

CONSERVATION AREA STUDY

Kew Foot Road no.36 & Sheendale Road no.50



Conservation areas were introduced in the Civic Amenities Act 1967 and are defined as areas of 'special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Designation introduces a general control over the demolition of unlisted buildings and the felling or lopping of trees above a certain size.

The objective of a conservation area study is to provide a clearly defined analysis of the character and appearance of the conservation area, defensible on appeal, to assist in development control decisions. Further, to address issues, which have been identified in the character appraisal process, for the enhancement or preservation of the conservation area. It is hoped that the process of the study and the finished document will stimulate public participation.

KEW FOOT ROAD

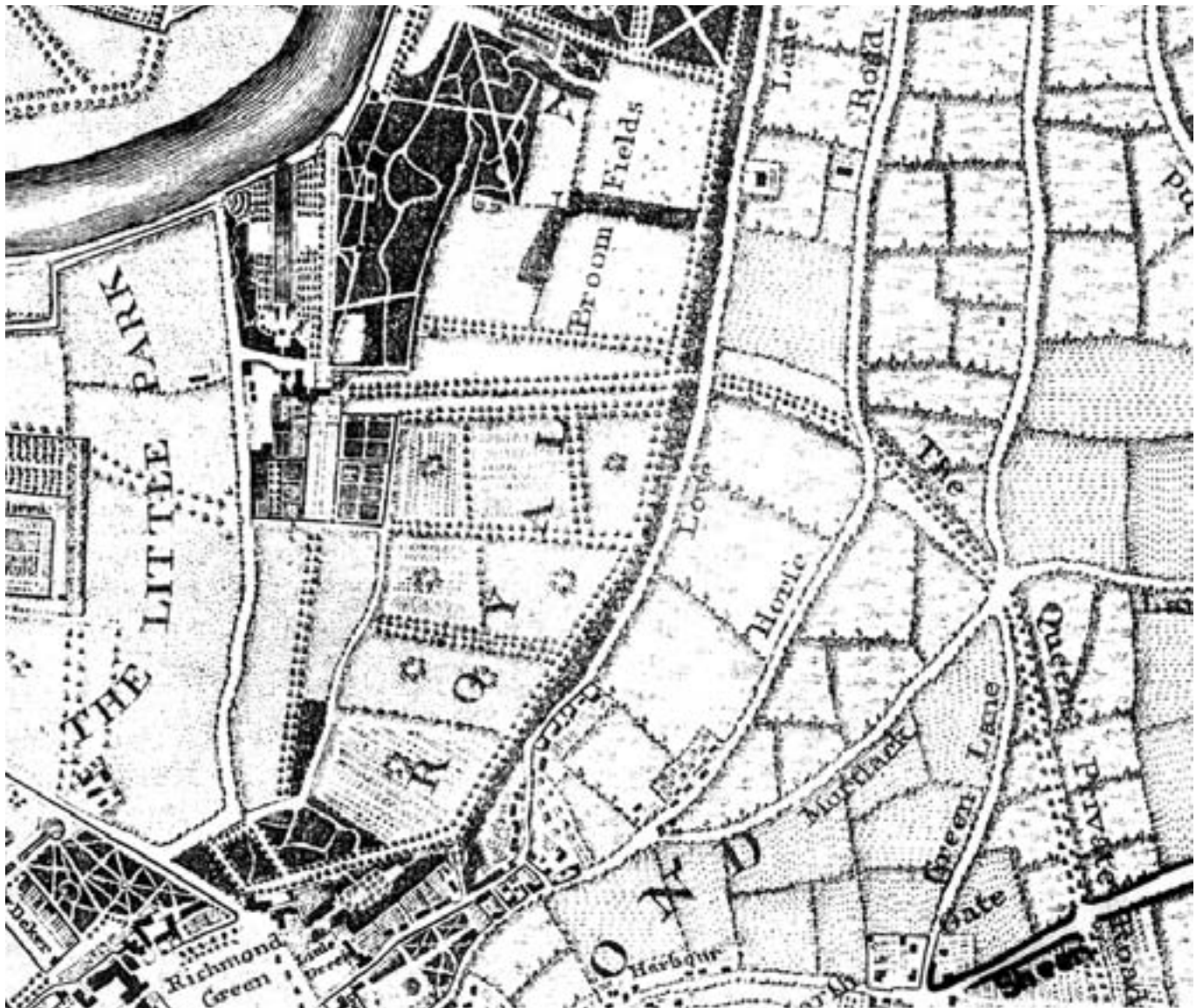
Location, Landscape and Population

The conservation area, which was designated on 7.9.1982, lies between the eastern boundary of the Old Deer Park, Kew Road and the A316. It takes its name from the old pedestrian route from Richmond to the Kew ferry and was developed mainly during the C18 and C19. Kew Foot Road itself is probably the oldest path in Kew. It was truncated in 1766 but continues as a path through the Royal Botanical Gardens via Love Lane and Holly Walk to the river. The area is densely populated with a mix of houses including those in multiple occupation and rows of small terraced houses between the grander buildings.

Origins of Development and Archaeological Significance

The name Kew first came into general use in the C17. It comes from the Saxon word cayho, meaning a quay on a spur of land, but the area was inhabited long before Saxon times. The area is not considered to be of high archaeological importance, although many ancient artefacts have been found to the north and west of the site. Finds from the riverbanks include the bones of prehistoric animals, flint tools and later vessels, weapons and pottery.

The history of the area begins with the ferry. The earliest crossings of the Thames at Kew were made on foot, with the ford being superseded much later and for a long time by a



Detail from John Rocque map 1741-1745
(Local Studies Collection, The London Borough of Richmond upon Thames).

ferry. The first bridge was built as recently as the 1760s. It seems unbelievable now that any part of the Thames within the Borough should be fordable, but it is believed that the river level was considerably lower in the past and would, of course, have been subject to tidal effects.

The first reference to a ferry was made in 1443, although it is believed to have been in existence much longer. The ferry was the main means of crossing the river, and continued to flourish until the first bridge was built in 1759. This led to the creation of the Kew Road and the demise of Kew Foot Lane. In 1766 George III closed the old public road which led from Richmond town to the Kew-Brentford ferry, in order to unite the gardens of the royal palace of Richmond Lodge with the new palace at Kew. There was little public complaint, as the foot road was seen as a 'dangerous nuisance', being the main escape route via the ferry for Brentford criminals. It was narrow, dark and intimidating, and increasingly less frequented. Finally, in 1785 a Bill was presented to Parliament to allow for the permanent closure of Love Lane, the old foot road from the Green to the ferry. The king paid for the development of the new Kew Road and an annual payment is still made by the Crown to the town for the upkeep of the road 'from the Bridge to the Bear', (now a shop, formerly the Brown Bear public house) in the Quadrant, Richmond.

