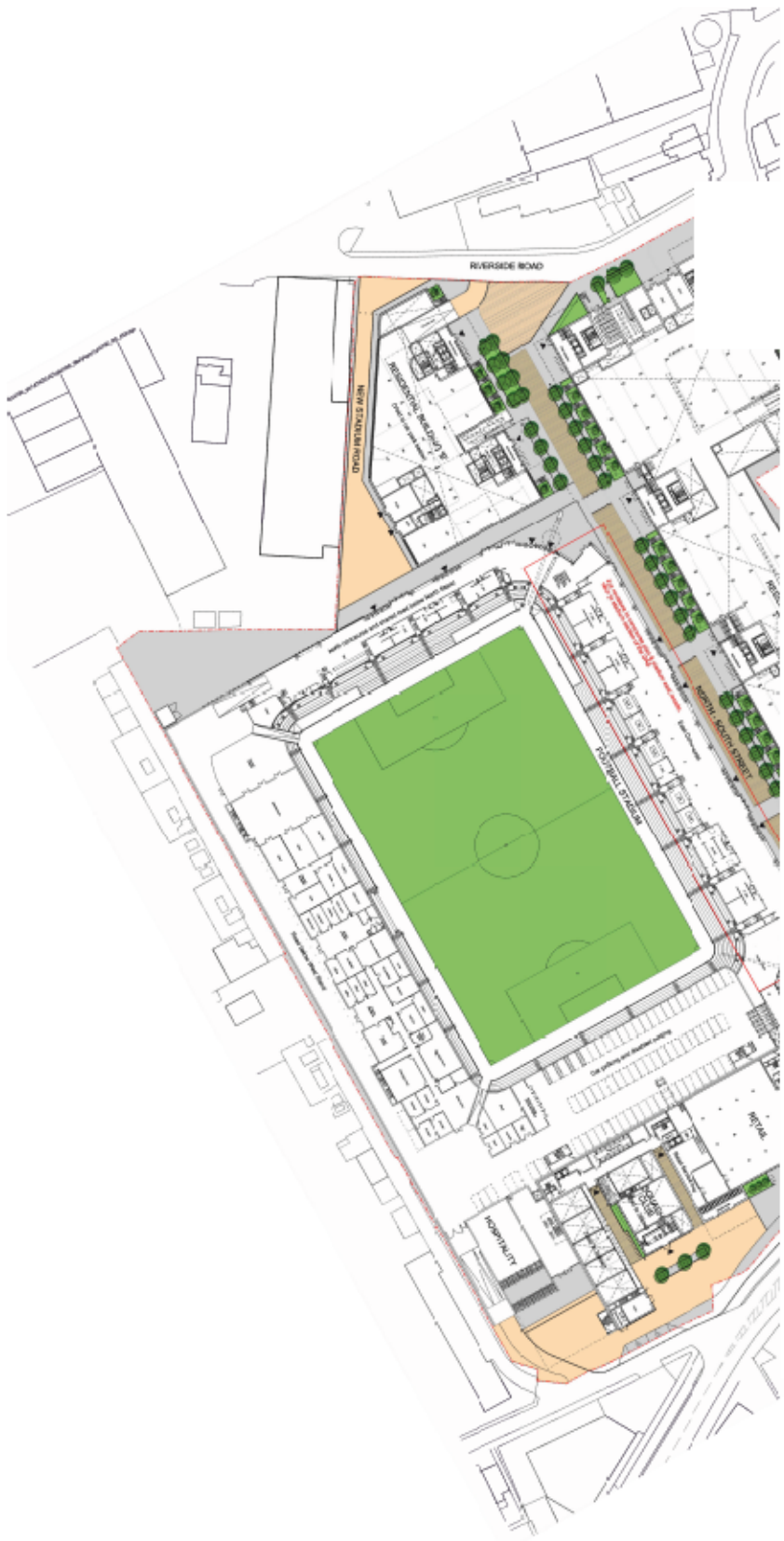
Based on First & Second Floor Plan (drawing number 551-EXTG-02) supplied by Galliard Homes & First Floor Plan in Asbestos Survey
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Figure 11
 Phased First Floor Plan
 1:625 at A3



