# Cambridge Park Conservation Area 21

### Designation

Conservation Area designated: 17.09.1974

Conservation Area extended: 07.09.1982 14.06.1988 20.02.2001

#### Location

OS Sheets: 1774

The conservation area is situated between the North East boundary of Marble Hill Park and Richmond Road. It adjoins a number of other surrounding conservation areas.

#### **History and Development**

The course of Richmond Road can be traced back to the Domesday Book, running from Richmond through to Twickenham Village, as it does today. From 1610 the area was best known for Cambridge House and grounds. Little changed in the area until 1846 when the estate was gradually sold off to developers.

#### Character

The conservation area was originally designated as a cohesive area of 19<sup>th</sup> century development. Included was Sandycombe Road, with a mixture of Victorian and Edwardian houses of varying styles, situated in a slowly bending road that produces attractive changing views. Houses of note include Turner's house and Eldridge the builder's merchant on the corner of Claremont Road which displays some high quality Edwardian/ Victorian detailing.

The conservation area was extended to include Norman Avenue, a road of substantial red brick properties and good street trees. The houses are nearly all unaltered and have decorative terracotta panels and original glazing details. A further revision of the conservation area boundary was considered appropriate, to include Cambridge Park Court and grounds. This is a fine interwar residential development little altered adding continuance of quality and interest to the area by way of its special architectural interest. There was also the addition to the conservation area of a late Victorian suburban development, built on a grand scale, with 3-4 storey detached semi-detached villas and mansions planned around a triangular green, containing tennis courts and a bowling green.

Cambridge Park was developed in the last quarter of the 19<sup>th</sup> century in the former grounds of Cambridge House. The geometry of the area is set by the route of a path (now St. Stephen's Passage) following a short cut route to Richmond Bridge. The buildings are predominantly gault brick with Italianate detailing featuring strong stucco bays, tripartite windows, eaves brackets and moulded architraves. Slate roofs have chevron bands. Gardens are large and boundary hedges of privet, yew and holly with an assortment of large specimen conifer and deciduous trees have to some measure retained the park-like character.

St. Stephen's Gardens and Norman Avenue are of similar date (c 1898) and style, being red brick semi-detached housing to a smaller scale than Cambridge Park. St. Stephen's Gardens has full height projecting square bays terminating in roof level gables, coupled entrance porches with heavy timber construction and panels of decorative brick. Sandycombe Road contains a variety of

building types, from the grand brick villa built to the design of Turner at Sandycombe Lodge (18<sup>th</sup> century) to a humble terrace of early 19<sup>th</sup> century cottages with trellis porches at the south end.

The curve in the road and the mature landscape planting create a strong sense of rhythm and enclosure. Focal buildings in Sandycombe Road are the builders' merchants, nos. 31 and 9 St. Margaret's Road. St. Stephen's Church (1874) in Kentish ragstone is a key building within the area, providing a focal point on the journey along Richmond road.

#### **Problems and Pressures**

- Loss of traditional architectural features and materials due to unsympathetic alterations
- Loss of front boundary treatments and front gardens for car parking
- Lack of coordination and poor quality of street furniture and flooring
- Domination of traffic and poor pedestrian safety leading to clutter of signage and street furniture

## **Opportunity for Enhancement**

- Preservation, enhancement and reinstatement of architectural quality and unity
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens
- Coordination of colour and design and improvement in quality of street furniture and flooring
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture

