

# HAMPTON WICK AND TEDDINGTON

## Village Planning Guidance

Supplementary Planning Document | June 2017



# Contents

- 1. Introduction
- 2. Planning Policy and Wider Context
- 3. Spatial Context
- 4. Vision for Hampton Wick
- 5. Vision for Teddington
- 6. Objectives
- 7. Character Area Assessments
  - Character Area 1: Stanley Road north
  - Character Area 2: Cambridge Road and surrounds
  - Character Area 3: The Grove Conservation Area
  - Character Area 4: Teddington Lock Conservation Area
  - Character Area 5: High Street (Teddington) Conservation Area
  - Character Area 6: Udny Park Road and surrounds
  - Character Area 7: Blackmore's Grove Conservation Area
  - Character Area 8: Broom Road and Kingston Road
  - Character Area 9: Broom Water Conservation Area
  - Character Area 10: Teddington School, Fairways and Glamorgan Road
  - Character Area 11: Hampton Wick Conservation Area
  - Character Area 12: Normansfield Conservation Area
  - Character Area 13: Sandy Lane and surrounds
  - Character Area 14: Park Road (Teddington) Conservation Area
  - Character Area 15: Broad Street and Queen's Road
  - Character Area 16: Hampton Road
  - Character Area 17: Mays Road Conservation Area
- 8. Features and Materials
- 9. Guidance for Development Sites
- 10. Shop Front Guidance
- 11. Forecourt Parking
- 12. Flood Risk

## Appendix I: Relevant Policies and Guidance

# I. Introduction

**The purpose of this Village Planning Guidance Supplementary Planning Document (SPD) is primarily to establish a vision and planning policy aims for the area, in light of existing and emerging Local Plan policy. The SPD intends to define, maintain and enhance the character of Hampton Wick and Teddington and to provide guidance in this regard. The SPD forms part of the Village Plans for Hampton Wick and Teddington.**

**By identifying key features of the villages, the SPD clarifies the most important aspects and features that contribute to local character to guide those seeking to make changes to their properties or to develop new properties in the area, as well as being a material consideration in determining planning applications.**

The core of this SPD is a series of character area assessments for the component areas of Hampton Wick and Teddington. These character areas have been identified through the similarity of key features that are deemed to define their individual local character. The assessments establish dominant features and materials as well as an overall description of the street pattern and housing types.

The London Borough of Richmond upon Thames has been divided into a series of smaller village areas. Each village is distinctive in terms of the community, facilities and local character – as are many sub areas within the villages.

The villages of the London Borough Richmond upon Thames are attractive with many listed buildings and Conservation Areas, the local character of each being unique, recognisable and important to the community and to the aesthetic of the borough as a whole.



Hampton Wick and Teddington SPD Area Boundary

The boundary for the SPD is based on:

- a review of how each area's design characteristics can best be grouped;
- taking account of physical and administrative boundaries, including Conservation Area boundaries to avoid these being split between village areas; and
- how local communities viewed their local areas when asked through the Council's 2010 'All-In-One' survey and subsequent consultations.

This SPD has been produced by the Council working closely with the community. This has ensured that local residents, businesses and stakeholders have been genuinely involved in defining the important features – as well as the opportunities and threats – that define their local area.

The community has been involved through:

- 'Drop in sessions' held at Elleray Hall on the 21st May 2016 and at St John's Hampton Wick Warehouse on the 11th June
- Resident walkabouts held on the 22nd May and 19th June
- Online questionnaire consultation (from 20th May to 27th June 2016)

### **Wider Context (Village Plans)**

Village Plans have been developed for each of Richmond's 14 villages. Each Village Plan describes a vision for the village area and identifies what the Council will do and what local people can do to achieve the vision together. It sets out the key issues and priorities and provides background information on the village area. The Village Plans are maintained on the Council's website and are updated as projects are progressed. They cover a wide range of topics, including matters not within the remit of the SPD.

This Village Planning Guidance SPD forms part of the Village Plan by providing a formal planning policy document for Hampton Wick and Teddington which can be used to guide new development thus responding to residents' desire to have greater control and influence over planning and development decisions in their local area. The involvement of the local community in the production of the SPD has been essential in ensuring it is a genuine reflection of residents' priorities.

# 2. Planning Policy and Wider Context

## 2.1 Planning Policy Framework

### National Planning Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a key part of the Government's reforms to make the planning system less complex and more accessible. The NPPF provides the context for local planning authorities and decision takers, both when drawing up plans and making decisions about planning applications. It must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

### Regional Planning Policy

At a regional level, the London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. This document has been adopted to ensure that a longer-term view of London's development is taken when producing local plans, making planning decisions and investing in infrastructure.

Policy 7.29 in the London Plan refers to the Thames Policy Area stating that relevant boroughs, including Richmond,

must designate a Thames Policy Area in their Development Plan Documents. The boroughs must define the boundaries by taking into account proximity to the Thames, contiguous areas with clear visual links between areas and buildings and the river and specific geographical features, areas and buildings which relate or link to the Thames. The River Thames section of Hampton Wick and Teddington is designated in the Thames Policy Area in the London Plan.

### Local Planning Policy

The Council has progressed its Local Plan and in December 2016 approved the "Publication" version of the new Local Plan. This is the version of the plan which the Council intends to submit to the Secretary of State for Examination in 2017, following a 6 week consultation period which took place in early 2017 during which the public were able to comment on the "soundness" of the plan. The Publication Local Plan takes into account responses made during public consultation in summer 2016. Throughout the rest of this document this is referred to as the "Local Plan".

The Local Plan has now reached a stage where it is given considerable weight in the decision making process, and is used in determining planning applications.

It is expected that the Local Plan will be adopted in spring 2018, at which point it will supersede all existing policies in the Core Strategy and Development Management Plan.

Alongside existing adopted planning policies, suitable references have been made to the equivalent policies in the Local Plan.

Up-to-date information on the Council's Local Plan can be viewed at: [www.richmond.gov.uk/services/planning/planning\\_policy/local\\_plan](http://www.richmond.gov.uk/services/planning/planning_policy/local_plan)



## 2.2 Key Planning Policies

SPDs cannot create new policies but expand on policies set out in higher plans, notably the LBRuT Local Plan (2017).

This SPD relates to a considerable number of higher policies, notably:

### Policy LP 1: Local Character and Design Quality

The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding

of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.

#### Shop fronts

The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts, including signage and illumination, should complement the proportions, character, materials and detailing, surrounding streetscene and the building of which it forms part. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In sensitive areas, rigid and gloss finish blinds will generally be unacceptable.

#### Advertisements and hoardings

The Council will exercise strict control over the design and siting of advertisements and hoardings to ensure the character of individual buildings and streets are not materially harmed, having regard to the interests of amenity and public safety (including highway safety).

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1 and Policy DC7.

#### Policy LP 25: Development in Centres

Development in the borough's centres, as defined in the centre hierarchy, will be acceptable if it:

1. is in keeping with the centre's role and function within the hierarchy and is of a scale appropriate to the size of the centre (also see the Spatial Strategy of this Plan).
2. is in an appropriate location.
3. does not adversely impact on the vitality and viability of the centre in which the development is proposed, or another centre. When assessing proposals for development outside of existing centres, applicants will have to comply with the requirements of national policy and guidance in relation to impact assessments. For retail developments, including extensions of over 500sqm gross, the Council will require a Retail Impact Assessment.
4. optimises the potential of sites by contributing towards a suitable mix of uses that enhance the vitality and viability of the centre.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP8.

#### Policy LP 18: River corridors

Development adjacent to the river corridors will be expected to contribute to improvements and enhancements to the river environment.

#### Thames Policy Area

Developments alongside and adjacent to the River Thames should ensure that they establish a relationship with the river, maximise the benefits of its setting in terms of views and vistas, and incorporate uses that enable local communities and the public to enjoy the riverside, especially at ground level in buildings fronting the river.

#### River Thames public riverside walk

DAII development proposals adjoining the River Thames are required to provide a public riverside walk, including for pedestrians and cyclists, which will contribute to the overarching aim of providing a continuous publicly accessible riverside walk.

#### Riverside uses, including river-dependent and river-related uses

The Council will resist the loss of existing river-dependent and river-related uses that contribute to the special character of the River Thames, including river-related industry (B2) and locally important wharves, boat building sheds and boatyards and other riverside facilities such as slipways, docks, jetties, piers and stairs.

Within the existing Core Strategy (2009) the equivalent policies is Policy CPI land in the Development Management Plan (2011) the equivalent policy is Policy DM OS 11.

#### Policy LP 3: Designated Heritage Assets

The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the borough. The significance (including the settings) of the borough's designated heritage assets, encompassing Conservation Areas,

Listed Buildings, Scheduled Monuments as well as the Registered Historic Parks and Gardens

Within the existing Development Management Plan (2011) the equivalent policy is Policies are Policy DM OS 1, Policy DM HD 1, Policy DM HD 2.

#### Policy LP 4: Non-Designated Heritage Assets

The Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit, memorials, particularly war memorials, and other local historic features.

There will be a presumption against the demolition of Buildings of Townscape Merit.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM HD 3.

## **Policy LP 13 Green, Metropolitan Open Land and Local Green Space**

### **Green Belt and Metropolitan Open Land**

A. The borough's Green Belt and Metropolitan Open Land will be protected and retained in predominately open use. Inappropriate development will be refused unless 'very special circumstances' can be demonstrated that clearly outweigh the harm to the Green Belt or Metropolitan Open Land.

Appropriate uses within Green Belt or Metropolitan Open Land include public and private green spaces and playing fields, open recreation and sport, biodiversity including rivers and bodies of water and open community uses including allotments and cemeteries. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt or Metropolitan Open Land.

### **Local Green Space**

D. Local Green Space, which has been demonstrated to be special to a local community and which holds a particular local significance, will be protected from inappropriate development that could cause harm to its qualities

Within the existing Core Strategy (2009) the equivalent Policy is Policy CS 10.

## **Policy LP 29: Education and Training**

The Council will work with partners to encourage the provision of facilities and services for education and training of all age groups to help reduce inequalities and support the local economy, by the following means:

1. supporting the provision of facilities to meet the needs for primary and secondary school places as well as pre-school and other education and training facilities;
2. safeguarding land and buildings in educational use;
3. identifying new sites for educational uses as part of this Plan; the Council will work with landowners and developers to secure sites for pre-schools, primary and secondary schools as well as sixth forms to ensure sufficient spaces can be provided for children aged 2-18;
4. encouraging the potential to maximise existing educational sites through extensions, redevelopment or refurbishment to meet identified educational needs;
5. encouraging flexible and adaptable buildings, multi-use and co-location with other social infrastructure.

## **Policy LP 30: Health and Well Being**

Planning, at all levels, can play a crucial role in creating environments that enhance

people's health and wellbeing. The Council promotes and supports healthy and active lifestyles and measures to reduce health inequalities.

Within the existing Core Strategy (2009) the equivalent policies to LP29 and LP30 is CS Policy CP13, Policy CP17 and Policy CP18.

## **Policy LP 45: Parking Standards and Servicing**

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM TP 9.

## **Policy LP 31 Public Open Space, Play Space, Sport and Recreation**

A. Public Open Space, children's and young people's play facilities as well as formal and informal sports grounds and playing fields will be protected, and where possible enhanced. Improvements of existing facilities and spaces, including their openness and character and their accessibility and linkages, will be encouraged.

New open spaces, play facilities and formal and informal land for sport and recreation

should be linked to the wider Green Infrastructure network as they play an important role in creating social cohesion, encouraging and promoting healthier and more active lifestyles.

### **Impacts on existing provision**

B. The Council will require all major development proposals in the borough to meet the Public Open Space and play space needs arising out of the development.

Within the existing Development Management Plan (2011) the equivalent policies are DM OS 7 and DM OS8.

A wider list of relevant policies (in full) can be found in Appendix 1.

It should be noted that all adopted policies and guidance should be assessed for their relevance in respect of individual planning applications, not just those referred to above.

## **2.3 Planning Policy Aims**

This SPD reinforces the existing planning policy aims for Hampton Wick and Teddington, and draws on the Local Plan. Planning policy seeks to achieve the following:

### **Hampton Wick**

- The local shopping area at Hampton Wick will be protected and improved, enabling it to thrive and provide shopping and other services to meet local needs.
- Shopfronts, signs and advertisements will maintain local character.
- The distinctive local character of the area will be maintained and enhanced, including Hampton Wick's listed buildings and Conservation Areas. New development, including associated green space and planting, will be of high quality design which respects and enhances the distinctive local character.
- Land will be protected for employment use, notably at Hampton Wick's Key Office Area of the High Street and Lower Teddington Road.
- Facilities to meet community and social infrastructure needs will be sought, to help reduce inequality and support the local economy.
- The loss of housing generally, and that which meets specific community needs,

will be resisted, and new housing to meet local needs will be provided on appropriate sites.

- Hampton Wick's unique river environment will be protected and enhanced where possible, for wildlife and recreation. Open space and Areas of Metropolitan Open Land will be protected.
- The impact of new development on the transport network will be carefully considered, and appropriate provision for parking, walking and cycling will be made. The impact of through traffic and congestion will be managed and reduced where possible, and improvements to public transport will be sought in partnership with organisations including Transport for London.
- Front garden parking will be resisted unless there would be no harmful impact on the character of the area including the streetscape or setting of the property, as well as other considerations.

### **Teddington**

- The role of Teddington village centre will be maintained and reinforced, providing shops, housing, services and employment opportunities for local communities as well as being a cultural focus. The restaurant sector will be supported and office space enhanced as appropriate.

■ Local shopping parades at Kingston Road, Stanley Road and Waldegrave Road will be protected and improved, enabling them to provide shopping and other services to meet local needs.

- Shopfronts, signs and advertisements will maintain local character.
- The distinctive local character of the area will be maintained and enhanced, including Teddington's listed buildings and Conservation Areas. New development, including associated green space and planting, will be of high quality design which respects and enhances the distinctive local character.
- Facilities to meet community and social infrastructure needs will be sought, to help reduce inequality and support the local economy.
- The loss of housing generally, and that which meets specific community needs, will be resisted, and new housing to meet local needs will be provided on appropriate sites.

■ Land will be protected for employment use, notably at Teddington's various Key Office Areas which include Teddington centre and Waldegrave Road, National Physical Laboratory and the High Street. Teddington Business Park, the National Physical Laboratory and part of Waldegrave Road are designated as locally important areas for industry and

employment, where loss of industrial floorspace will be resisted.

- The impact of new development on the transport network will be carefully considered, and appropriate provision for parking, walking and cycling will be made. The impact of through traffic and congestion will be managed and reduced where possible, and improvements to public transport will be sought in partnership with organisations including Transport for London.
- Front garden parking will be resisted unless there would be no harmful impact on the character of the area including the streetscape or setting of the property, as well as other considerations.
- Teddington's open spaces and the unique river environment will be protected and enhanced where possible, for wildlife and recreation, notably the natural and historic environment of the River Thames including Teddington Lock and Trowlock Island. Areas of Metropolitan Open Land will be protected.

# 3. Spatial Context

This section covers transport, green spaces, shops and services which are an essential part of the villages' character. These are detailed below and, together with their historic assets, are mapped on the following pages.

## Facilities in Hampton Wick and Teddington

- Teddington's retail offer is focussed on Broad Street and Teddington High Street, providing many independent and local businesses alongside national chains. This is complemented by Church Road, Stanley Road and Waldegrave Road's parades of local shops. Teddington also offers a wide range of places to eat and drink.
- Hampton Wick provides a relatively small range of independent and specialist shops, restaurants and services.
- Schools in the area include: Teddington School, St. Mary's and St. Peter's Church of England Primary School, Sacred Heart RC Primary School, Stanley Primary School, Turing House School, St John the Baptist Church of England Junior School, Hampton Wick Infant and Primary Schools and Collis Primary School amongst others.
- There is an increasing demand for healthcare provision locally, particularly in Teddington, and the Council is working with service providers to identify any property opportunities that will assist

to support wider community benefits, and modern fit for purpose healthcare facilities.

- Teddington has a number of open spaces and facilities suitable for sports, including Teddington Pools and Fitness Centre, Teddington Sports Centre, Lensbury Club and St Mary's University Sports Grounds, Broom Road Recreation Ground and Udny Park Playing Fields. Sports teams in the area include Teddington Athletic Football Club, Teddington RFC, Teddington Hockey Club and Hampton Wick Royal Cricket Club.
- A number of water sports clubs are located along the river, particularly around Trowlock Island.
- Sports facilities, including a skate park can be found in King's Field
- Teddington is home to Park Lane Stables.
- Local churches include St Mary with St Alban Church, Teddington Baptist Church, Teddington Methodist Church, Christ Church, St Michael and St George, St John's Hampton Wick, Hampton Wick Baptist Church, Sacred Heart RC Church, Salvation Army Centre and St Mark's Church amongst others.

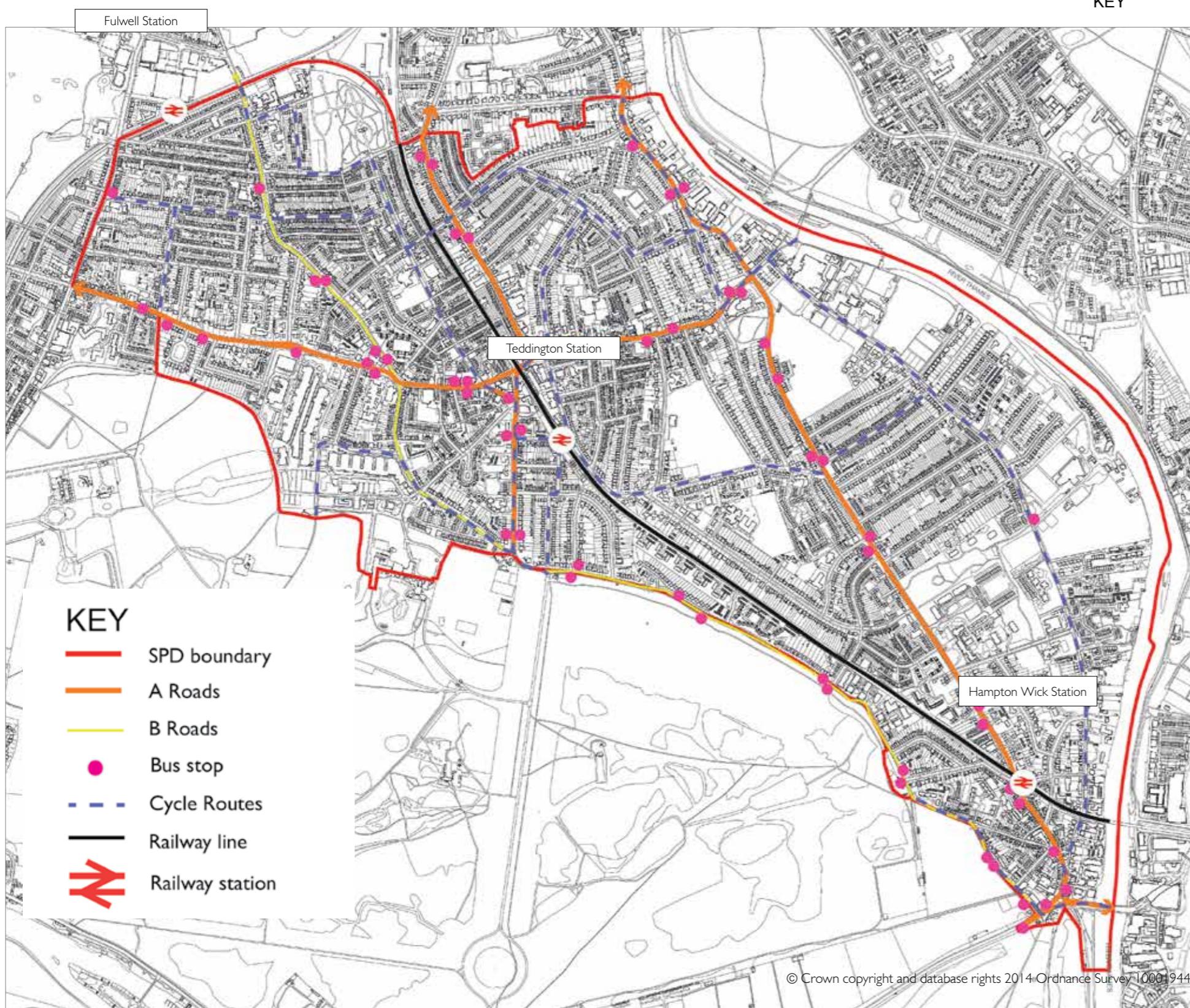
## Connectivity and accessibility

- Two railway stations are located in the area, Teddington Station and Hampton Wick Station. Fulwell Station lies on the northern boundary of the area. Network Rail are developing proposals for Crossrail 2 which would serve Teddington and Hampton Wick stations with an increased frequency and new trains from 2030.
- The main roads are the A310 and A309 which run north - south through the area and the A313 running between Teddington Lock, along the High Street and up towards Hampton Hill.
- Bus stops and major routes are focused along both High Streets and around local centres in Hampton Wick and Teddington including Stanley Road. Services include the 33, 281, R68, X26 and the 285 amongst others. The 481 has recently increased its frequency during weekdays and a Sunday service has been introduced.
- Movement in the area is influenced by the location of Bushy Park and its boundary wall, and the river Thames and Kingston Bridge, which shape the layout of the wider area.
- There are walking routes along limited stretches of the River Thames bank and around a number of open spaces. There is also a small dedicated cycle route along Church Grove in Hampton Wick connecting Kingston Bridge with Bushy Park.

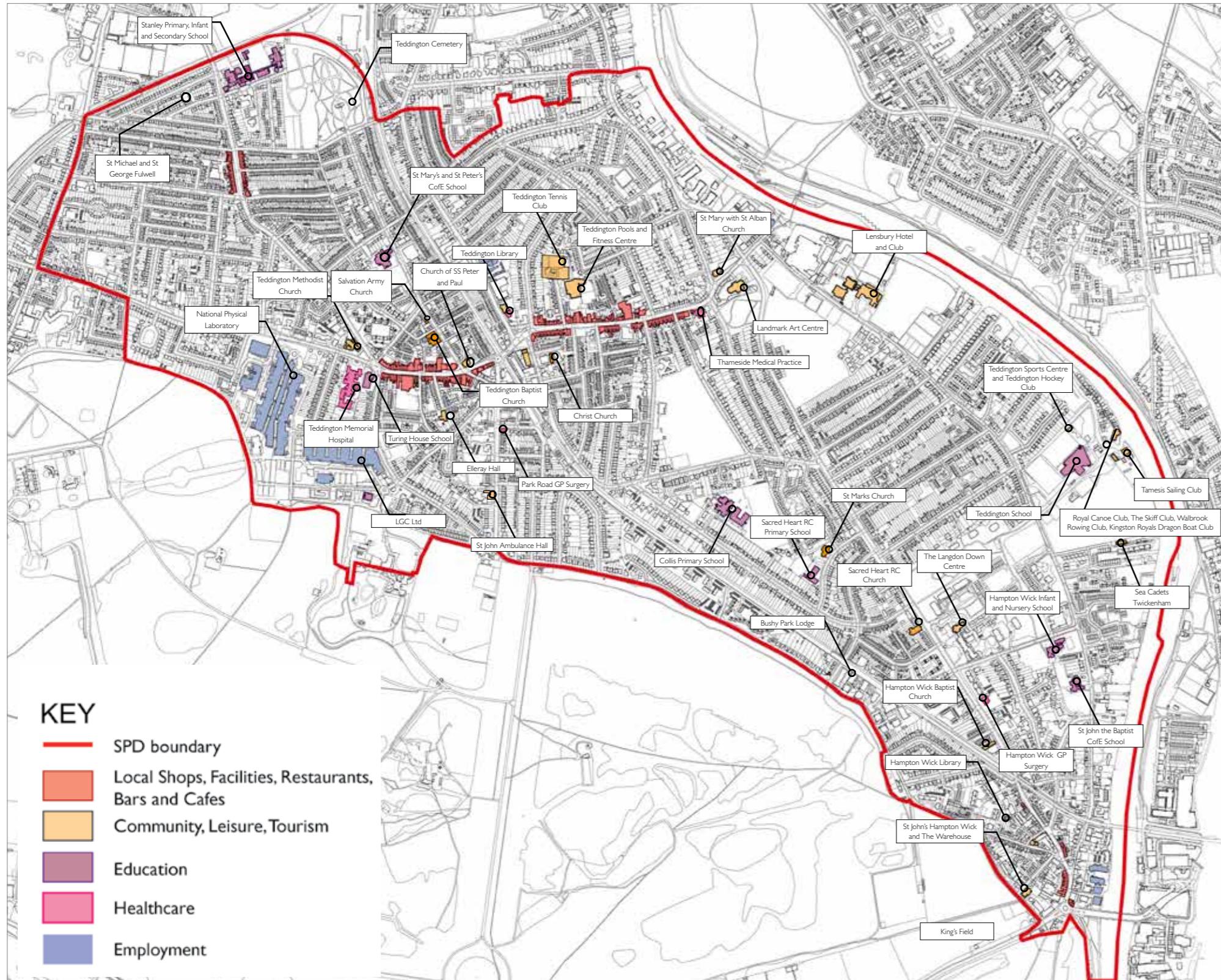
## Green Infrastructure

- The whole area benefits from access to Bushy Park, and within the Park The King's Field provides sporting facilities and a skate park on Church Grove, managed by London Borough of Richmond. There are also allotments within the park available to local residents.
- There are a number of significant public local spaces including Manor Road and Broom Road Recreation Grounds, Grove Gardens, Udny Hall Gardens, Langdon Park and King's Field.
- Smaller pocket parks include School House Lane Orchard in Hampton Wick and Elmfield and Jubilee Gardens in Teddington.
- You can find out more about parks projects at [www.richmond.gov.uk/services/parks\\_and\\_open\\_spaces/parks\\_improvements\\_and\\_conservation](http://www.richmond.gov.uk/services/parks_and_open_spaces/parks_improvements_and_conservation)
- Trowlock Island, which sits tightly to the private meadow on Teddington bank of the River Thames, includes a wooded green area.
- Other significant open spaces include St Mary's University Sports Grounds, Lensbury Club and Udny Park playing fields.

# Connectivity and Accessibility in Hampton Wick and Teddington



# Facilities in Hampton Wick and Teddington



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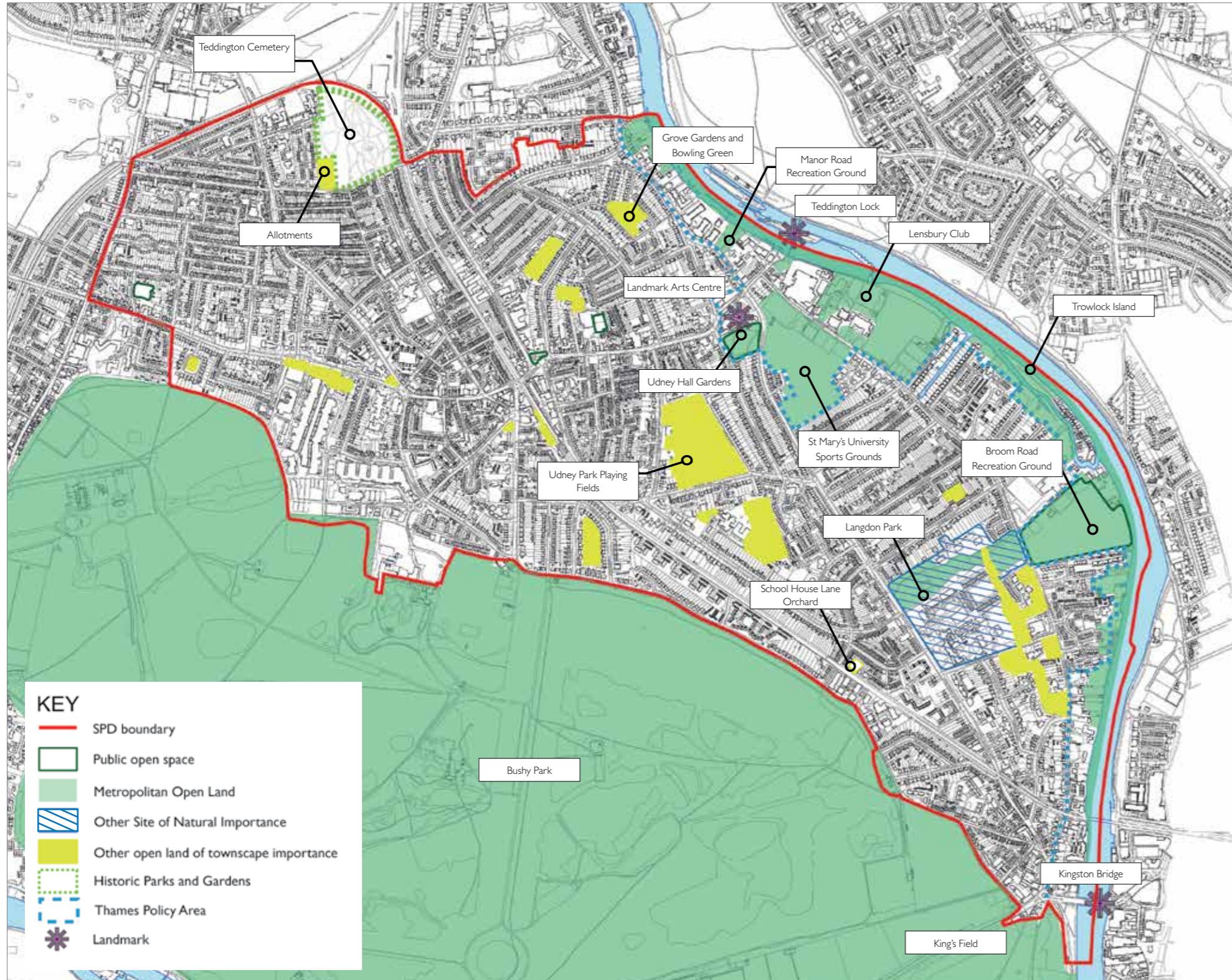


Kingston Road



The Lensbury

# Green Infrastructure in Hampton Wick and Teddington



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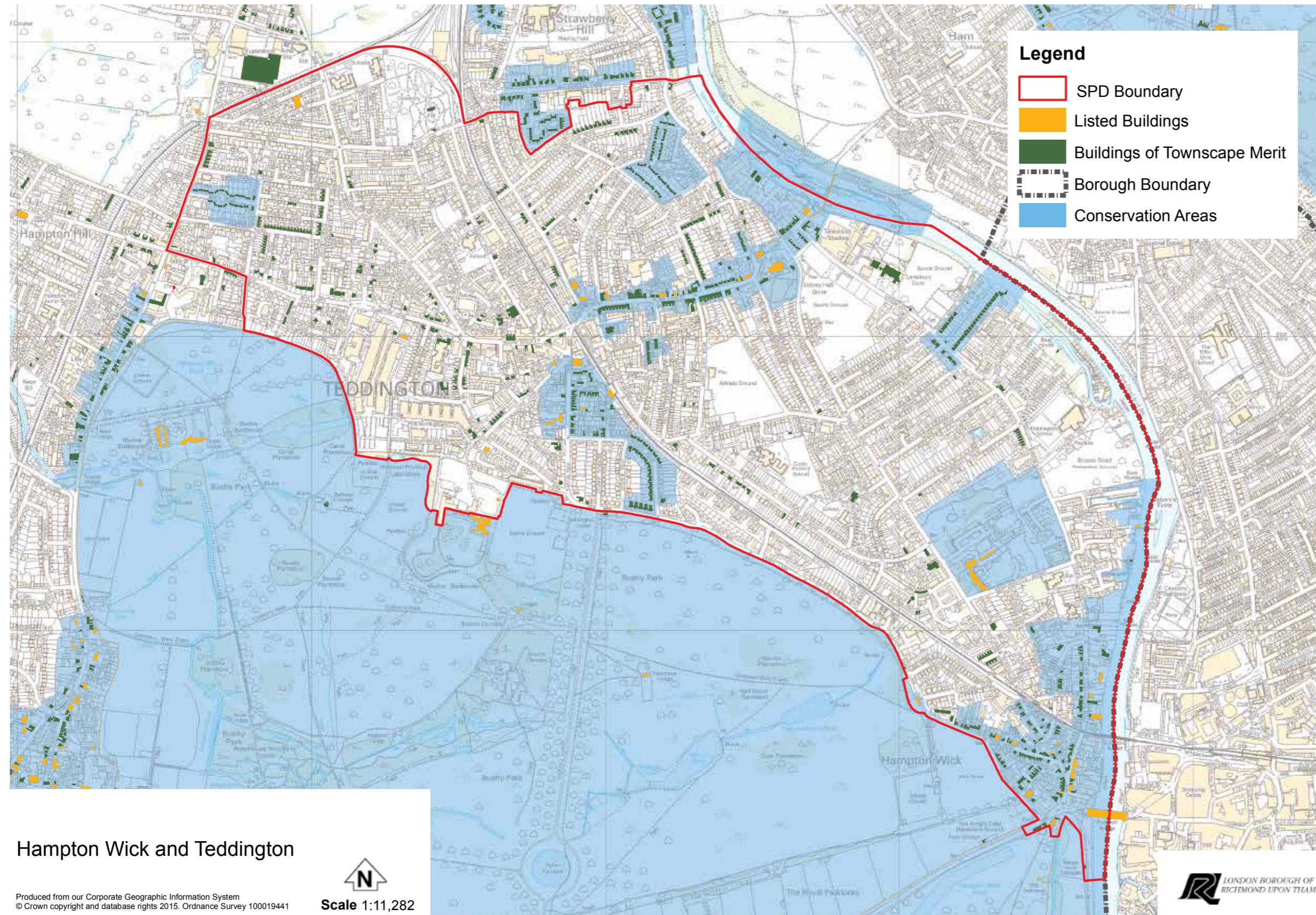


Broom Road Recreational Ground



Teddington Bowling Club

# Historic Assets in Hampton Wick and Teddington



Note that Archaeological Priority Areas are recorded in the Development Management Plan

Buildings Of Townscape Merit are not designated and are locally listed. Listed Buildings are designated and recognised nationally. Please note that these are correct at the time of adoption of the SPD. For the most up to date information please see the Council's website.

# 4. Vision for Hampton Wick

Hampton Wick will retain its sense of identity and a mixed community, derived from its role as a historic settlement by the River Thames and its residential areas offering mainly family housing.

Its centre will thrive and be attractive, with a mix of retail and other facilities, and its residential areas, public realm, pedestrian routes and open spaces will be maintained and enhanced.

Residents and businesses will enjoy the convenient location close to the River Thames, outstanding open spaces at Bushy and Home Parks, excellent schools, and other community and retail facilities in Teddington and Kingston.

Public transport will be improved as a result of Crossrail, and the detrimental impacts of traffic and parking will be managed and through traffic reduced.

## **Hampton Wick - a Pen Portrait**

Hampton Wick 'old village' forms the core of this area comprising a mix of shops and services. The area is very distinct being between the River Thames, Hampton Court Park and Bushy Park.

The area has a strong village character through a variety of building styles and narrow winding streets. South of the railway line development is mostly Georgian, Victorian and Edwardian and small in scale with a tree lined backdrop relating to Hampton Court Park. North of the railway

there is more variation in style and age of residential development. Houses on the Lower Teddington Road and the River are more substantial and there are a number of modern apartment blocks.

# 5. Vision for Teddington

The Vision for Teddington is that it will continue to be a welcoming community for residents, visitors and business. The thriving and safe district centre will provide a wide range of independent and other shops, employment, leisure, cultural, health and social facilities.

Teddington will support a range of community activities. It will continue to enjoy good public transport. Access, traffic and parking will be managed so that the role of the centre and needs of the community are supported.

Residential areas will continue to enjoy and use amenities such as Teddington's open spaces, the historic Royal Parks and the River Thames.

## **Teddington - a Pen Portrait**

Teddington is a long established centre providing a wide range of shops and services as well as cultural opportunities. It provides a successful balance of multiple and independent shops and services and the vacancy rate is consistently low. The town centre provides a wide range of employment opportunities including the National Physical Laboratory and Teddington Business Park.

The High Street is a designated conservation area and it retains some eighteenth century buildings as well as a mix of Victorian and Edwardian shopping parades (some with original shop fronts) and artisan cottages in small side streets.

Broad Street is also mainly Victorian and Edwardian with some more modern retail units. At times there are heavy volumes of traffic through the centre.

Outside the town centre Teddington is mainly residential. It is largely Victorian or Edwardian in character comprising uniform terraced and semi-detached houses in avenues of mature trees. There are local shopping parades at Stanley Road and Kingston Road.

The area is largely defined by Bushy Park to the south and the River Thames and related green spaces to the east. Teddington Lock provides a pedestrian and cycle link to Ham and Petersham.

# 6. Objectives

The Hampton Wick and Teddington Village Planning Guidance SPD has been developed to meet the following objectives, which correspond to those in the Council's Design Quality SPD.

**Identify local character** – to identify local character and historic assets for enhancement or protection.

**Promote high standards of design** – through high quality illustrative material and simple guidance and advice to local residents and businesses.

**Development Management** – to set design guidelines for householders, developers and the Council (in relation to public realm) to encourage high quality development and, if possible, avoid the need to refuse development proposals.

**Implementation of schemes** – to provide advice for householders and businesses that will help them achieve repairs and modernisation which respects local character and where possible restore original details which have been lost during earlier modifications.

**Design Review** – to provide a framework for the Council to use in reviewing the effectiveness of planning and public realm decisions.

**Local Policy Context** – to identify policies in the Local Plan which are essential to addressing local issues.

# 7. Character Area Assessments

The identification of local character is one of the primary objectives of the SPD.

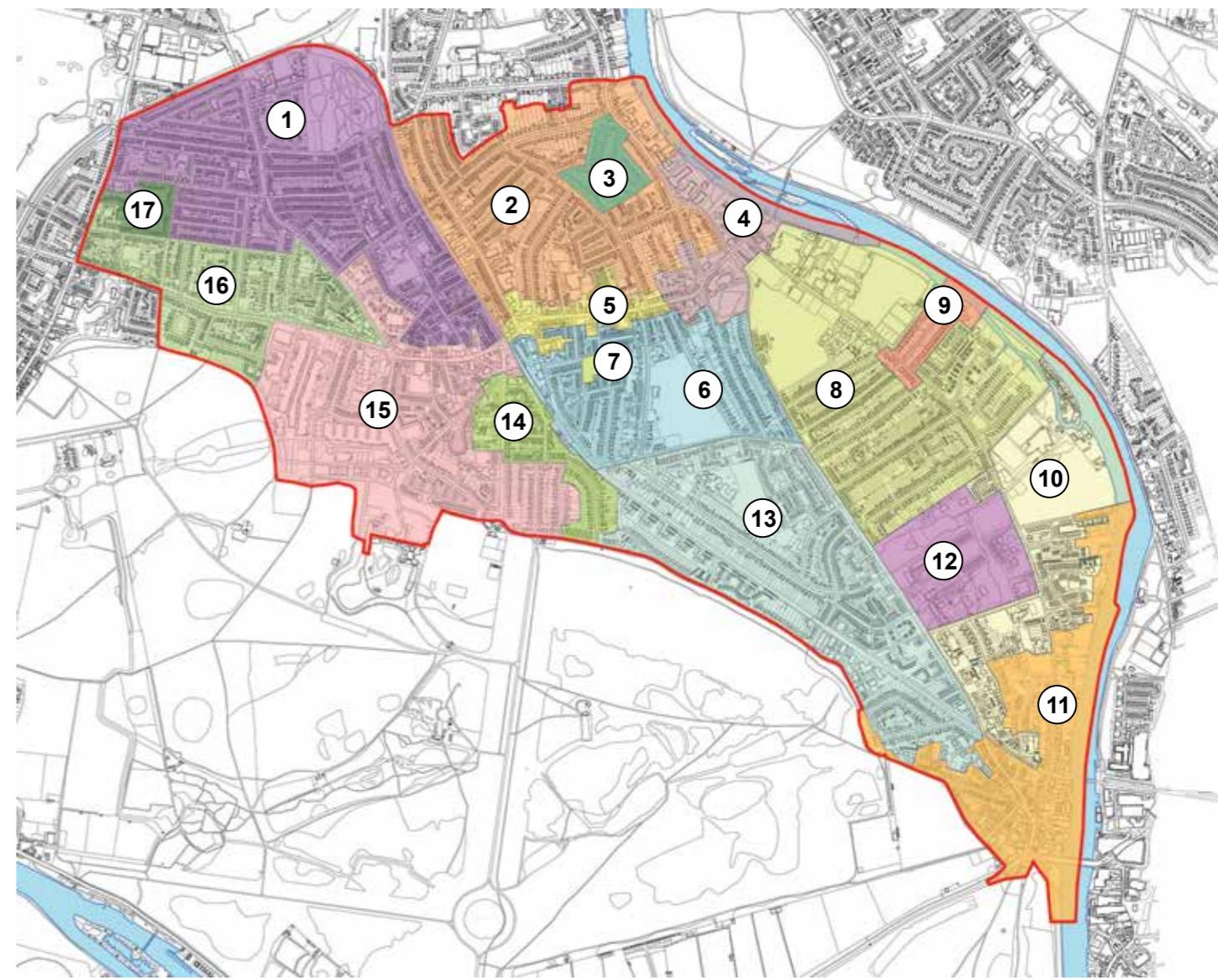
The character area assessments sub-divide Hampton Wick and Teddington into a smaller set of sub areas, some of which are further sub-divided.

Each area has been defined by grouping properties where a large proportion have similar characteristics, features and materials. These have been identified and recorded.

A number of the areas included within this section are adopted Conservation Areas. More information regarding Conservation Areas can be viewed at [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas.htm)

Some areas are the subject of what is known as an Article 4 direction. These remove certain Permitted Development Rights from properties. This means that if you want to extend or alter your home in a way that would normally be allowed under permitted development you will need to apply for planning permission to do so. The fact that Permitted Development Rights have been removed does not necessarily mean that planning permission will be refused, but careful consideration will be given as to the effect that the proposal will have on the character and appearance of the local area. Information on Article 4 Directions can be viewed at [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/article\\_4\\_directions.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/article_4_directions.htm)

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# Character Area I:

## Stanley Road north

### Character Summary

The character area is located to the north west of Teddington and is bounded by Wellington Road, the railway line and Connaught Road to the south. The area is adjacent to Mays Road Conservation Area.

The area straddles the northern part of Stanley Road, an established shopping area. The shops and businesses of Stanley Road contrast with the quieter streets leading off it, which are characterised by closely spaced terrace housing.

The heart of the character area is broadly defined by terrace housing in a mixture of styles. Terracing is generally in mixed stock brick with red brick dressings, with or without canted bays (e.g. Church Road, (north part) Fulwell Road, Luther Road, Railway Road, Royal Road, Sydney Road, Victor Road, Somerset Gardens and Walpole Crescent).

Notable exceptions include Church Road, which has two significant post war office developments and St Mary's and St Peter's CofE School.'

A few roads are more richly treated, e.g. with gable features and ornamental stucco enrichments (King's Road, Stanley Road, Stanley Gardens Road and Windsor Road). Front gardens are generally modest in size and are noticeably green and well planted, with either brick dwarf walls or timber fencing.

A number of roads have adopted royal names (Princes Road, Royal Road and Windsor Road). These also are primarily terraced houses, some with shared gabled entrances, white painted timber balustrades along with other traditional Victorian terrace features.

The area also includes quiet culs-de-sac of later, post-war housing, in a modern, flat-roofed idiom, more loosely planned, but with traditional materials,

including brick, in response to the local character (e.g. Boucher Close and Prince's Close). Sutherland Grove is also in a modern, brick idiom and includes a six storey tower block, Treherne Lodge, which is prominent in the surrounding townscape.

The southern part of Church Road, beyond Somerset Road, stands out as having quite a mixed character, sometimes varying from one plot to the next. Toward the southern end the character is more apparent and comes from the frequent use of mixed stock brick with red brick dressings. Here, the Teddington Baptist Church complex, with some high quality red brick buildings, has a positive street presence. The silver birch trees here also add to the distinctive character.

To the north of the Character Area, Clonmel, Wilcox and Winchendon Roads are populated with properties from the 1930s or later, with many of the semi-detached properties pebbled dashed or overpainted.

1930's properties are also evident to the south of the character area along Anlaby Road and adjoining Roads.

In the north east corner of the area is Teddington Cemetery, opened in 1879 and now a mature green space. It has a strong character, the graves grouped around a formal layout of paths, lawns and trees. The original chapel building forms a handsome landmark, with two matching spires denoting the two chapels within.

### Dominant Materials and Features

Characteristic features and materials include: mixed stock brick with red brick dressings, canted and bay windows, flat roofs, contemporary brickwork palette, red brick, render, pitched roofs with clay tiles, slate roofs and sash windows.

### Threats from Development

- Conversion of shops to housing. Some shops on Stanley Road have been converted to housing in a way that has altered the character, quality and consistency of the townscape (e.g. Nos. 152, 154, 156, 160).
- Painting of brickwork. Many of the brick houses have overpainted brickwork, which in places can harm the character of the street. Those brick houses that have not yet been painted should be left unpainted (this is also considered good conservation practice as painted brickwork can trap moisture).
- Replacement of historic timber windows and doors with modern materials (uPVC) or designs that do not follow the original glazing pattern and opening style.
- Poor quality pavements (e.g. tarmac is often mixed with paving slabs on the same road).
- Loss of street trees along Stanley Road.
- Loss of quality shop frontages and signage.

### Opportunities

- The general appearance of Stanley Road suffers from a lack of maintenance of the building frontages and public realm and there are opportunities to improve this (e.g. through painting render, removing paint from brick and improving street surfaces).
- Maintain wooden joinery and window cases (where existing).
- Improve pavements.



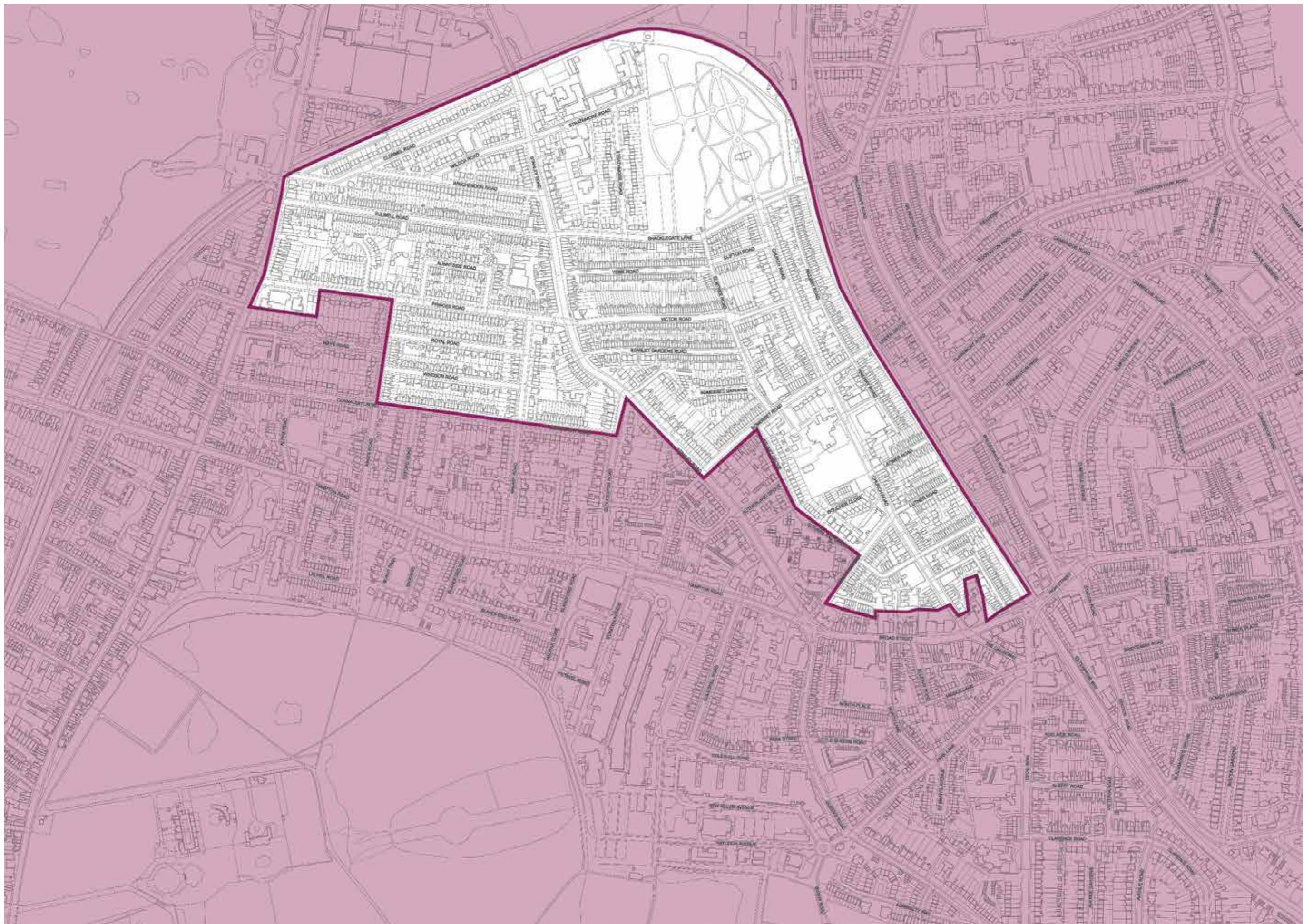
Windsor Road



Railway Road



Teddington Cemetery



Character Area 1: Stanley Road north

# Character Area 2:

## Cambridge Road and surrounds

### Character Summary

Waldegrave Road, Cambridge Road and Twickenham Road are the main roads running north through this character area towards Strawberry Hill. The character area also surrounds The Grove Conservation Area.

The broad, gently curving roads in this area, laid out in the Victorian and Edwardian periods, relate partly to historic field boundaries. Much of the housing consists of large detached and semi-detached houses.

### Cambridge Road and surrounds

The character of housing in the area is mixed because the progress of development did not follow a coherent pattern. The earliest houses, from around the 1870s, are in sporadic groups: the south side of Teddington Park, the north side of Manor Road, and parts of Teddington Park Road. They are often detached, are generally in mixed stock brick with red brick dressings (and sometimes vice versa), with Gothic or Italianate detailing in terracotta or stucco and with pitched slate roofs. Opposite and adjacent to these groups are later houses of a different character, especially interwar semi-detached houses with bay windows or gables, which are generally in red brick and render with clay tiled roofs.

There are also pockets of post-war housing, e.g. in brick with hung tiles and flat roofs, often with off-street parking. This mixture lends the area a character of informal variety. Nevertheless, the coherent street pattern, with street trees and planted front gardens, is fairly consistent throughout.

Elmfield Avenue is also noticeably eclectic in the character of its housing. Toward the north end is a group of several Victorian houses that are surprisingly only one storey tall, which may relate to

the former existence of an 'old gravel pit' (as shown on the 1894 Ordnance Survey map). To the east is Vicarage Road, which gives access to two sports facilities, a swimming pool and tennis club, neither of which are prominent due to their secluded location and low buildings.

The streets are relatively quiet except for the two busy through routes along Waldegrave Road and Twickenham Road, with the former being a key through route for local traffic as well as having shops and other facilities, adding to its busy character. These are located at the south end near the High Street, and further north near the junction with Shacklegate Lane. Again, the housing is very mixed in character, but with a high proportion of interwar semi-detached houses in pebble-dash (sometimes overpainted) with bay windows, prominent clay-tiled roofs and often with roof lights. Also on Waldegrave Road, particularly on the west side, are groups of late nineteenth century houses in red brick with bay windows and ornamental details in terracotta, with fine timber porches. There are street trees for much of the length of the road.

### Twickenham Road

On the eastern side of the area is Twickenham Road, a broad road with fast-moving traffic. The housing is varied, but several front gardens have the distinctive feature of relatively tall boundary walls, in red brick with slightly projecting piers. The riverfront is generally inaccessible but has a consistent character formed by the gardens of houses on the east side of the road. The post-war housing development Stoney Deep, on the east side, is planned around five brick blocks with distinctive oriel windows, carefully grouped around spacious lawns to allow views through to the river (the effect more subtle now that the planting has matured).

Further south along Twickenham Road, the character of the housing is more mixed, including

mid nineteenth century terraces in mixed stock brick and stucco, with modern brick housing in between. At the southern end of Manor Road is a distinctive group of detached Edwardian villas in red brick with white-painted render and full-height bay windows topped by prominent gables (decorated with hung tiles or applied timbering).

### Dominant Materials and Features

Characteristic features and materials include: mixed stock brick with red brick dressings (and vice versa), red brick with render, gables, canted bay windows, hung tiles, applied timbering, terracotta, stucco, sash windows, casement windows and clay tiled and slate roofs.

### Threats from Development

- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the green character of the area and consistency of townscape.
- Replacement of historic timber windows and doors with modern (uPVC) or designs that do not follow the original glazing pattern and opening style.
- Poor quality pavements (e.g. tarmac is often mixed with paving slabs on the same road).
- Rooflights on front roof slopes which interrupt the regularity of the streetscape.

### Opportunities

- Maintain wooden joinery and window cases (where existing).
- Maintain front gardens.
- Improve pavements.



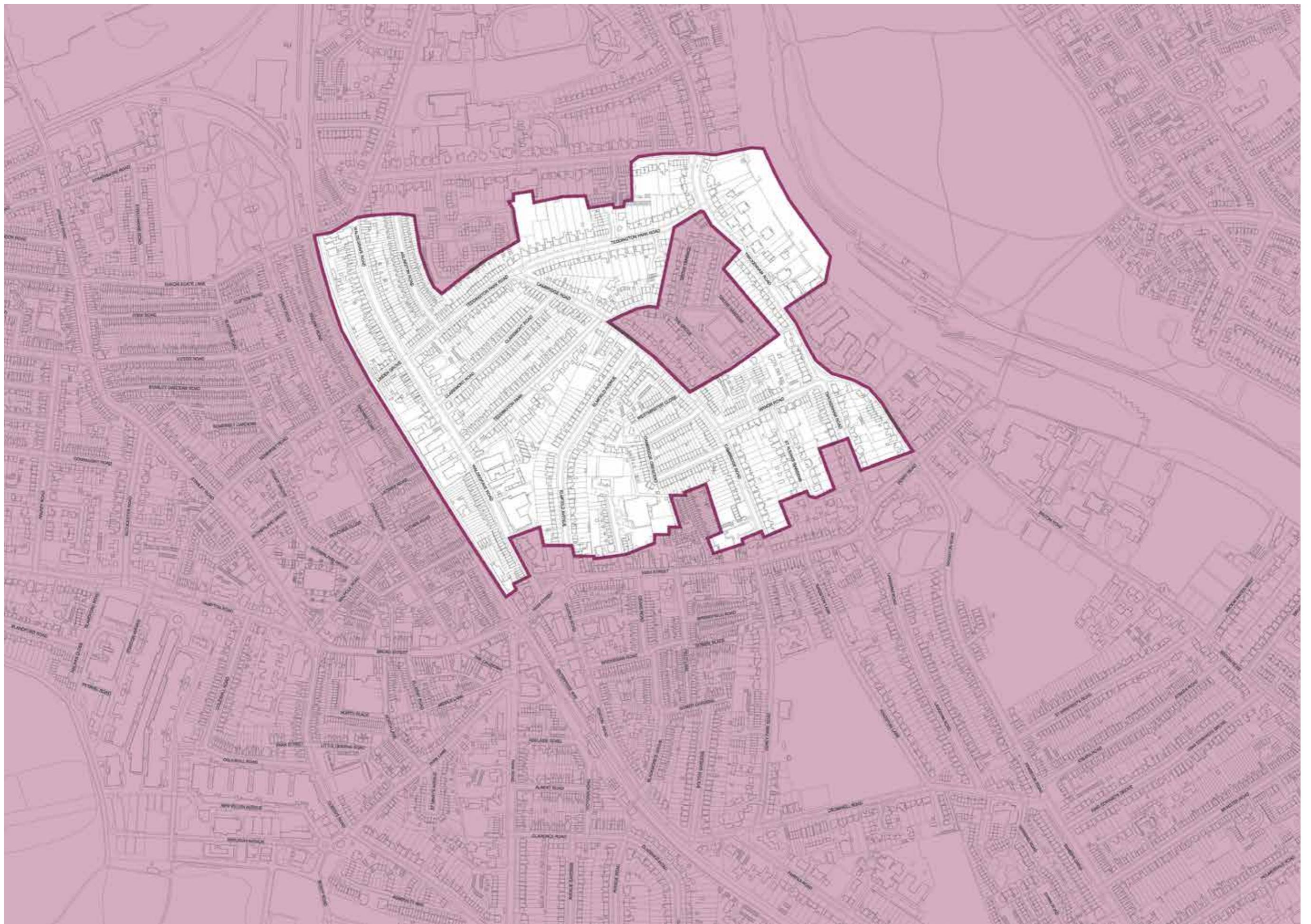
Manor Road



Teddington Park



Elmfield Avenue



Character Area 2: Cambridge Road and surrounds

# Character Area 3:

## The Grove Conservation Area

This section provides a summary of the main characteristics of the Conservation Area.  
More detailed information can be viewed using the link provided below.

### Character Summary

The Grove Conservation Area (26) is located to the north of Teddington centre. It is situated between Twickenham Road and Cambridge Road immediately north of Teddington High Street, and west of the River Thames. It consists of Grove Gardens, Grove Terrace, The Grove and parts of Cambridge Road.

The Conservation Area is a distinctive and peacefully secluded residential estate built in the 1920s. The estate is formed by small terraced groups of three or four unspoilt original houses and a group of later semi-detached houses.

### Grove Terrace and The Grove

Laid out in groups of two, three and four, the houses along Cambridge Road, Grove Terrace and The Grove are two storeys high, designed in the then modern continental cottage style in mixed stock brick, often painted in soft tones, and roofed in plain tiles.

These houses are all virtually unaltered. The front gardens of the properties in Grove Terrace and The Grove run into each other with no dividing walls or fences. This creates an impressive vista along the roads, reinforced by the boundary posts and chains and beautifully maintained front gardens. There are some instances of forecourt parking along these roads, but cars do not dominate.

### Grove Gardens

Grove Gardens was built at a later date and houses are of a Mock Tudor style in brick with hanging tiles, half timbering and hipped roofs. The majority of these houses now have two storey side extensions,

which although designed to be in-keeping, give a terracing affect with only small gaps between buildings.

The green space known as Grove Gardens, with its tall cedar trees, is the central feature with benches set around a bowling green and two low hipped roofed alpine style pavilions are set in the gardens.

### Dominant Materials and Features

Characteristic features and materials include: continental cottage style, Mock Tudor, hipped roofs with hanging tiles, timber bays, rendered and painted brick, panel shutters, louvred shutters, porch canopies and six over six sash windows.

### Threats from development

- Further development of forecourt parking will reduce the greenery and rural feel of the area.
- Additional extensions that further impact the open feel of the road, particularly along Grove Gardens.

### Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity, particularly the interesting continental cottage style that defines the area.
- 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 paving around much of the Conservation Area.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: [http://www.richmond.gov.uk/ca\\_studies\\_26\\_web.pdf](http://www.richmond.gov.uk/ca_studies_26_web.pdf)



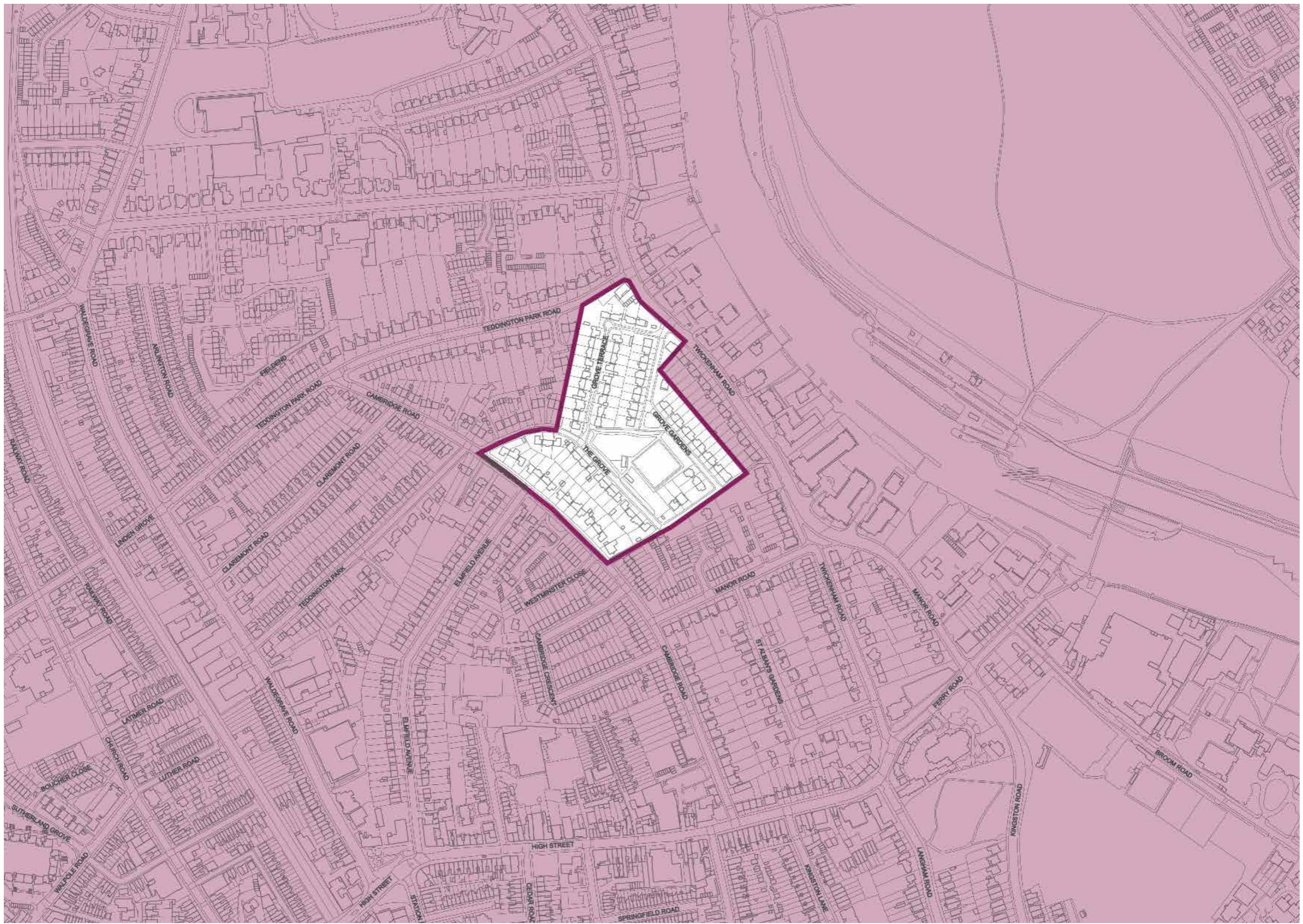
Grove Gardens



Grove Terrace



Grove Gardens



Character Area 3: The Grove Conservation Area

# Character Area 4:

## Teddington Lock Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

Teddington Lock Conservation Area (27) incorporates the historic centre of Teddington, midway between Twickenham and Hampton. It falls between the High Street to the west and the Kingston bank of the Thames to the east. It adjoins High Street (Teddington) Conservation Area (37).

Teddington Lock Conservation Area forms the distinctive historic core of Teddington. Key landmarks are the contrasting pair of the modest brick St Mary with St Alban Parish Church and the exceptionally grand French Gothic stone St Alban's Church, now known as the Landmark Arts Centre.

### Riverside

Ferry Road retains its historic village character and acts as gateway to the Thames. Here there are a mix of modest two storey cottages and more substantial later Victorian semi-detached houses.

Teddington Lock itself, the noisy weir and the colourful suspension footbridge between the Richmond bank, Swan Ait and Kingston bank, is a key landmark feature. From the Lock, wide views can be seen up and down stream. Manor Road Recreation Ground is an important area of open space on the riverside and offers views of the attractive, well maintained Lock.

The Thames Path is well used by walkers and cyclists. Along Broom and Kingston Roads is a distinctive group of unspoilt early twentieth century houses of roughcast render, mullioned stone window surrounds and hipped slate roofs.

### High Street (eastern end)

The eastern end of the High Street is defined more by houses and green space rather than shopping. A stand out feature of the eastern end of the High Street is the former St Alban's Church which is currently in community use as an arts centre, which was left half finished in 1886 and acts as a gateway to the High Street from the riverside.

There are two distinctive groups of houses in the Voysey style in Twickenham Road and Kingston Road. The Listed Peg Woffington's Cottages comprise a compact group on the corner of the High Street.

On Twickenham Road is an exceptional and distinctive early twentieth century group of large houses of roughcast render, stone dressings and hipped roofs, similar in character to its contemporary group on Broom and Kingston Roads. Next to the Landmark Arts Centre is Udney Hall Gardens, a valuable open space which helps to alleviate the dominance of the Kingston Road junction in the local landscape.

### Dominant Materials and Features

Characteristic features and materials include: mixed stock brick, painted render, hipped roofs, white painted detailing, stone dressing, sash windows.

### Threats from development

- Development pressure which may harm the balance of the river and landscape-dominated setting, and the obstruction or spoiling of views, skylines and landmarks.

### Opportunities

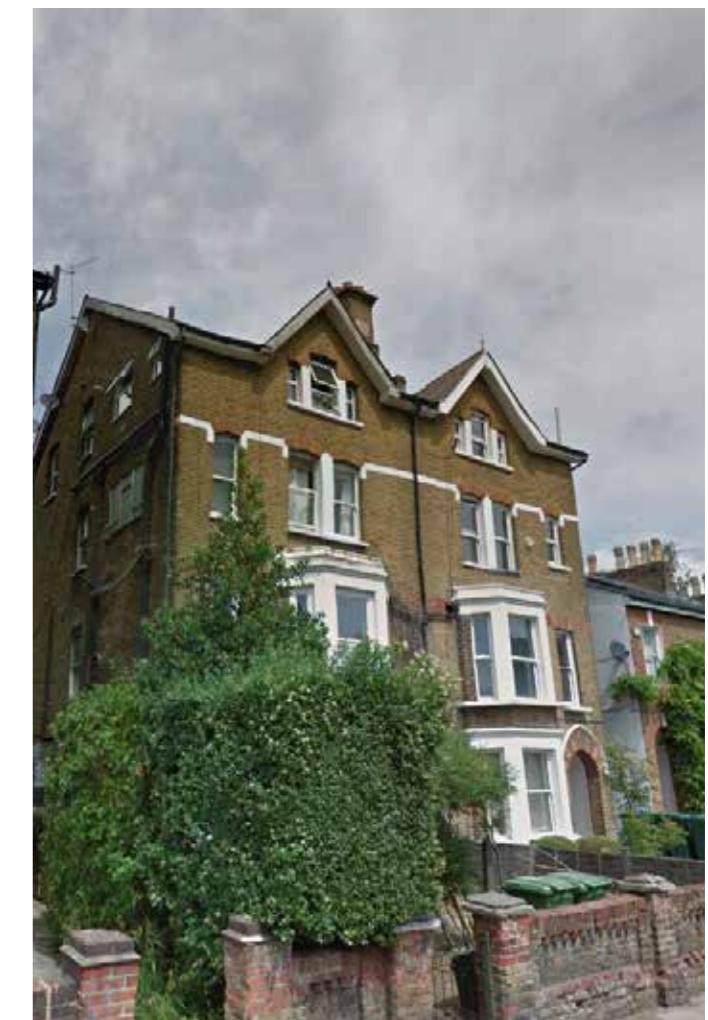
- Improvement and protection of river and landscape setting.
- Fencing along the boundary of St Mary's Churchyard could be improved.
- Opportunity to improve Landmark Art Centre gardens.
- Improve the links between former Teddington Studios site and the Riverside.
- Areas identified for environmental improvement include: Ferry Road Flood Wall, Udney Hall Gardens and approach to footbridge from Ferry Road.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

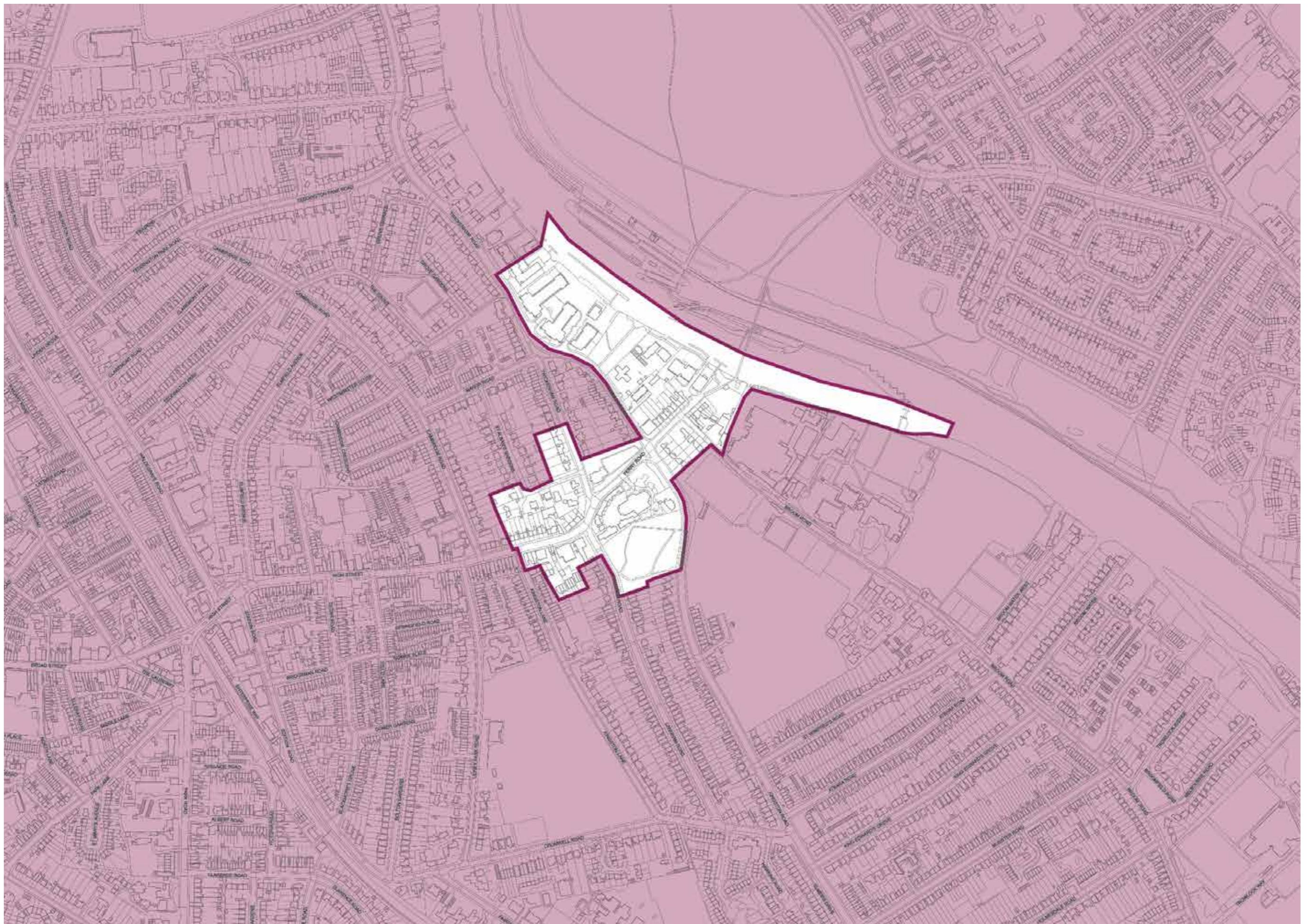
Conservation Area Study: [http://www.richmond.gov.uk/teddingtonlock\\_highststudy27\\_37.pdf](http://www.richmond.gov.uk/teddingtonlock_highststudy27_37.pdf) and [http://www.richmond.gov.uk/teddington\\_lock\\_and\\_high\\_st\\_study\\_27\\_37p\\_map.pdf](http://www.richmond.gov.uk/teddington_lock_and_high_st_study_27_37p_map.pdf)



Landmark Arts Centre



Ferry Road



Character Area 4: Teddington Lock Conservation Area

# Character Area 5:

## High Street (Teddington) Conservation Area

This section provides a summary of the main characteristics of the Conservation Area.  
More detailed information can be viewed using the link provided below.

### Character Summary

The Conservation Area (37) is situated in the centre of Teddington. It incorporates the length of the High Street between the railway line to the west and Kingston Lane to the east. The Conservation Area was designated in 1982 and was extended in 2013. It adjoins Teddington Lock Conservation Area (27) to the east.

A number of eighteenth century houses still survive along the High Street in close proximity to both the river and the Royal Parks. Grand three storey Edwardian shopping parades were built on the south side following the widening of the street in 1903 for a tramway. There has been some larger scale infill and redevelopment to the south and west in the later twentieth century.

It has a traditional high street character of mainly specialist shopping, retaining an exceptional number of original shop fronts and single storey shop units built on the frontage of older houses. This is a unifying feature of the area. The High Street is enclosed by a mix of predominately two storey traditional brick eighteenth century and later Victorian buildings on distinctively narrow plots to the north side, in well detailed red and yellow brick. The variety of building forms, facades and roofscape provides interest and diversity to the street scene. Key buildings include the listed eighteenth century buildings of Elmfield House, numbers 79 – 85 and the Lloyds Bank building with its distinctive concave stone frontage.

Elmfield House and its gardens is a prominent feature fronting onto the High Street adjacent to Waldegrave Road.

Off the High Street, Watt's Lane is a distinctive group of tightly packed modest terraced cottages that enclose this historic lane behind small front gardens and boundary walls. Glimpses up the narrow traditional streets and both Watt's and Wade's Lanes add further interest to the streetscene.

### Dominant materials and features

Dominant materials and features include: red and mixed stock brick, birch trees, traditional shopfronts and white painted masonry.

### Threats from Development

- Loss of traditional architectural features and materials due to unsympathetic alterations.
- New development that does not complement the existing built form, particularly in terms of height and massing.
- Conflict in building form between commercial and residential properties including ventilation, and other features such as storage and servicing.
- Loss of front boundary treatments and front gardens for car parking.
- Lack of coordination and poor quality of street furniture and pavements.
- Domination of traffic and poor pedestrian safety, leading to clutter of signage and street furniture.
- Loss of original or quality shopfronts and insensitive alterations and advertisements.

### Opportunities

- 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 pavements.
- Improvement of highways conditions and pedestrian convenience and rationalisation of existing signage and street furniture.
- Retain and improve the quality of shopfronts and advertisements.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: [http://www.richmond.gov.uk/teddingtonlock\\_highstudy27\\_37.pdf](http://www.richmond.gov.uk/teddingtonlock_highstudy27_37.pdf) and [http://www.richmond.gov.uk/teddington\\_lock\\_and\\_high\\_st\\_study\\_27\\_37p\\_map.pdf](http://www.richmond.gov.uk/teddington_lock_and_high_st_study_27_37p_map.pdf)



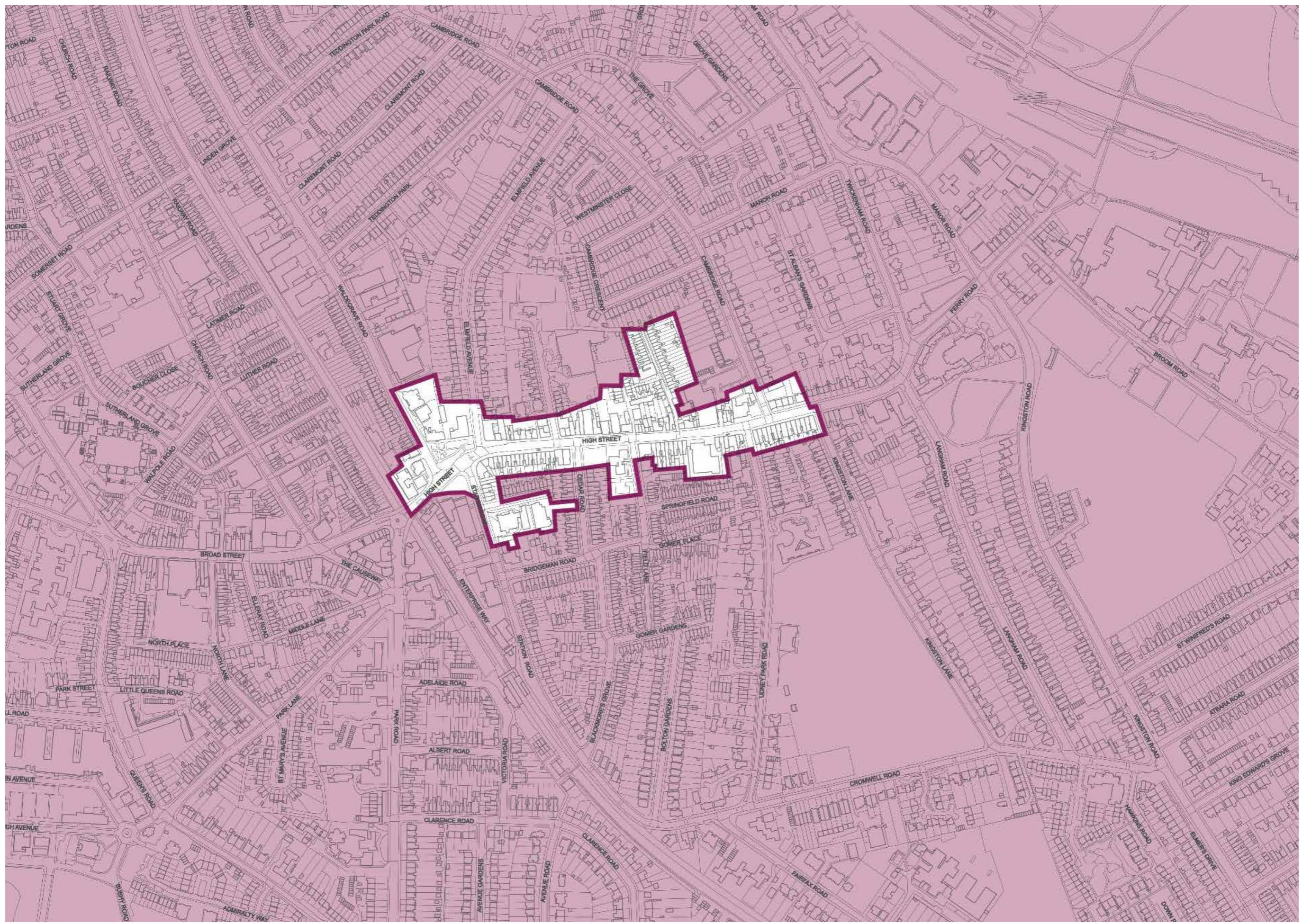
Teddington High Street



Teddington High Street



Teddington High Street



Character Area 5: High Street (Teddington) Conservation Area

# Character Area 6:

## Udney Park Road and Surrounds

### Character Summary

This character area is immediately south of Teddington High Street Conservation Area. It is bordered by Cromwell Road to the south, Station Road (and Teddington Railway Station) to the west and Kingston Road (A310) to the east. Kingston Road is an arterial route, with heavy traffic. The internal roads within this character area are mainly used for residential access and as such vehicular flow is lighter although on-street car parking is heavy throughout. The former playing fields of Imperial College, London, are located roughly in the centre of this character area; this large open space lends a collegial aspect to this area. The majority of the housing is late Victorian to Edwardian. The area is generally well maintained.

### Udney Park

Cromwell Road, Kingston Lane and Langham Road (and the northern half of Udney Park Road to a lesser degree) are well-proportioned residential tree lined streets, with mature trees and grass verges running between the pavement and the road. These roads feature a mixture of terraced, semi-detached and detached houses largely dating from the late Victorian to Edwardian periods. The majority of houses are paired and it is common that each pair is detailed differently from its neighbours, but taken together they form a harmonised whole.

Late Victorian houses in this character area are built of mixed stock brick with red brick dressings to the windows and front door. The porches have slender wooden arches, painted white. The rectangular bays have sash windows (four over one) and window cills are painted white to match the window joinery. The gable features a slot window above the first floor. Roofs are covered in slate tiles and have terracotta ridge tiles and finials on the gable; the gable ends have simple white-painted

barge boards with pronounced kneelers supported on slender wooden brackets. The houses have good sized front gardens and some retain original mixed stock brick boundary walls. Many pairs feature white-painted wooden balustrades above the entrance porches.

Udney Park Playing Fields is one of the largest open spaces in the area. It was formerly the Teddington Sports Ground of Imperial College, University of London. A number of houses back onto the playing fields (to the south of Udney Park Road) with much of the perimeter kept clear, allowing for important views across the field. The playing fields have been designated an Asset of Community Value.

There are later twentieth century houses here but they are uncommon. The southern section of Udney Park Road has the highest concentration of twentieth century housing in this character area. Generally these buildings are much plainer than the earlier houses and do not contribute to the overarching character of this area.

### Station Road

This road hosts Teddington Business Park located adjacent to the railway station, with the 1980s industrial units standing out as being commercial premises in the predominantly residential area. Station Road is a busier part of this character area due to the railway station and business park traffic.

### Gomer Gardens

This area consists of a tighter network of smaller streets with smaller scale terraced houses, that are often cottage-like in appearance. Gomer Gardens, the southern part of Field Lane (formerly Gomer Road) and Gomer Place were the first streets in this sub-area to be built up; they are shown on the 1892 OS map.



Gomer Gardens



Cedar Avenue



Udney Park Road



Character Area 6: Udney Park Road and surrounds

# Character Area 6:

## Udney Park Road and Surrounds

There are predominantly two types of houses in this area — mixed stock brick cottages or small red-brick terraces — with individual detailing and finishes varying both from street to street but also along the same street. An example of the first type is paired, two storey, mixed stock brick cottages with very simple red brick dressing. They have simple pitched roofs covered in slate, and sash windows with slender glazing bars. Each property has a small front garden but with differing boundary wall treatments.

An example of the second type is short terraces of red brick two storey houses. Each house has a simple pitched roof with gable ends, atop the canted bay windows. Some houses retain their decorative ridge tiles on the gable. The distinctive sash windows consist of arched three over two or two over one. A continuous brick dentilation runs across the terrace above the bay window heads and porch lintel. Many elevations have been painted. Boundary wall treatment varies but includes white picket fencing, privet hedges and brick walls.

### Dominant Materials and Features

Characteristic features and materials include: joinery painted white, mixed stock brick, red brick, wooden sash windows, slate roof tiles, mature street trees and privet hedges.

### Threats from Development

- Potential loss of Udney Park playing fields to development.
- Replacement of historic timber windows and doors with modern (uPVC) or designs that do not follow the original glazing pattern and opening style.
- Rooflights on front roof slopes which interrupt the regularity of the terraces.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the residential character of the area and regularity of the terraces, and results in a loss of decorative detail.

### Opportunities

- Maintain and improve front gardens and boundary treatment.
- Maintain painted joinery.
- Maintain the open space provided by Udney Park playing fields, and maintain its tidy boundary.
- Coordination of colour and design and improvement in quality of street furniture and pavements.
- Improvement of highways conditions and pedestrian convenience and rationalisation of existing signage and street furniture.



# Character Area 7:

## Blackmore's Grove Conservation Area

This section provides a summary of the main characteristics of the Conservation Area.  
More detailed information can be viewed using the link provided below.

### Character Summary

Blackmore's Grove Conservation Area (39) is situated to the south of Teddington High Street, and is focused around three tree-lined residential streets - Blackmore's Grove, Field Lane and Bridgeman Road.

The Teddington Railway Station (a key transport hub in Teddington) is located only a short distance from the Conservation Area boundary to the south on Station Road.

Formal recognition of the area's conservation importance is relatively recent, as the Conservation Area was first designated in 1982 and further extended in 2005. The High Street (Teddington) Conservation Area is located to the north, and the Park Road (Teddington) Conservation Area (22) is situated to the west.

The Conservation Area consists of a group of 38 Victorian homes, which are predominately two storey terraced cottages, but also includes a small number of detached and semi-detached houses. Two of the most notable features are the terraces at No.'s 1-15 (odds) Blackmore's Grove and No.'s. 40-50 (evens) Field Lane. These properties are the oldest within the Conservation Area having being built in the mid 1800's.

The history of the area is considered to be associated with the estate of the author of "Lorna Doone", R D Blackmore. Apart from literary talent, R D Blackmore also owned a market garden and orchard extending to some 16 acres to the north of Gomer House. It is reputed that the cottages in Blackmore's Grove and Field Lane were built

around 1863 to provide suitable accommodation for the employees of the market garden and Gomer House.

The Conservation Area also contains one Public House; The Builder's Arms at 38 Field Lane which is considered to be of townscape merit.

Since their original construction in the mid to late 1800s the cottages in this area remained relatively unchanged, apart from a number of new modern brick porches.

### Dominant Materials and Features

Dominant materials and features include: mixed stock brick, slate tiles, (sometimes overpainted), pitched roofs, projecting eaves, parapet walls, sash windows, brick and fenced boundary walls.

### Threats from Development

- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Replacement of front gardens with paving to allow for forecourt parking.
- Lack of coordination and poor quality of street furniture and pavements.

### Opportunities

- 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 for forecourt parking.
- 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.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: [http://www.richmond.gov.uk/ca\\_studies\\_39\\_web.pdf](http://www.richmond.gov.uk/ca_studies_39_web.pdf)



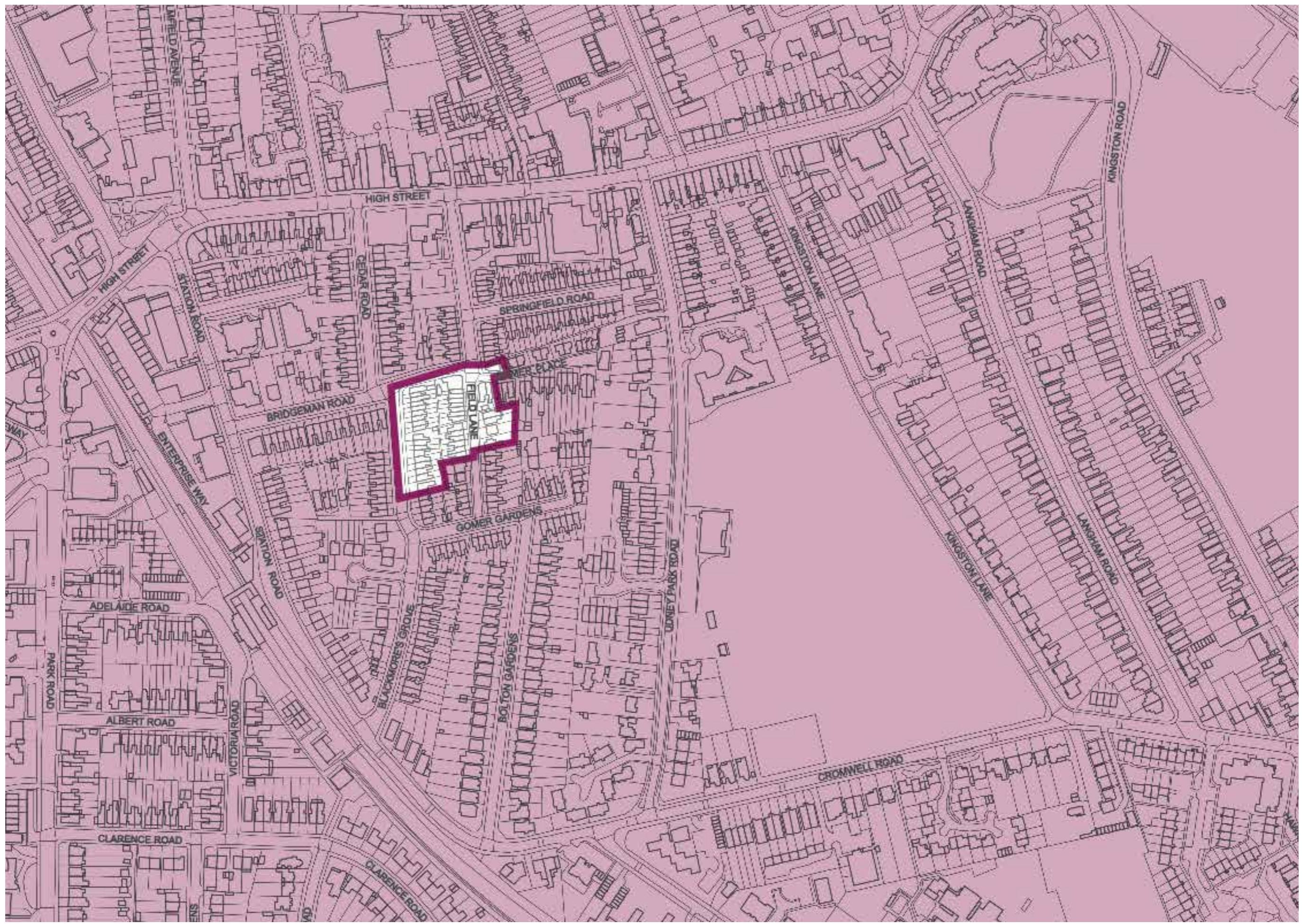
Field Lane



Field Lane



Blackmore's Grove



Character Area 7: Blackmore's Grove Conservation Area

# Character Area 8:

## Broom Road and Kingston Road

### Character Summary

This large character area is located between Kingston Road to the west and the River Thames to the east, the former Teddington Studios marks the northern end of the area, and the residential Holmesdale and Melbourne Roads mark the southern boundary. The designated Broom Water Conservation Area is surrounded by this area. There is a small parade of shops on Kingston Road. The character area can be divided into four sub-areas.

### Teddington Lock playing fields

The northern part of this character area is largely open space; between Kingston Road and Broom Road are sports grounds owned and operated by St Mary's University. Between Broom Road and the river lies the site of the former Teddington Studios, which is being redeveloped for residential use and will provide increased access to the riverside, the Lensbury hotel and conference facility. The buildings are set back from the road in their own grounds and so there is little interaction with the street or pedestrians.

A notable exception is the former lodge to Broom Hall (demolished 1930s). Although standing behind a dwarf brick wall with tall privet hedge, the decorative gable, with its distinctive gable timberwork and roof is visible from the pavement. The gable features pale terracotta tiles and the timber strapwork, projected eaves and tall chimney give the house a 'Tudorbethan' look. The roof is covered in a pattern of fish-scale and plain tiles and the walls at first-floor level are hung with fish-scale tiles lending an Arts and Crafts appearance to the building; it is a playful addition to this sub-area.

### Kingston and Broom Road

This area is characterised by residential streets of houses built in pairs or small groups that are well-maintained and smart in appearance. Holmesdale and Munster Roads and King Edward's Grove (formerly Cornelius Road) had been laid out by 1896 with a few detached and paired semi-detached houses on Holmesdale Road. By 1915 the roads, including King Edward's Grove and Atbara Road, were fully built.

While the individual pairs and groups have differing design details, two particular design features help to create an interesting and harmonised whole: white-painted joinery and original glazing often incorporating a border of dark glass. A house from a typical terrace on King Edward's Grove is of brick on the ground floor and painted render on the first floor, and has a rectangular bay window on both floors with casement windows. There is a small balcony on the first floor above the entrance porch which has a decorative wooden balustrade. The roof has clay tiles, a dormer window, and restrained decorative ridge tiles. Many of the houses retain wooden casement windows. Generally the decorative joinery is well maintained.

The houses have small front gardens and the majority of boundary walls are red brick. There are subtle yet distinctive glazed black tiles found in properties on King Edward's Grove, Holmesdale Road and Kingston Road. The casement windows are divided by white-painted wooden mullions and transoms, while the smaller upper portions are leaded and have a border of black glass tiles. These are present on both ground and first floors.

The roads have mature and young street trees at irregular intervals.

There are some pockets of later twentieth century semi-detached houses.



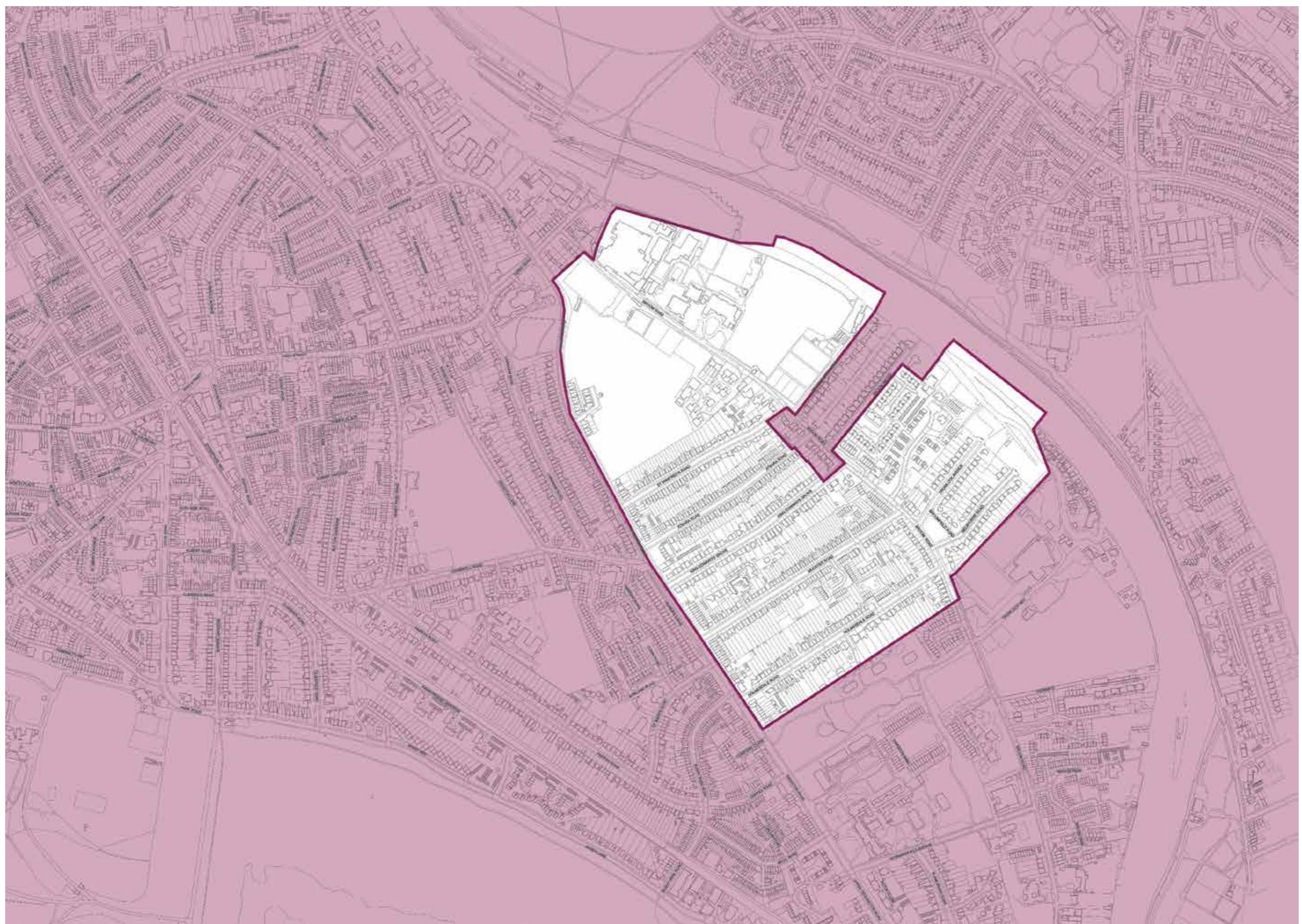
Atbara Road



King Edward's Grove



Buckles Road



Character Area 8: Broom Road and Kingston Road

# Character Area 8:

## Broom Road and Kingston Road

### Buckland's Road

The three to four storey flats were built in the 1950s. Each block has horizontal bands of casement windows and glazing, with fish-scale hung tiles between each storey, and flat roofs. The houses are more concealed from the road than in other sub-areas due to the curves in the road and mature trees. There are lawns in front of the blocks and plentiful provision of off-street parking.

### Trowlock Avenue and Melbourne Road

These were laid out between 1949 and 1962. The detached houses, of red brick and render, are set back from the road, with front gardens, drives and garages.

Melbourne Road is notable for the number of original timber and glazed garage doors that survive. There are mature street trees and grass verges between the road and the pavements.

### Dominant Materials and Features

Characteristic features and materials include: red brick, render, wooden casement windows, window leading, clay roof tiles, red brick boundary walls and street trees.

### Threats from Development

- Variety of boundary wall materials and styles detract from quality of architecture.
- Pavement surfaces are of differing qualities and the different phases of repair which detract from the appearance of the area.
- Infill development of low quality and detrimental character, particularly breaking up the flow of streets, particularly along Holmesdale and Munster Roads, among others.

### Opportunities

- Maintain the original patterned glazing with black glass tiles.
- Maintain white-painted decorative joinery.
- Maintain original garage doors on Melbourne Road.



# Character Area 9:

## Broom Water Conservation Area

This section provides a summary of the main characteristics of the Conservation Area.  
More detailed information can be viewed using the link provided below.

### Character Summary

Broom Water Conservation Area (28) abuts the eastern boundary of the Borough, in a location that is to the south east of Teddington centre.

The value of the Conservation Area was first recognised in the late 1970s with formal designation on 15th March 1977.

A linear man-made inlet of the River Thames divides the residential roads of Broom Road, Broom Water and Broom Water West. The man-made inlet dates back to the late 1800s when speculative builder, Charles Drake worked to lengthen the Thames Creek (a natural creek) in order to provide land for new housing. The linear nature of the inlet and the property arrangements provides each house on Broom Water and Broom Water West with direct access to the creek and moorings.

Mr Drake led the project completing the full-length of the creek by 1894. The phased construction of the residential dwellings in the Conservation Area took place at a relatively slow rate. The twenty one houses on Broom Water (which at that time was referred to as Hambleton Road) were completed in 1899. The next phase of house construction (up to no. 12 Broom Water West) was completed in circa 1907. Nos. 14 and 16 Broom Water West were completed by 1915 and the remainder of the houses on Broom Water West were constructed between 1930 and 1965.

A high number of the dwellings are identified as Buildings of Townscape Merit. These properties are of high design quality with fine balconies and worthy timber detailing.

By virtue of its unique location bordering the inlet, the Conservation Area has a unique character in both landscape quality and suburban form. The inlet runs along the rear of the properties and is enthusiastically used for river sports and contributes to the area's valued landscape setting.

### Anchorage Boathouse and White House Boathouse

A Building of Townscape Merit (referred to as the Anchorage boathouse) performs the role of a terminal feature of the inlet sited at the end of the creek. The outlook south along the inlet towards the boathouse is considered to be an 'important' view.

The White House Boat House with its locally listed building were added to the Conservation Area in 2003.

Atbara Road and Broom Road houses opposite the Anchorage were added to the Conservation Area in 2005.

### Dominant materials and features

Characteristic materials and features include: mixed stock brick, yellow brick, traditional timber windows, white painted bays and porches, steeply gabled or hipped roof, decorative barge boards and prominent chimneystacks. A feature common to the Broom houses is the use of red brick on the façade.

### Threats from Development

- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Domination of on-street parking.
- Loss of front boundary treatments and front gardens for surface car parking.

### Opportunities

- Maintenance of the properties to ensure they maintain good structural and decorative condition.
- Preservation and enhancement of authentic architectural detailing quality and unity.
- Preserve and enhance the quality of the inlet and views towards the boathouse.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: [http://www.richmond.gov.uk/ca\\_studies\\_28\\_web.pdf](http://www.richmond.gov.uk/ca_studies_28_web.pdf)



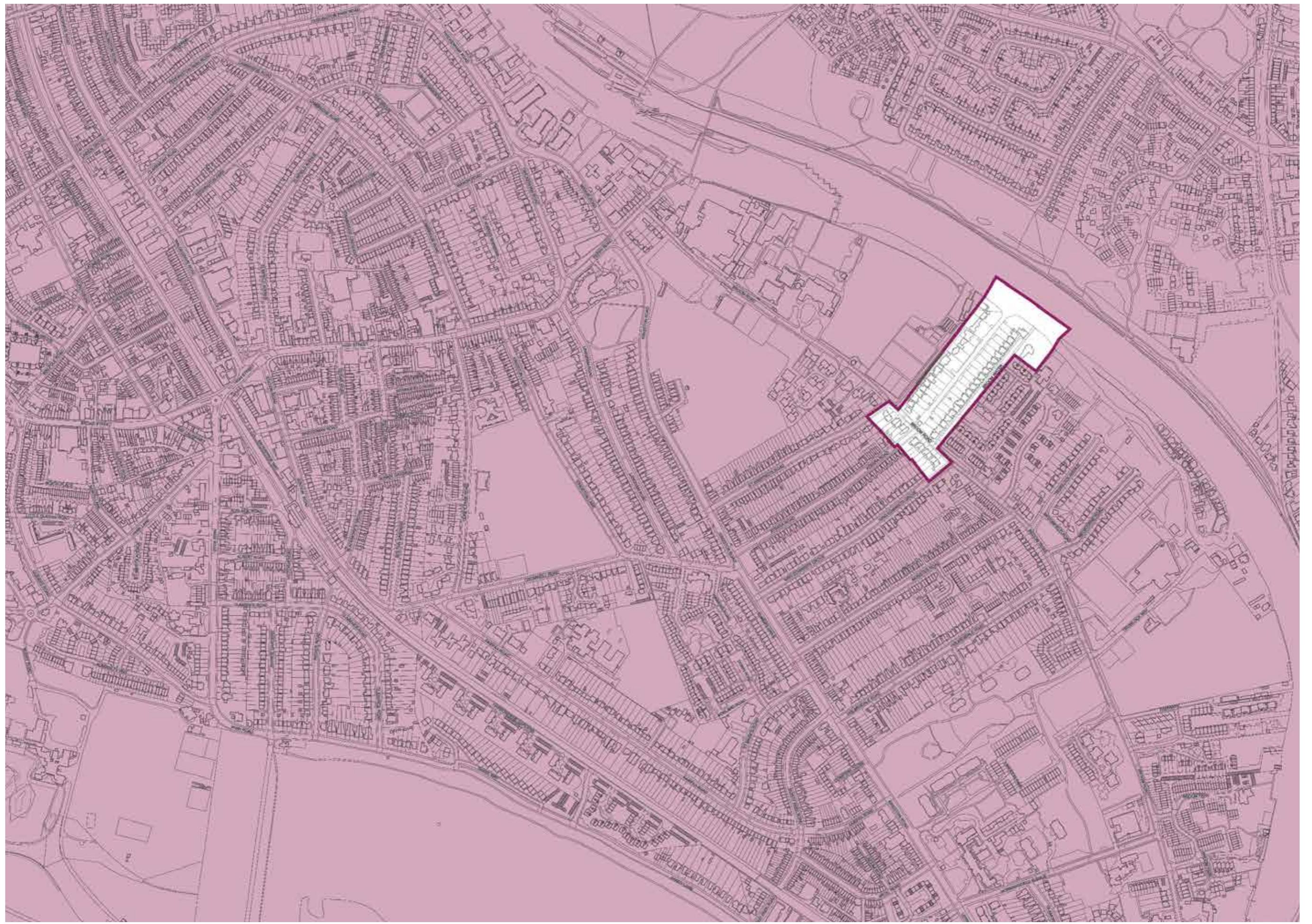
Broom Water West



Broom Water West



Broom Water



Character Area 9: Broom Water Conservation Area

# Character Area 10:

## Teddington School, Fairways and Glamorgan Road

### Character Summary

This character area borders the River Thames to the north, incorporating Trowlock Island and includes the Teddington School and its recreation grounds. The area sits between the Normansfield and Hampton Wick Conservation Areas. It includes Hampton Wick Railway Station.