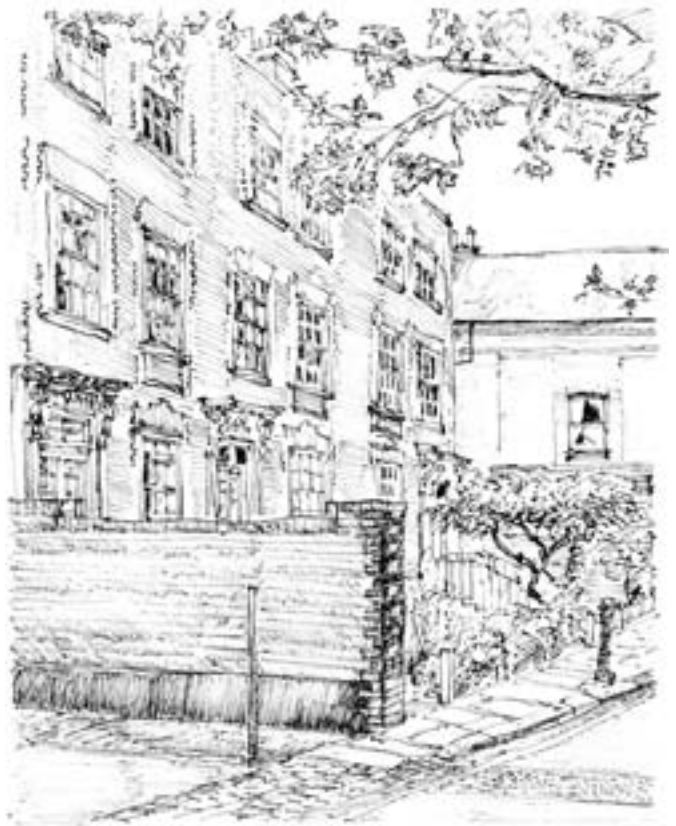


23 Kew Foot Road (door architrave detail)

The Great Ford at Kew features in Caesar's Gallic Wars of 54BC, and later in the Anglo-Saxon Chronicle of 1016.

The establishment of a royal palace in Shene (now Richmond) by Edward III in 1358 brought the land between Shene and Kew into use as an open 'warren', a royal hunting ground. Courtiers and merchants followed the king into Kew and built many new developments. Shene Palace on Richmond Green continued to be favoured by the Tudor monarchs.

The Hanoverian dynasty brought royalty back to Richmond, to Ormonde Lodge - a hunting lodge in the middle of the Old Deer Park. It was purchased from James Butler, Duke of Ormonde, a Jacobite in exile, in 1718, and renamed Richmond Lodge. Many favourable changes were made and grand gardens were created. It is known that Queen Caroline loved the house and estate. Other members of the royal family later resided at the White House and the Dutch House to the north. Richmond Lodge was demolished in



23, 21 & 19 Kew Foot Road

c.1781, following the move of George III and Queen Charlotte to the Dutch House, which was renamed Kew Palace, but it is believed that the boundary walls to the grounds are still standing on the west side of Kew Foot Road.

There are suggestions that the better houses in Kew Foot Road were seen as summer houses in the country (and near the Court). The area was a popular destination c.1848 for those fleeing the post-revolutionary upheaval of France. It is said that "At that time French Royalists who had escaped nearly all resided in this district." (Richmond and Twickenham Times, 24.6.1931)

One famous resident of the area was James Thomson, poet and author of *The Seasons* and *Rule Britannia*, who lived and died at 'Rosedale', a cottage which was enlarged by the Earl of Shaftesbury and later incorporated into the Royal Hospital. His monument in Poets' Corner, Westminster Abbey, is next to that of Shakespeare.

A fascinating building which dominated life in Kew Foot Road for many years until its demolition in 1970 was the Royal Laundry. It was designed by Prince Albert for Queen Victoria as a model laundry, constructed in 1846, and for nearly 80 years it dealt exclusively with the royal washing. The miniature train brought the Queen's washing every day into Richmond Station from London, Windsor and Osborne House and all other royal households, excluding Balmoral. It is claimed that 700,000 items a year, or 1.5 tons of laundry a day were handled here. When the laundry closed in 1925,



11 St. John's Grove

the brick buildings, with its distinctive Italianate tower, were used as The Tower Garage. The modern townhouses of Lenton Rise and Tower Rise now stand on the spot.

Special Interest

Kew Foot Road itself is a historic link between Richmond and Kew and contains several listed buildings, many buildings of townscape merit and an attractive series of spaces. Between Kew Road and Kew Foot Road are four streets of Victorian houses notable for their variety of size and style, all linked by a high quality of townscape.

Kew Foot Road is of a smaller scale and more peaceful than its parallel neighbour, Kew Road. Terraces of charming residential development of many different types and styles have filled the space remaining between the two lines of road frontage developments. Old narrow alleys lead off the main roads and the whole area is densely populated with a mixture of grand Georgian terraces, large detached and semi-detached townhouses, and tiny Victorian artisans' cottages. Several old path lines survive, including Michel's Row and Blue Anchor Alley.

Kew Foot Road forms part of the setting of the adjacent historic Old Deer Park, and its development should be considered together with the history of the park. The historic wall and gateway to the west of the road appears to date from the early C18. Important buildings include 19-23 (odds) Kew Foot Road, a trio of fine Queen Anne period terraced houses with elaborate carved door cases. Other buildings of note making up a composite group of variety and quality are The Gothic Cottages in Kew Foot Road, and the Royal Hospital with its C19 and C20 extensions clustered around a handsome five bay C18 house. The modest but charming individual houses in St. John's Grove also continue the C18 pattern of development.

Side roads are principally of two-storey terraced or semi-detached houses with shallow pitch slate roofs unencumbered by roof extensions. Mixed yellow stock brick with red brick details are the dominant materials in the area.

The southern end of Kew Road forms a busy and unusual continental environment of three-storey Victorian buildings with shops, offices and restaurants below and residential accommodation above. There are cafés with tables and chairs on the wide pavements and brightly painted shops and houses under a canopy of mature plane trees.