Based on First & Second Floor Plan (drawing number 551-EXTG-02) supplied by Galliard Homes
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Figure 12
 Phased Second Floor Plan
 1:625 at A3

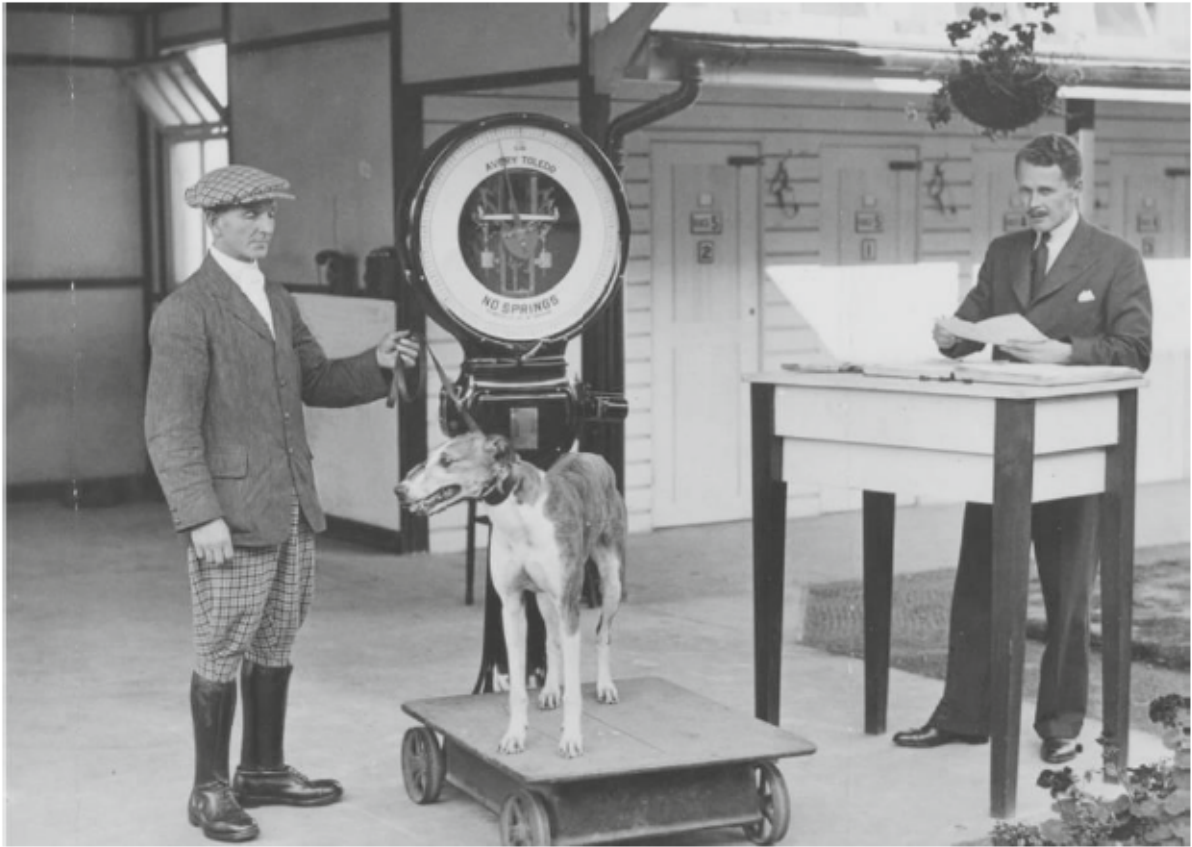




Historic Plate A: Aerial photograph of the newly built stadium taken in 1928, looking west



Historic Plate B: Early speedway at Wimbledon (in 1928)



Historic Plate C: Greyhound weigh-in scales



Historic Plate D: View of stadium looking south, taken in the early 1930s

WIMBLEDON SPEEDWAY

MONDAY, 27th AUG., 1934

OFFICIAL PROGRAMME
4



JACK PARKER
Winner of this season's "Star" Championship and Captain of the "South" team 1934