THE CONSERVATION AREA IN DETAIL

Although the southern end of Kew Foot Road and St. John's Grove are in a noisy position beside what is now dual carriageway and directly under the flight path, it is, for the



Royal Laundry & Royal Hospital, Kew Foot Road - detail from Ordnance Survey map 1894-1896.

most part, well maintained. The C18 buildings in St. John's Grove may be modest, but they are of a unifying two-storey scale and good quality. They exhibit many interesting details, including plain eaves, parapets and gables, and all, with the exception of nos. 8+10 Kew Foot Road, are either listed or Buildings of Townscape Merit. The small islands of greenery opposite are clearly well looked after on a regular basis and the paving has been replaced; however, being in such an exposed position, there is a problem with litter. Of the two Gothic cottages, Kew Foot Road, no. 12 is in good condition, but no. 14 is in need of repair.

The shopfront at no. 18 is a remarkable survivor and worth preserving; it has been identified as a building for Building of Townscape Merit designation. No. 22 has been very badly extended with massive dormer roof extensions; its windows replaced with modern timber frames containing inappropriate bulls eye glass windows, and is, accordingly, to lose its Building of Townscape Merit status.

Kew Foot Road

The area outside the public house, with its York stone paving, Victorian style street light and attractive narrow passageway to 7a Vine House, creates a charming atmosphere and gives the area a notable character. It has been sympathetically and well treated.

Opposite, the classical style gateway into the athletic ground, and the adjoining wall, are believed to have been originally built as part of the boundary of Richmond Lodge. They are proposed to be designated as a Building of Townscape Merit. They now form the eastern boundary of the Old Deer Park, where, buttressed on the park face, they support the rear walls of several old cottages. They need urgent repointing in places and repair to the brickwork and stone cappings. From this point, there is a good view up the road, which is terminated by the Pagoda in the Botanical Gardens.

Unfortunately hardstandings have been made in the front gardens at nos. 27, 31 and 33; these detract significantly from the streetscape and similar alterations to the other two houses in this row should be resisted.

Inappropriate red brick has been used on the new buildings in the road on the site of the old Royal Laundry. The bricks in the area are predominantly mixed stocks with red details, and this should be borne in mind for any future development.

The listed Royal Hospital is an attractive landmark building and is in good condition, which is fortunate since its demolition was proposed as recently as 1988. Its setting, however, requires attention. The paving surface at this point does not suit the building, and, opposite, a row of parking spaces obstructs the



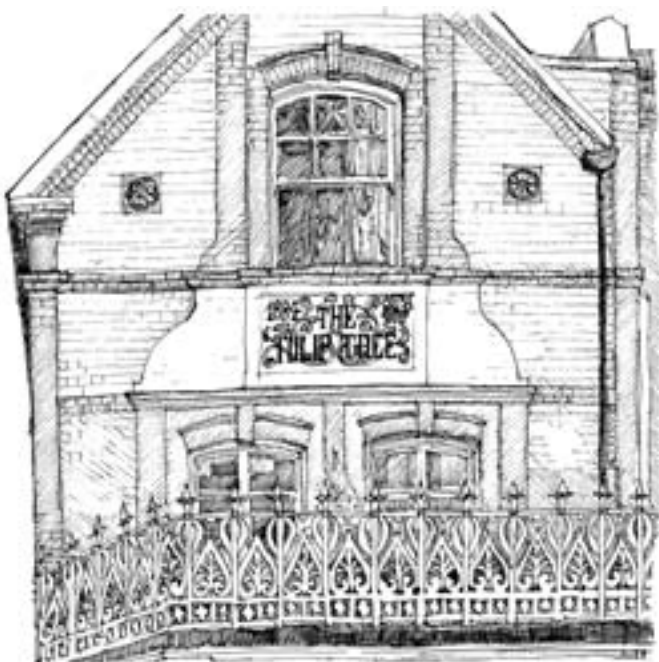
Gothic cottages, 12 & 14 Kew Foot Road

view through railings into the Old Deer Park, where mature trees add much to the setting. There is a fine view out from the Hospital. Unfortunately, a row of detailed old cast iron bollards, which date from the incorporation of Richmond as a Borough in 1896, and which were presumably placed here to protect the wall, have been neglected over a long period of time and need repair and repainting. It is proposed to make these Buildings of Townscape Merit to encourage their protection.

Rosedale Road

The terrace to the south of the road presents two-storey houses, which open directly on to the street. They are flat fronted, of mixed stock brick with timber sash windows. All these odd-numbered houses (excepting no.43 at the end) have their original windows. Some also have original doors, but all gutters have been replaced with plastic versions and the roofs have been replaced with concrete tiles. However all chimneys and almost all their terracotta/buff pots remain. The survival of so many original features is remarkable and their preservation (or reinstatement where missing) is to be encouraged.

The even-numbered, earlier, houses to the north all appear to be in separate private ownership. They have not fared so well; there are no original windows; these have all been replaced with new wood or plastic windows (and some bow windows). All their small front garden strips have been treated differently, with low brick walls, fences or railings. However, all the chimney stacks and most terracotta pots remain. A coherent approach to the treatment of these houses would be beneficial. On the street, the ugly concrete lamp posts should be replaced. The old works building at no. 2, appears to be empty and unused, and is in urgent need of repair as it is in danger of collapse. Timber has been dumped in the cobbled yard alongside, which looks untidy and detracts from the conservation area.



Triple Crown public house, Kew Foot Road

Evelyn Terrace

The continuation of Kew Foot Road, to the east side of the road, again facing the Old Deer Park, is lined by terraces of mixed stock brick, flat-fronted two-storey houses which have unusual red gauged brickwork heads to doors and windows. Many have been spoilt by the addition of new bow windows and paint to the brickwork. In the first section of the terrace only no. 6 remains in its original state. However almost all original slate roofs, brick stacks and original pots remain. The upper end has fared better with nos. 14-17 (inclusive) almost untouched. The end of no. 17 has been rebuilt, due to war damage. The concrete lamp posts are to be replaced. The original Kew Foot Road continued beyond Evelyn Terrace (which it predates) but the route, long blocked, is now terminated by post-war semi-detached houses. It presents a disappointing termination to such a historic site.

Jocelyn Road

This road consists of larger semi-detached Edwardian bay-windowed mixed stock brick semi-detached houses with gauged red headers. Unfortunately most façades have been painted, but in subtle shades of white and cream. Most, excluding nos. 42-46 (evens), still have their original slate roofs. There are rooflights at nos. 24, 33 and 31 but no front dormers are in evidence. The introduction of dormer windows would have a detrimental effect on the roofline. No. 15 is a Building of Townscape Merit and nos. 11 & 13 are also considered worthy of designation, together with attractive Oak Villa (no. 9), which has a plaque featuring an anchor and the word 'Esperandum' above the door. The various houses in the road are a mix of two, three and four-storey buildings. Some original low stucco walls and piers remain but without their original gates and railings. Nos. 28-32 (evens) have unusual patterned red tiled roofs with some fish scale tiles. The chapel in the road is also seen as a building worthy of Building of Townscape Merit designation, as, with its generous plot and gardens, adds a note of calm, a breathing space, in an area under pressure for dense development.