**SECOND OFFICIAL MATCH
NORTH v. SOUTH**

**This Great Programme
Commences at 8.15 p.m.**

SECOND DIVISION LEAGUE MATCH
WIMBLEDON v. WEMBLEY

Bill Rogers	Stan Lenton	Ken Kirkman	Jim McLeod
Ron Hayes	Tom Lindley	Les Bowden	Jerry Williams

**Grand Challenge Match
LONDON**

Claude Rye, Dick Coss, Tom Farnham,
Geoff Fymer, Rex Johnson, Arthur Wilkinson

**v.
MANCHESTER**

Eric Longton, Frank Pacey, Joe Abbott,
Frank Charles, Max Greenacre, Bill Kitchen

AND THE
REGAL TROPHY

with
**LONDON, MANCHESTER AND
WIMBLEDON TEAM RIDERS**

This Trophy is presented by the Management of the
REGAL CINEMA, WIMBLEDON.

WIMBLEDON SPEEDWAY
Admission 1/3 & 2/6 All seats covered.

Printed by Salmons & Taylor, Ltd., 10, Long Acre, London, W.C.2

Historic Plate E: Programme for speedway meeting August 1934



Historic Plate F: Aerial photograph taken in 1937

YOUR SAFEGUARD

*Part of the equipment at
Wimbledon which infallibly
guards the interests of the
betting public.*

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The Apparatus Racks shown
here are part of the all-electric
Totalisator at Wimbledon
supplied by—
ERICSSON TELEPHONES LTD.

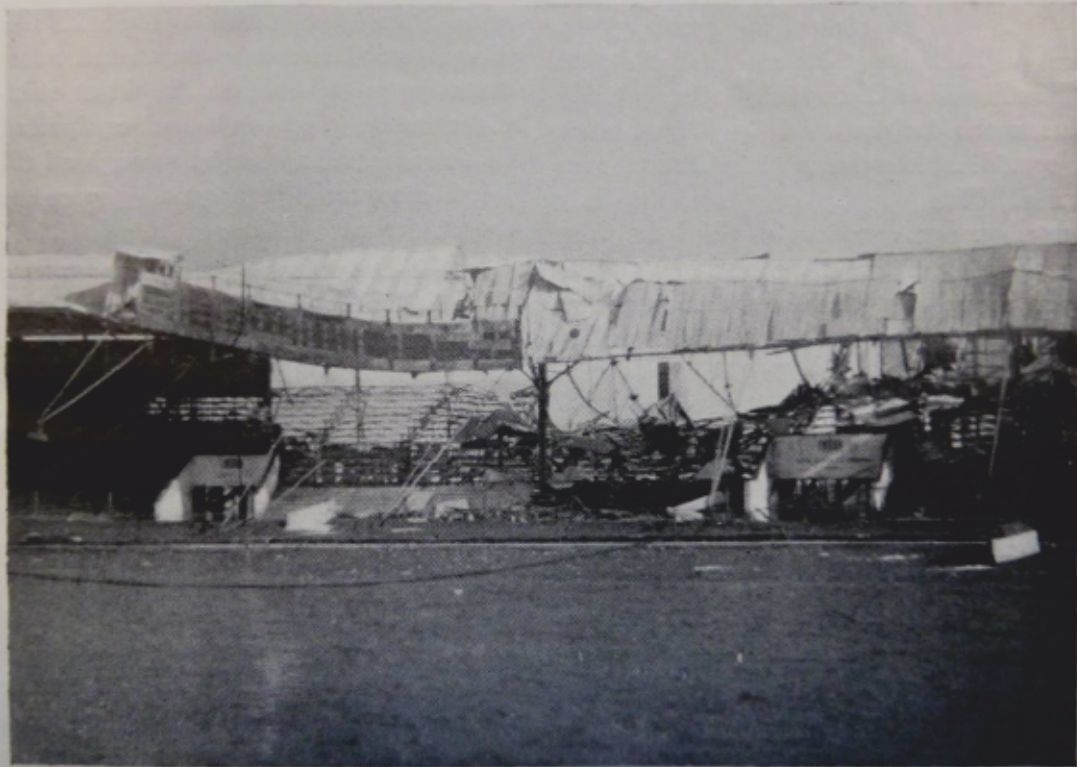
Ericsson

**TOTALISATOR
EQUIPMENT**

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Historic Plate G: Ericsson Totalisator



FEBRUARY, 1944 — MORNING AFTER FIRE-BLITZ

Historic Plate H: Damage to the old Grandstand inflicted during Second World War, February 1944



A POST WAR BANK HOLIDAY SCENE AT WIMBLEDON

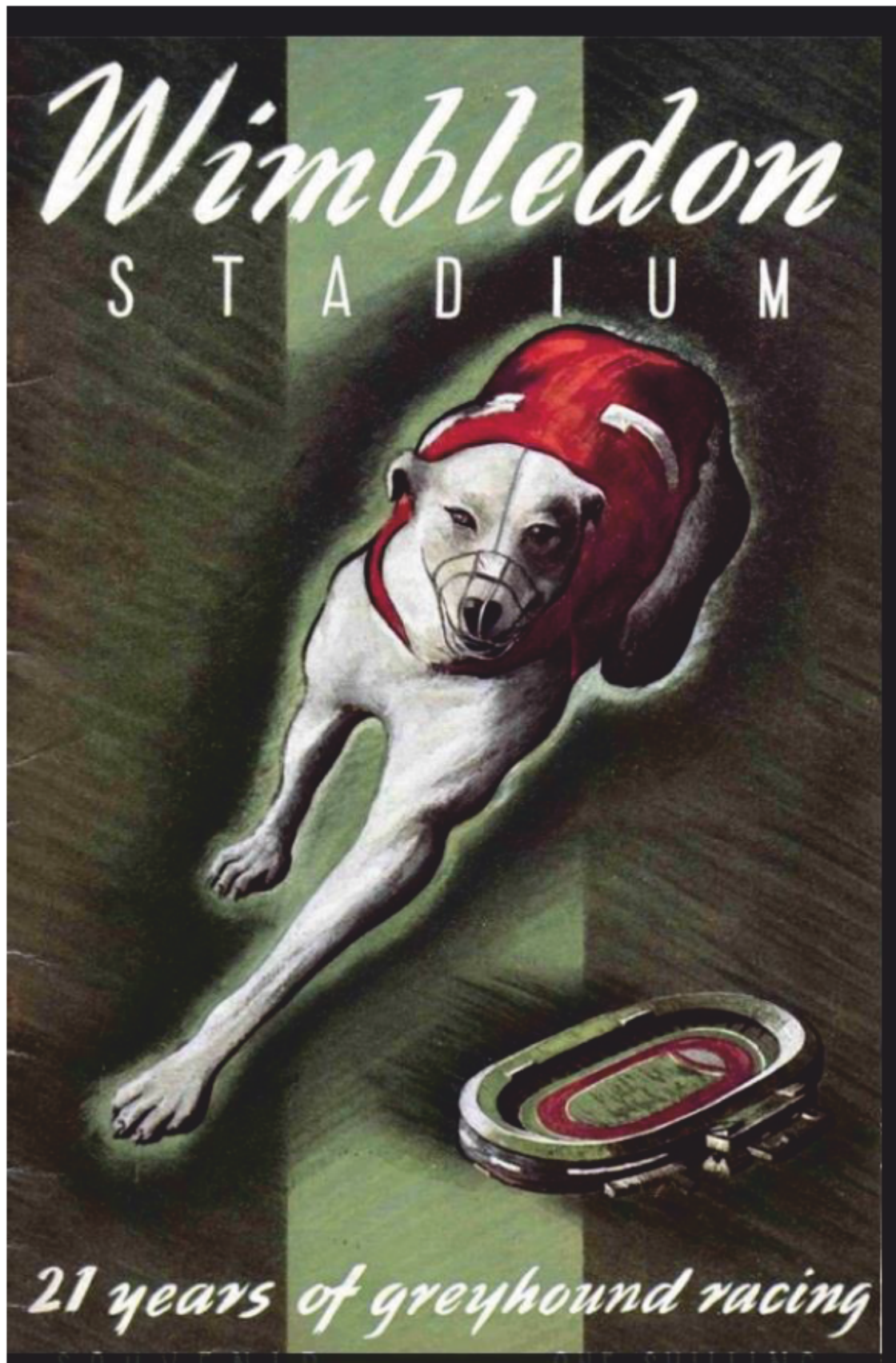
Historic Plate I: Post 1944 meeting showing damage to the Old Grandstand (far right)