Kew Road

This is a busy thoroughfare but the effect of the volume of traffic is much mitigated by the attractive buildings, tall plane trees and greenery on the traffic island. The plane trees in Kew Road make a very positive statement on approach from the south, defining the area as the gateway to Kew. Many of the shops have old and interesting frontages, but some are poor quality new and inferior versions. Any alterations to shopfronts in Kew Road should be considered most carefully as they make a great impact on the streetscape and the



Christ Church (converted to flats), Kew Road

character of the Conservation Area. The Kew Road tramlines were installed in 1883, and horse trams ran regularly from Kew Bridge to the Orange Tree Public House in Richmond. The old Fire Station was used to house the horse drawn and later electric trams. Its most recent use has been Art Studios, as part of Richmond Adult College. It requires attention to the south facing wall.

The Art Deco frontage of Matthiae's Café and Bakery building is a unique landmark in the Borough. Nearby, although colour-washing the brickwork of an old building is generally to be discouraged, the height and narrowness of the brightly painted houses to the eastern side of the road renders them acceptable; indeed, they look cheery in such a busy location. At the junction, the planted island beds require regular maintenance and clearance to avoid the build-up of litter. There is a lot of disparate signage, and paving is uneven and untidy.

The large, cream painted side wall of the corner building (currently used as an Oriental Supermarket) which is prone to graffiti, may present a good opportunity for some commissioned artwork. It is a prominent site, which can be seen as the approach to the Royal Botanical Gardens, Kew.

Ashley Road

This short road contains similar stock brick two-storey buildings where the odd numbers are flat-fronted, and the evens bayed. Most have been subject to recent, unsympathetic alterations, including the addition of bow windows. However, the old painted street sign still remains.

Evelyn Road

Many of the houses in this road are quite different from others in the conservation area. The terrace of houses to the north are an unusual row of three-storeys plus attics, where some have been extended with roof terraces behind the parapets. They are flat-fronted, with stairs over semi-basements, and built of stock brick with red string courses, dentils, and headers. They appear to have original windows, chimney stacks and ornate crown-like terracotta pots. Unfortunately, many of these pots are missing. It is considered that the unremarkable terrace of two-storey houses nos. 39-43 (odds) should not be Buildings of Townscape Merit and should lose their status. Nos. 12, 14 and 16 should gain Building of Townscape Merit designation, on account of the

quality of the brickwork details. Thompson's Villas to the north side of the road, together with most of the houses in Shaftesbury Road, are identical those to those in Sheendale Road, and would presumably have been built at the same time by the same builder. Most are in good, near original condition, but no. 11 has inappropriate replacement windows.

Shaftesbury Road

The view up and down this road is good - to the Old Deer Park in one direction and to Matthiae's Café and Bakery building in the other.

As already noted, most houses in this road are identical to those in Sheendale Road. They are attractive early-Victorian two-storey mixed stock brick buildings, linked as a terrace in pairs by single storey side porches. Many original windows and doors remain and these details are seen as essential to maintain the unity of the group. The roofline is unbroken. There are some original, and some replacement, slate roofs, and it is important that any alterations to the roofs should be in keeping. Fortunately, due to the shallow pitch of the roofs, and the difficulty this would present bringing the interiors into use, there are neither dormers nor rooflights.



15, 13 & 11 Shaftesbury Road

Due to the dense occupation of the area, there is great pressure for the creation of hardstandings. There is little room for offstreet parking, and as the front gardens are small, any space taken up by a vehicle means that little greenery remains. The use of different materials as parking surfaces has made the streetscape incoherent, and the pavements have been damaged when the kerbs were dropped to allow ingress. It is, therefore, proposed to introduce an Article 4(2) Direction to ensure that no further degradation of these charming houses and their settings can occur.

Perseverance Place

This secret corner off the Kew Road is only accessible by foot, as it is entered through a very narrow tunnel between high brick walls. At one time Perseverance Place consisted of ten tiny cottages, all of very modest two-storey construction. Now only two cottages remain, a semi-detached pair; nos. 6 & 8, which are white painted and have shallow slate roofs. The side wall of the old fire station is built of cheap brick, and was, presumably, not meant to be seen. However it impacts strongly on the area and is in poor condition. There is a large, uneven, exterior greenspace, the site of the former cottages, which could be utilised.

Michel's Row

This row of 28 charming terraced cottages are to be designated as Buildings of Townscape Merit. They are an important landmark, clearly visible from the main road, from which they are offset at an angle, with a shrubbery and lawns to the front enhancing their setting. This garden is well maintained.

Most of the cottages have their original windows, doors and chimney pots, but the roof coverings have been replaced. Like many other buildings in the area, they are mainly of two-storeys but rise to three-storeys at various points along the row. They are of mixed stock brick with red brick details and string courses and in good condition. It is proposed to introduce an Article 4(2) Direction to stop window/door replacement, as the cottages should be seen as a single unit and any alterations should be considered for their effect on the whole. The front boundary treatments are mixed, but attractive paling fencing has been used in many cases.

The views up and down the row are both poor and would benefit from a focal point at each end. The communal earthen hardstanding looks untidy for much of the year, and is particularly bad in winter when it becomes waterlogged and potholed. It does not appear, as it might elsewhere, to be a rural feature, as its setting is distinctly urban. The post and rail fencing is also in poor condition with many bollards having been overturned.



Michel's Row

Blue Anchor Alley

This charming pedestrian cut-through is a fascinating lane but suffers from the impact of the ugly wall of the yard at 88 Kew Road. The concrete slab paving is inappropriate and in poor condition and the concrete lamp posts are unattractive. The pretty little cottages have been damaged by some inappropriate bow window fenestration. A very old wall in need of repointing borders the alley at the north west end.

Lower Mortlake Road

The Tudorbethan style house, nos. 5 and 7, and cottages nos. 9, 11 and 13 are to be designated as Buildings of Townscape Merit. The terrace of cottages nos. 15-45 (odds), which are Buildings of Townscape Merit, have been badly altered by the replacement of most windows and doors, and it is proposed to introduce an Article 4(2) Direction to ensure that the quality of this row, which is so prominent in the Borough, should be improved and maintained. Any opportunity to replace the fenestration with appropriate timber sashes should be taken.

Key strengths of the area

- Well defined area with a dense urban grain containing a wide range of different building types
- Mix of uses – residential, medical, educational, shops, restaurants and offices
- Historic roads, routes and alleyways
- Mature trees in the Old Deer Park and at the foot of Kew Road

PROBLEMS & PRESSURES

- Generally, throughout the conservation area, there is much pressure for on-street parking, which leads to the creation of hardstandings in front gardens. This means the loss of planting and greenery, spoils the rhythm of the frontages and damages the pavements
- The installation of inappropriate windows, doors and dormer extensions is an increasing problem in the conservation area. Similarly, the variety of boundary treatments leads to an 'individualising' of properties which were designed to be seen as a whole. Residents should be encouraged to refrain from colour-washing brickwork, particularly on terraced or semi-detached houses, as it breaks up the unity of the façade, and also because it is a high-maintenance finish which requires regular recoating
- The proximity of main thoroughfares in the conservation area leads to the presence of litter and air pollution. The area is also under the Heathrow flight path.



7 Lower Mortlake Road

There are a number of Council-owned planted areas and there is a need to ensure that they remain well maintained

- The historic Old Deer Park wall is in urgent need of repair
- The area outside the Royal Hospital requires attention as the bollards and railings are in poor condition. The pavement is also in need of repair
- Any new buildings and extensions should be built in materials to match those prevalent throughout the conservation area - red brick is seen to be inappropriate
- Damaged pavements and concrete lamp posts are ugly and should be replaced
- New shopfronts should respect the scale and design of the existing originals
- The excess signage at the south end of Kew Road is untidy
- Graffiti, as elsewhere in the Borough, is to be found throughout the conservation area.

PROPOSALS

The following proposals include suggested environmental improvements, some of which fall outside the Council's control. It should also be noted that current financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement. However the Council will continue to encourage improvements to the environment, in co-operation with local groups and businesses.

New Buildings of Townscape Merit designation is proposed for:

- C18 wall and gateway on Kew Foot Road
- Nos.5-13 (odds) Lower Mortlake Road
- House and shopfront No.18 Kew Foot Road
- Nos. 12, 14 and 16 Evelyn Road
- Ebenezer Strict Baptist Chapel Jocelyn Road
- Nos. 9, 11 and 13 Jocelyn Road

It is proposed to remove Building of Townscape Merit designation from:

- No. 22 St. John's Grove
- Nos.159 & 161 Kew Road due to unfortunate alterations
- Nos. 39-43 (odds) Evelyn Road

An Article 4(2) Direction to protect from replacement with inappropriate windows and doors is proposed for:

- Houses nos.9 - 45 (odds) Lower Mortlake Road
- Nos. 1 -28 Michel's Row
- Houses nos. 12-34 (evens) and 9-27 (odds) Shaftesbury Road, also from the creation of hardstandings

It is important that the appropriate materials are used for repairs throughout the conservation area. The dominant roof material is slate, and mixed stock brick with red brick details is the prominent wall treatment. Window and door replacements (where necessary) should match the originals as far as possible.

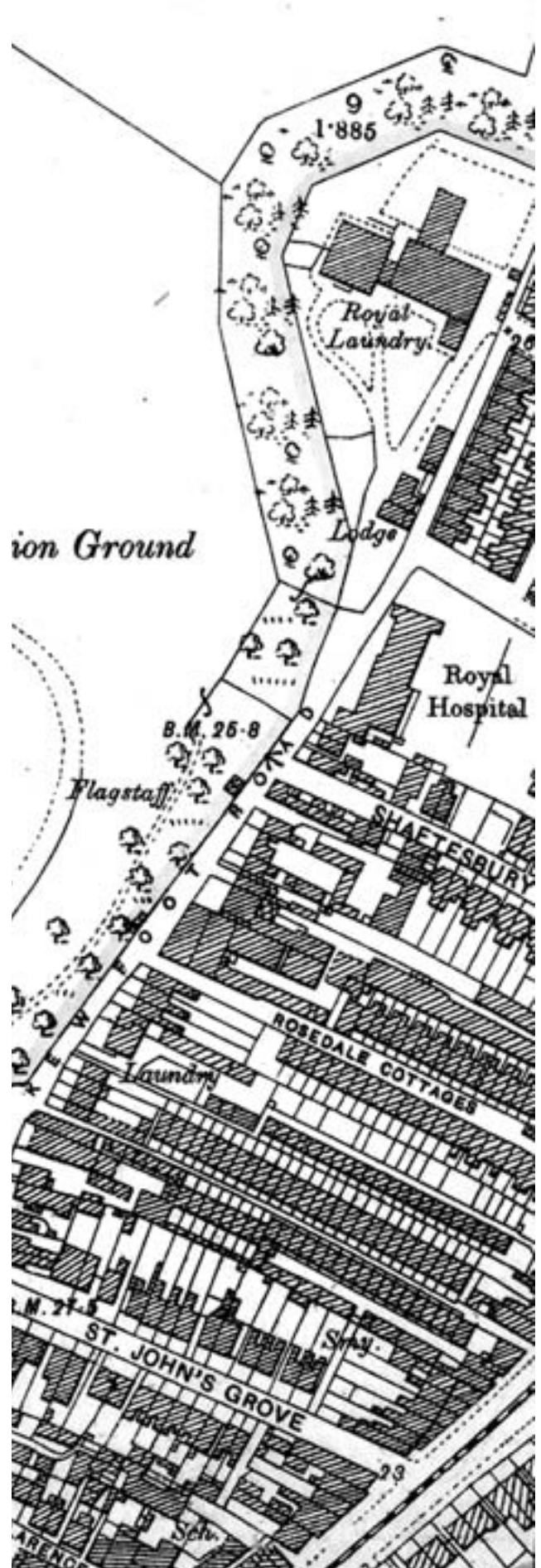
DETAILED PROPOSALS

- 1 Ensure that parking problems in the area, especially in residential streets, do not get any worse by:
 - (a) resisting the loss of existing off-street parking,
 - (b) ensuring that as many visitors as possible to Kew Gardens are aware that it is well served by public transport,
 - (c) providing coach parking facilities, and
 - (d) not allowing more restaurants if it would add to parking problems

Council

- 2 Implement area traffic schemes in south Kew using measures to restrain traffic, relieve residential roads of through traffic and improve public safety