Historic Plate J: Greyhounds arriving at stadium



Historic Plate K Programme for England V Australia Test Match (1948)



Historic Plate L: 21st Anniversary Brochure (dated 1949)



Historic Plate M: Photograph of redesigned starting traps taken c.1949



SPEDEWORTH LTD.
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**FORMULA II
STOCK CAR RACING**

WIMBLEDON STADIUM
Saturday, 29th Sept., 1962
THE CHAMPIONSHIP OF THE WORLD
Souvenir Programme 1/-



Historic Plate O: 1967 Aerial photograph, looking north



Plate 1 Aerial view of stadium



Plate 2 Stadium looking south-west towards the East Grandstand



Plate 3 Main East Grandstand (right and centre) and Squash Club (left), looking south-west



Plate 4 Squash Club (left) and Main East Grandstand (right), looking north-west



Plate 5 Main East Grandstand, northern bays, looking west



Plate 6 Main Grandstand, northern over-sailing end



Plate 7 Main East Grandstand, fenestration



Plate 8 Northern stands, looking south from car park



Plate 9 Ghost sign painted onto northern boundary wall to main car park



Plate 10 View to kennels (white building) and Main Grandstand



Plate 11 Rear of northern stands, looking south-east



Plate 12 Rear of northern stands, looking towards turnstiles to West Grandstand



Plate 13 Rear of stands backing onto Plough Lane



Plate 14 Southern stands and Squash Club, looking west



Plate 15 Rear of stand to south-east, looking north towards Main Grandstand stair bay



Plate 16 Squash Club looking west



Plate 17 Main East Grandstand looking south-east



Plate 18 Main East Grandstand looking north



Plate 19 West Grandstand looking west



Plate 20 South stands looking south



Plate 21 Northern stands viewed from the western stands



Plate 22 Stadium looking north from south stands



Plate 23 Stadium looking north-west from south stands



Plate 24 Original timber terraces



Plate 25 Detail of triangulated steel riser forming terrace



Plate 26 Stanchion, north of west stand



Plate 27 Original triangulating roof trusses



Plate 28 Central winners podium, looking east



Plate 29 Greyhound track and barrier



Plate 30 Starting traps



Plate 31 Rear of Starting traps



Plate 32 Detail



Plate 33 Tracking for hare



Plate 34 Paddock Bar (G1)



Plate 35 Judges box and presentation area



Plate 36 Greyhound Mosaic (G18)



Plate 37 Diamond Room, Carvery and bar (G22)



Plate 38 Greyhound frieze in (G22)



Plate 39 Open-well stair (G26) with Terrazzo treads



Plate 40 Private boxes (G19) looking south



Plate 41 Concourse (G24)



Plate 42 Stairwell (G2)



Plate 43 Modern tumstiles (G8)



Plate 44 Foyer (G7)



Plate 45 Artwork in (G7)