Council



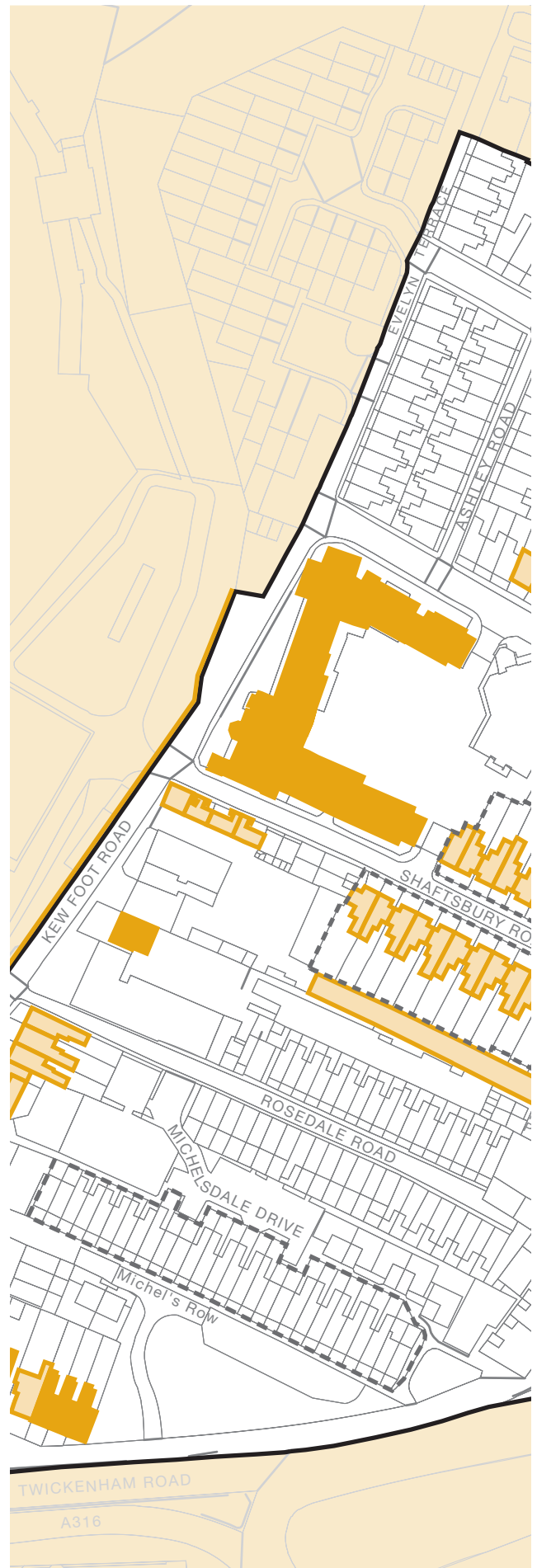
Royal Laundry & Royal Hospital, Kew Foot Road - detail from Ordnance Survey map 1894-1896.

- 3 Maintain road and pavement surfaces. Generally, traditional stone slabs or setts should be used where possible.
Council
- 4 Prevent an increase in unsightly car parking in front gardens where possible through planning powers and by publicising the design guidance leaflet published by the Council
Council/ Private owners
- 5 Encourage conversions of larger old houses rather than redevelopment, to avoid the problems which have arisen in the Kew Road area, where new developments do not always harmonise with the old
Council/ Private owners
- 6 Press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem
Council
- 7 Discourage the inappropriate replacement of windows, doors and roof materials, the colour-washing of brick walls and disparate boundary treatments
Council/ Private owners
- 8 Ensure the maintenance of Council-owned flower beds and gardens
Council
- 9 Replacement of concrete lamp posts with dark painted metal posts, and tidying up of excess signage at south end of Kew Road
Council
- 10 Ensure new shopfronts in Kew Road respect the historic survivors in the road
Council/ Private owners
- 11 Graffiti is to be discouraged. Measures include the use of dark painted surfaces. The graffiti hotline can be contacted for removal from public premises
Council/ Private owners

ENVIRONMENTAL IMPROVEMENTS

Sites for improvement include:

- The unattractive yard at 88 Kew Road, which needs attention to surface, gates and boundary wall
- The large painted wall at the south end of Kew Road
- The green plot in Perseverance Place
- Replacement paving in Kew Road, Shaftesbury Road, Blue Anchor Alley and outside the Royal Hospital in Kew Foot Road. Replace concrete bollards at Evelyn Terrace and Michel's Row with a more suitable alternative
- The creation of focal points at the west end of Michel's Row and north of Kew Foot Road



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Sheendale Road looking north

SHEENDALE ROAD

Location

The conservation area is situated to the east of central Richmond between Lower Mortlake Road and the railway line. It was designated on 14.6.1988.

History of Development

The miniature villas in semi-detached pairs were developed around 1850 along the line of an old field boundary. Neighbouring Crown Road, Shaftesbury Road and Evelyn Road to the north consist of similar houses and were probably built at the same time by the same builder. When built Sheendale Villas referred only to those houses on the east side of the road, whereas villas on the west side were then known as Ross Villas. Original artisans' cottages in Crofton Terrace were replaced many years ago. These names refer to Crofton Ross, the once owner of this land before development in the Victorian period.

Special Interest

Sheendale Road contains a number of mid C19 semi-detached cottages, which are linked in pairs by single storey porches. They have simple rendered façades with moulded window surrounds and a dentil cornice. The area was



39, 37, 35 Crown Terrace

redeveloped in the 1950s-60s replacing several original houses with new blocks of flats. Crown Road to the east now has only four of these houses surviving. It is proposed that the conservation area be extended to take in these buildings, as they are clearly part of the original development.

The surviving semi-detached houses on both sides of Sheendale Road form an unusual and little-changed formal group. While modest in construction, they present an attractive, and, for the most part, well-tended development. Two-storey mixed stock brick buildings under plain shallow

pitched slate roofs, they have projecting eaves and shared central chimney stacks, and are entered by recessed single storey side extensions. Some of the frontages have had the brickwork of their original construction rendered over. The timber sliding sash windows sit in plaster moulded surrounds. Visual separation of each dwelling is achieved through a vertical line of plasterwork on the central line of the division. Corners are also treated with plaster quoins.

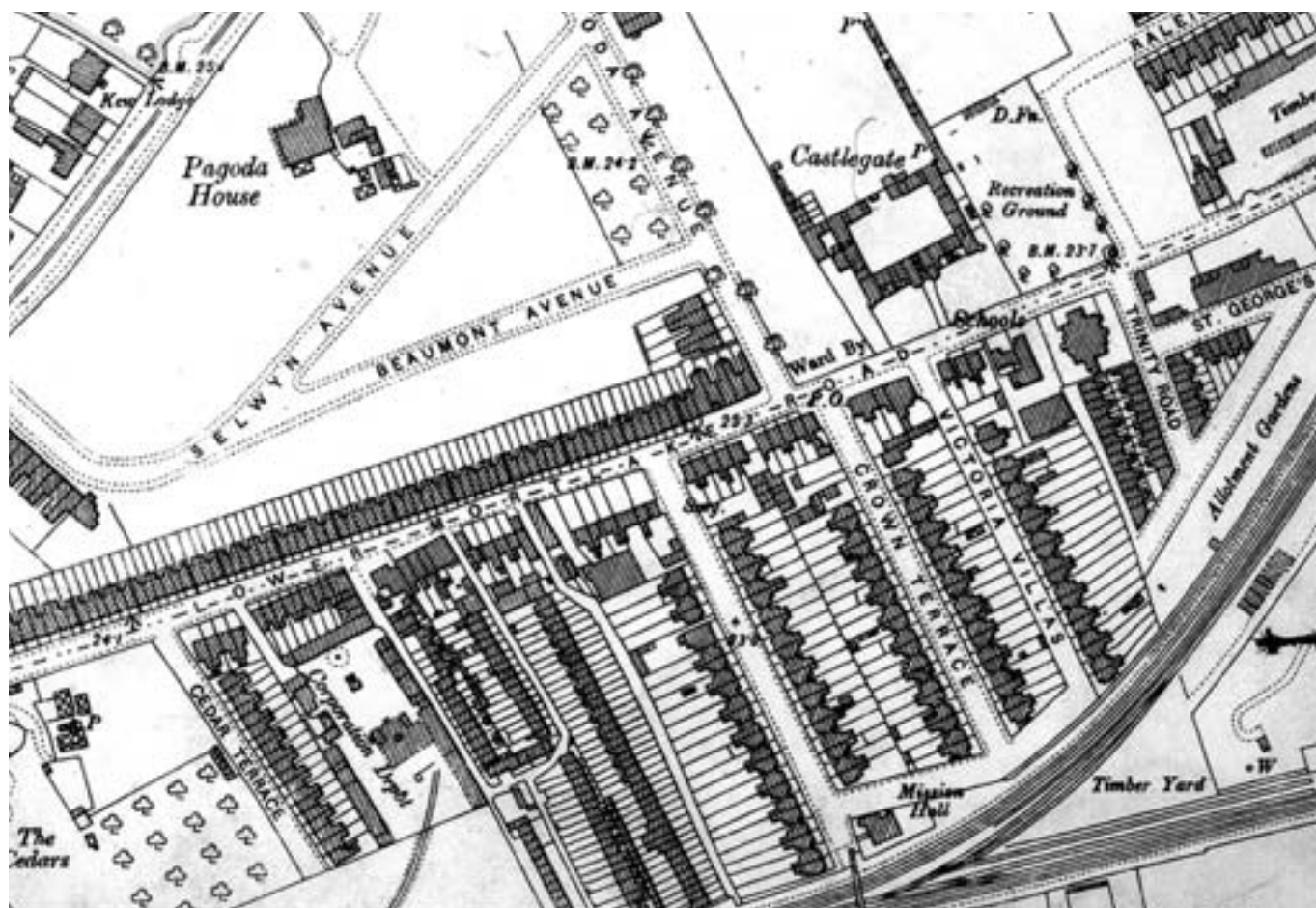
There appears to be little pressure for change in the road. Front boundaries remain intact, and the front garden planting, dividing hedges, low boundary walls and street trees all contribute to the setting of the group. Most of the original windows and doors remain intact, and any changes should be resisted. Similarly, the roofline remains unspoilt, with no dormers and few rooflights interrupting the smooth slate surfaces. Any reroofing should, of course, be made in keeping with the original materials.

Crofton Terrace, an access road to the west and rear of Sheendale Road, contains garages and offstreet parking for some of the residents of Sheendale Road. These walls and garages are liberally covered with graffiti. The alleyways in the conservation area are well bounded by fences or railings, and contain much informal greenery. All the lamp posts are of concrete, and considered unsuitable in this context.



24 Sheendale Road

It is important that the likely developments at the junction with Lower Mortlake Road should be given careful consideration, as they will be the 'gateways' framing the entrance to Sheendale Road. With this in mind, it may be that corner developments should balance each other in scale and materials.



Sheendale Road, detail from Ordnance Survey map 1894-1896.

GENERAL GUIDANCE

For the study to be successful everyone involved in property ownership, tenancy, and management in both the public and private sector needs to contribute to achieving the proposals. The Council will strictly apply Unitary Development Plan policies and also the detailed proposals listed in the study in order to preserve or, where possible, enhance the special interest of the conservation area.

The proposals generated by this study affect the following:

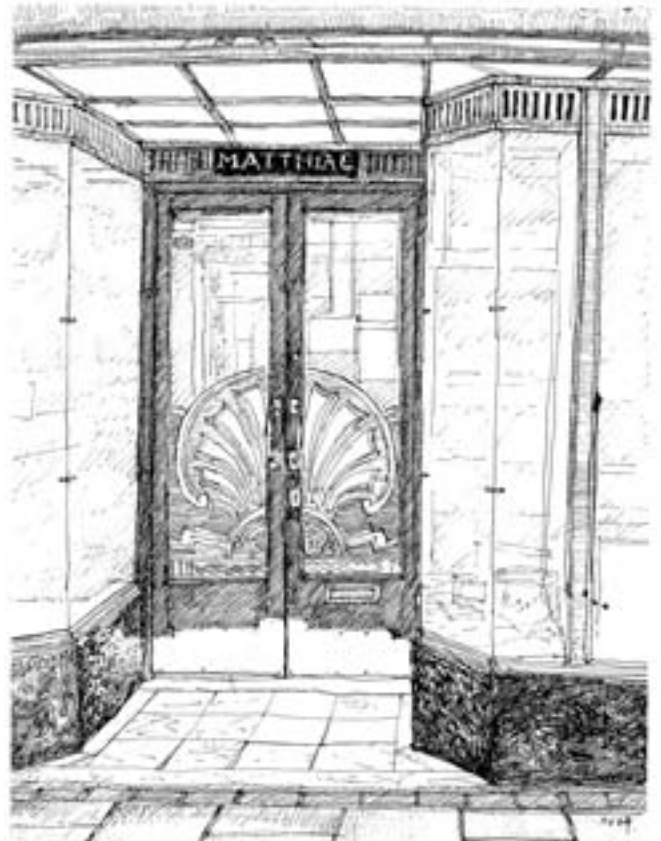
- Public areas including common land, parks, highways and paths owned by the Council or other statutory bodies
- Private houses. Some alterations may require planning permission and are therefore ultimately controlled by the Council but some alterations will be classed as 'permitted development' and will be under the control of the householder. The Council issues a number of design guides which can be helpful when alterations or extensions are being considered (see page 19)