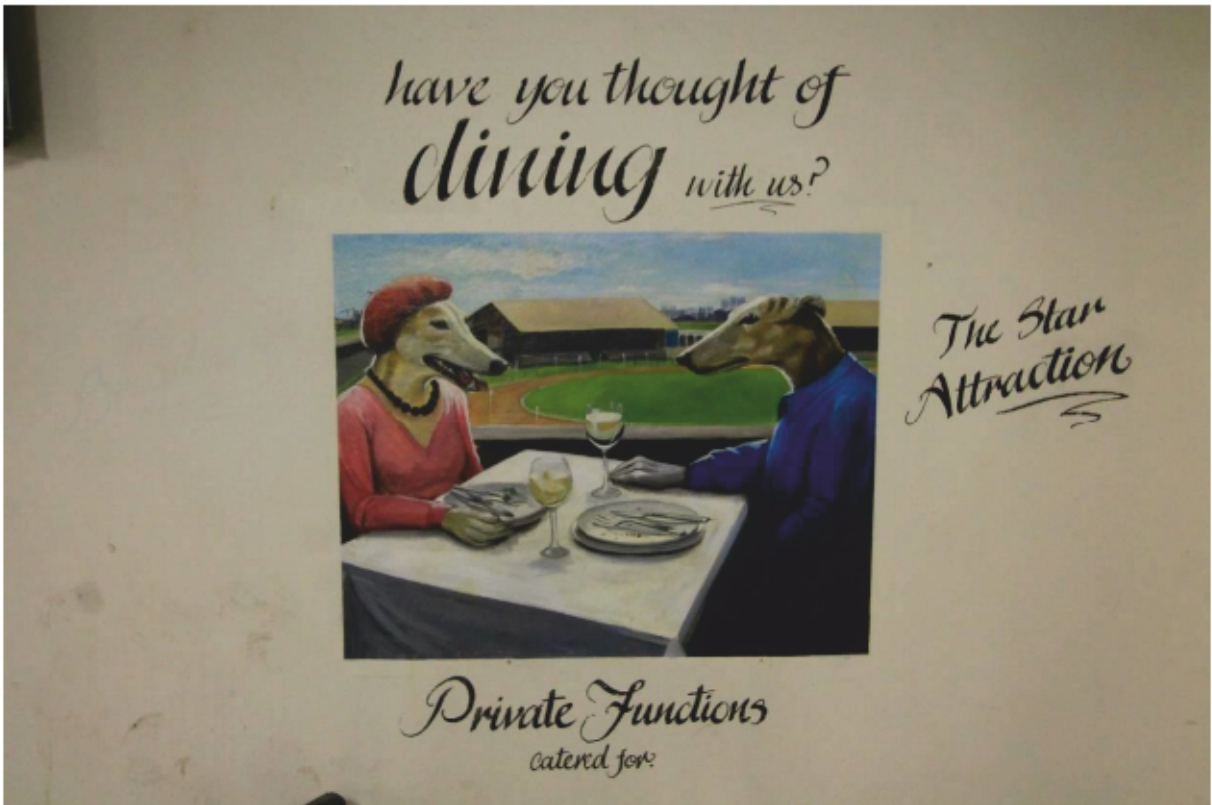


Plate 46 Advertisement painted on wall in (G7)



Plate 47 Ambulance Room (G11)



Plate 48 Steel structure supporting terracing (G12)



Plate 49 Modern kennels (G17)



Plate 50 Kennels and dog scales (G17)



Plate 51 Stairwell (F1)



Plate 52 Seating and dining areas (F3)



Plate 53 Seating and dining areas (F4)



Plate 54 Concourse at first floor (F7) looking south



Plate 55 Bar to first floor concourse



Plate 56 Kitchens (F10) on first floor of main East Ggrandstand



Plate 57 Typical office (F8) showing strip glazing



Plate 58 Boardroom (F9)



Plate 59 Squash court (SQ3)



Plate 60 Bar and reception area (SQ1)



Plate 61 Gymnasium (SQ2)



Plate 62 Dance Studio (SQ8)



Plate 63a Main East Grandstand, benches and dining areas (S1)



Plate 63b Benches and dining areas (S4)



Plate 63c Octagonal tote booths (S3)



Plate 64 Ground floor concourse (G32) in West Grandstand



Plate 65 Totes in concourse (G32)



Plate 66 Bar area at first floor (F12), looking south



Plate 67 Dining area (F13), looking north



Plate 68 Concourse (G28)