NOTES TO OWNERS AND OCCUPIERS OF BUILDINGS

Under present legislation residents are entitled to carry out some minor works to their houses as 'permitted development'. This freedom places a great responsibility on owners to consider the overall quality of the street and the area when considering alterations to their property. There is plenty of opportunity to preserve or enhance the character of the conservation area by paying attention to small details on houses. Without care, even apparently minor alterations, accumulating over time can dilute the quality of the area. Examples of such changes include the installation of PVC-u windows, changes to roof materials, alterations to chimneys, rendering, painting or cladding in an otherwise brick faced street, removal of boundary walls and the use of front gardens for parking.



New wing of the Richmond Hospital 1903 (Local Studies Collection, The London Borough of Richmond upon Thames).



Doorway of Matthiae's Café & Bakery, 76-84 Kew Road

What constitutes 'permitted development' can be a complex matter and residents should contact the Council in the first instance if in any doubt. Importantly, local residents and local groups, in particular, can help preserve or enhance the conservation area by helping to record original features and passing on useful information about local crafts people and suppliers of local materials.

When considering undertaking works which do require planning permission, the best approach is still to contact the Environment Directorate for advice. Of particular concern are proposals for dormer windows (see below) and extensions, both of which can have a negative impact on the street scene. In this context it should be noted that rear elevations are also often visible from the public domain. Of equal impact is the breaking down of front boundaries and the destruction or adaptation of front gardens for car parking. Design guidance leaflets are also available on these subjects from the Council and are free of charge.

DORMER WINDOWS

Dormer windows, if used inappropriately, can have a detrimental impact on a building's original form, and collectively may affect the quality of the overall group. The use of dormer windows and rooflights to the front elevations both detract from the already intricate detailing of the façades and compete with the gable roofs. Flat roofed dormers are particularly unsympathetic when adjacent to

the steep gabled roofs. If dormers or rooflights are to be built, they should be positioned to the rear of the roof and shall be in keeping with the building.

FORECOURT PARKING

The creation of hardstandings is in many cases achieved without consideration for its effect on the surrounding environment. With a little thought the visual impact of such parking can be reduced. London Borough of Richmond upon Thames provides a leaflet entitled 'Design Guidelines for Car Parking in Front Gardens' upon request.

LANDSCAPE AND PLANTING

Trees above a certain size in conservation areas, which are not already subject to a Tree Preservation Order, are protected automatically by the requirement that six weeks' notice must be given to the Council before any proposed work is carried out. Generally this requirement applies to trees with a trunk diameter greater than 75mm at a point measured 1.5m above ground level. The Council has published Planning Information and Design Guidance leaflets regarding landscape and trees which are available free of charge.

ACKNOWLEDGEMENT

The co-operation and input of all individuals and organisations who took part in the consultation process for this study is gratefully acknowledged by the London Borough of Richmond upon Thames.

This study was approved by the Council's Cabinet Member for Environment and Planning on 1st April 2004.

Note: Some of these designations and proposals may now have been implemented.

The illustrations were produced by Howard Vie

The illustration on the front cover is Royal Hospital doorway facing Shaftesbury Road



Richmond Healthcare Hamlet, Royal Hospital,
Kew Foot Road

OTHER PUBLICATIONS

The London Borough of Richmond upon Thames has also published the following information.

Supplementary Planning Documents

Borough Tree Strategy
Design Quality
Public Space Design Guide
Small & Medium Housing Sites
Sustainable Construction Checklist

Conservation Area Appraisals

Appraisals for the other conservation areas in the Borough are available or are in preparation.

Planning Information Leaflets

no.1 Conservation Areas
no.2 Listed Buildings
no.3 Historic Buildings
no.4 Maintenance and Repair
no.5 Trees: Legislation and Procedure
no.6 Buildings of Townscape Merit

Design Guidance Leaflets

no.1 Shopfronts and Shopsigns
no.2 Car Parking in Front Gardens
no.3/4 External Alterations to Houses
& House Extensions (combined)
no.5 Trees: Landscape Design, Planting and Care
no.6 Small Housing Sites
no.7 Siting of Satellite Dishes and Other Communications
no.8 Wildlife in Gardens
no.9 Nature Conservation & Development
no.10 Security by Design
no.11 Shopfront Security

These leaflets and documents are available from the Environment Directorate reception on the 2nd floor of the Civic Centre.

Planning Information & Design Guidance leaflets can be viewed on the public website: www.richmond.gov.uk



Matthiae's Café and Bakery, 76-84 Kew Road



Blue Anchor public house and Matthiae's Café and Bakery,
Kew Road

If you need this leaflet in Braille,
large print, audio tape,
or another language,
please contact us on 020 88917322
or minicom 020 88316001

Civic Centre 44 York Street
Twickenham TW1 3BZ

website: www.richmond.gov.uk

اگر در فهمیدن این نشریه مشکلی دارید لطفاً به میز پذیرش
در آدرس قید شده در زیر مراجعه نمایید تا ترتیب ترجمه
تلفنی برایتان فراهم آورده شود:

Farsi

إذا كانت لديك صعوبة في فهم هذا المنشور، فنرجو زيارة الإستقبال في
العنوان المعطى أدناه حيث بإمكاننا أن نرتب لخدمة ترجمة شفوية
هاتفية.

Arabic

ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਪਰਚੇ ਨੂੰ ਸਮਝਣ ਵਿਚ ਮੁਸ਼ਕਲ ਪੇਸ਼ ਆਉਂਦੀ ਹੈ ਤਾਂ ਹੇਠਾਂ
ਦਿੱਤੇ ਗਏ ਪਤੇ ਉੱਪਰ ਰਿਸੋਪਸ਼ਨ 'ਤੇ ਆਓ ਜਿੱਥੇ ਅਸੀਂ ਟੈਲੀਫੋਨ ਤੇ ਗੱਲਬਾਤ
ਕਰਨ ਲਈ ਇੰਟਰਪ੍ਰਿਟਰ ਦਾ ਪ੍ਰਬੰਧ ਕਰ ਸਕਦੇ ਹਾਂ।

Punjabi

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