Plate 69 Original turnstiles (G14)



Plate 70 Disused early totes (G30) to concourse (G28)



Plate 71 Typical understand storage



Plate 72 Carpenters workshop (G31)



Plate 73 Typical seating to terraces



Plate 74 Terrace at rear of northern stand, showing glass partition wall (S6)



Plate 75 Terracing (S6)



Plate 76 Bars and totes (S6)



Plate 77 Terrace (S10)



Plate 78 Concourse (G27)



Plate 79 Turnstiles (G36)



Plate 80 Original turnstiles



Plate 81 Detail of turnstile

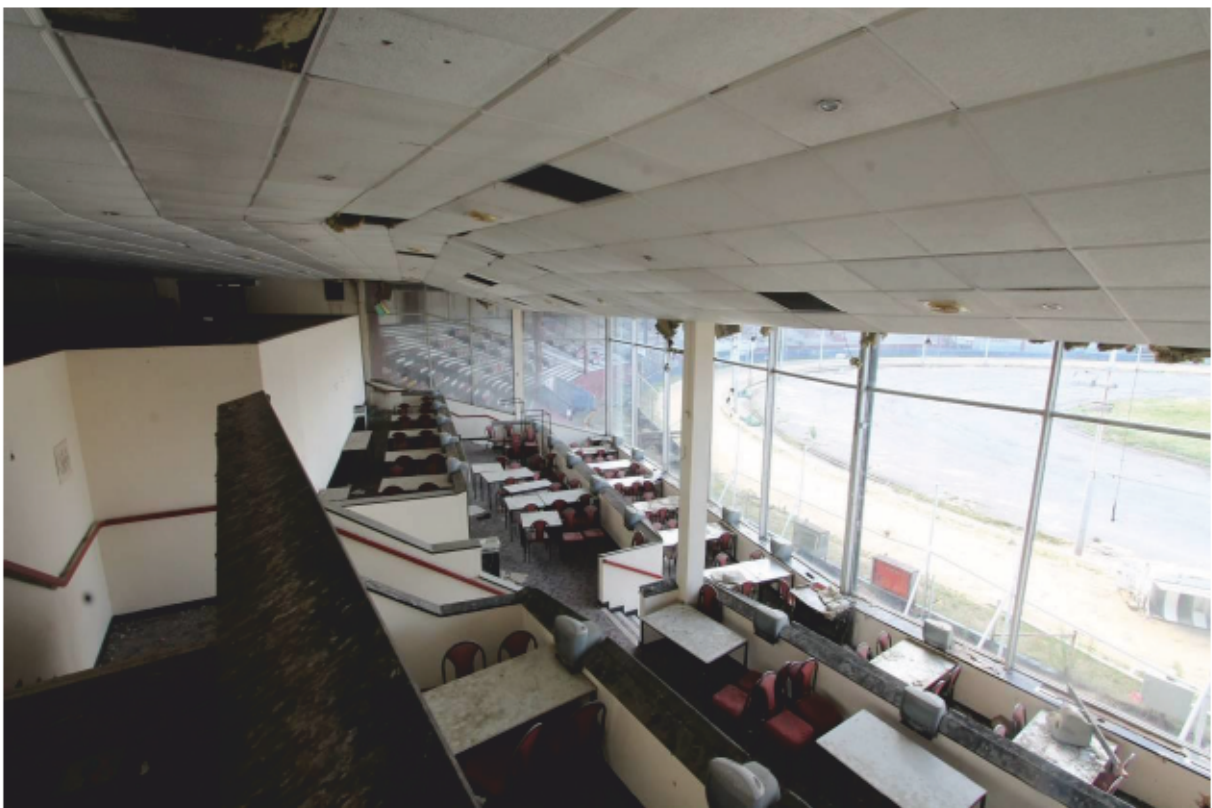


Plate 82 Glass fronted Bistro-Bar (S8)



Plate 83 Dining tables and inserted glass screen in (S8)



Plate 84 No. 94 Summerstown, looking north-west



Plate 85 Diner and no. 94 Summerstown, looking north-east

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