The housing development adjacent to the recreation ground is marked as private and accessible to residents only, making it feel somewhat detached from its surroundings. The blocks of flats are generally three storeys tall and of purple brick, with eight over twelve sash windows, and simple tile covered pitch roofs. Many have driveways which are tarmacked with shrub planting dividing the plots. There is one block of flats that is eleven storeys; this is the highest building in the locality. It is of yellow brick with casement windows. The elevation is broken up with plait bands.

The principal roads through the lower part of this character area are the busy Upper Teddington Road (A310) and the quiet, residential Glamorgan Road. Buildings along the tree-lined Upper Teddington Road vary in age, type and use. They include 1960s four storey residential flats, Hampton Wick Doctors Surgery (Tudor House, built by 1880) and office/commercial Tabard House (built by 1969) which, being painted white with teal coloured joinery, is a landmark building on this road.

### Teddington School

Teddington School is a large modern building, set back from the road and surrounding by playing fields and the recreation ground. Some views of the river and opposite bank are afforded from the recreation ground.

There are two further schools in this character area. Hampton Wick Nursery and Infant School is a modern building and faces the historic Langdon

Park. St John the Baptist Church of England School is a late twentieth century building and has its main entrance on Teddington Road where there are traffic calming measures in place.

Near Teddington School, there are a group of buildings of modern construction that support a number of river based activities, including Walbrook Teddington Rowing Club and Kingston Royals Dragon Boat Club.

### The Fairways

The Fairways is a 1970s housing development centred around a marina to the north of the character area. The architecture very much reflects the design and construction of this period, with minimal exposed brick, white painted weather boards, large metal framed windows and flat roofs setback with balconies. The development itself is in good condition with the marina still being actively used. This is a unique development from this period and as such, adds value and diversity to the character of this area.

### Glamorgan Road

Glamorgan Road was laid out between 1880 and 1896 and its large houses, as well as houses around the railway station, were built by 1896 but some have since been replaced. Although only part of the road falls within this character area the majority of houses along Glamorgan Road are red brick; all have front gardens — although many have been given over to car parking — and boundary walls to the tree lined street. Roofs are a variety of projecting gable fronted slate covered roofs, half hipped roofs covered in clay tiles, or simple pitch roofs. Casement windows are either plain or with leaded upper portions; a number of windows frames are uPVC. Joinery on the houses is painted white; these elements include brackets to the porch roof, and the distinctive gable timberwork.

### Trowlock Island

To the north of the character area is Trowlock Island which supports a small community of residential and commercial buildings, moorings and accompanying green spaces. The Island sits closely to the bank and its trees and greenery adds to the setting and rural feel of this part of the character area.

### Dominant Materials and Features

Characteristic features and materials include: mixed stock brick, white painted render, timber, casement windows, uPVC window frames and metal window frames.

### Threats from Development

- Replacement of wooden window frames with uPVC window frames spoil the character of the street.
- Rooflights disrupt large roof surfaces.
- Loss of front gardens to forecourt parking, examples of this can be found along Glamorgan Road.
- Increase in development could impact the character of the area, in particular the tight uniform streets closer to the centre of Hampton Wick.

### Opportunities

- Maintain wooden joinery and window cases (where existing).
- Maintain front gardens.
- Improve the appearance and function of Hampton Wick railway station and the railway bridge.



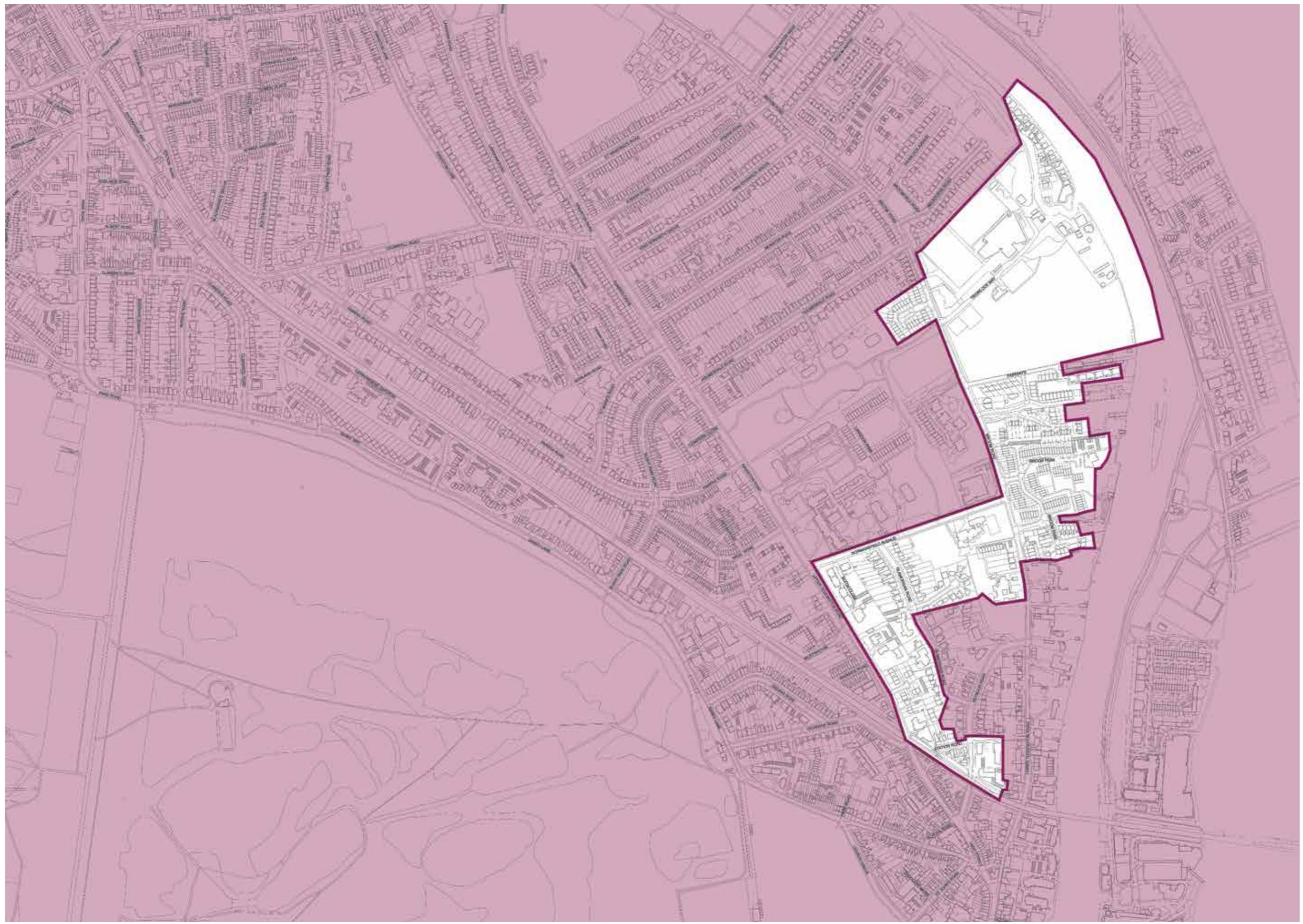
Glamorgan Road



Broom Park



Upper Teddington Road



Character Area 10: Teddington School, Fairways and Glamorgan Road

# Character Area III:

## Hampton Wick Conservation Area

This section provides a summary of the main characteristics of the Conservation Area.

More detailed information can be viewed using the link provided below.

### Character Summary

Hampton Wick Conservation Area (18) is located within the historic core of Hampton Wick and is defined by the River Thames to the east, Bushy Park to the south and west, and the suburban development of Teddington to the north. The Conservation Area adjoins the Bushy Park, Hampton Court Green and Hampton Court Park Conservation Areas. Hampton Wick was first designated as a Conservation Area on 11th November 1969 and was extended on 15th April 2014.

The development of this area dates back to at least the Medieval period and the village has prospered and grown benefitting from its river crossing at Kingston Bridge and prestigious location near to the sixteenth century Hampton Court Palace and Royal Parks.

### The Village Core

The distinctive curve of the High Street is a key feature of the village core which is emphasised by the continuous facades which provide a strong sense of enclosure. The buildings are largely eighteenth and nineteenth century and are generally two to three storeys in height. Render and brick are a key feature, as are clay tile roofs. The roofscape is of visual interest due to the variation in eaves line, parapet and roof design. A variety of traditional shop-fronts have been retained. Key buildings include Forrester's Pub, the former Hampton Wick Urban District Council offices and Navigator House. The High Street ends at the railway bridge and station which is considered to not be aesthetically pleasing, due to modifications to its form over time, including

overpainting and reworked public realm. Park Road is a quiet residential street located off the High Street with predominantly nineteenth century two storey semi-detached or short terraced houses. Contrasting styles on the road unite by the use of brick, render and slate with well-defined and well-kept front garden boundaries. St John's Road lacks a cohesive character and acts as a route linking Church Grove to the village core.

### Riverside

To the north of the railway bridge, Lower Teddington Road is characterised by a leafy, suburban group of large eighteenth and nineteenth century houses. To the south of the railway bridge, the character of the riverside changes dramatically from a natural river bank in the north to a man-made quayside with large new commercial and residential developments. To the south of Kingston Bridge there is a further contrast between the two adjacent pieces of riverside with a rural character and mature trees forming the furthest edge of Home Park.

Public access to the riverside is limited to the southern end of the area, where there are also areas of houseboat moorings.

Moorings run along much of the river bank, either situated within a small quayside marina or to the rear of significant detached properties.



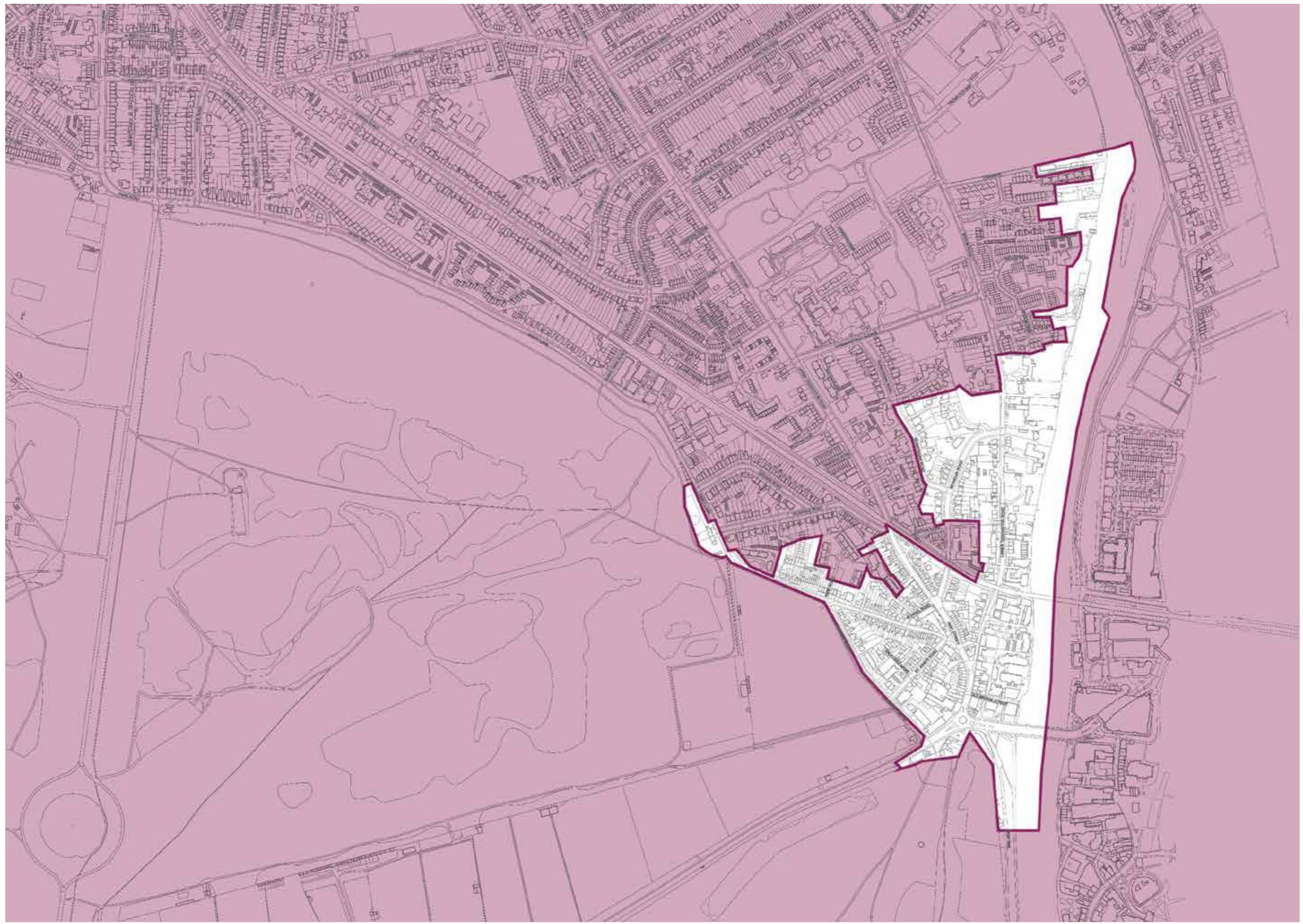
Lower Teddington Road



Hampton Wick High Street



St John's Road



Character Area 11: Hampton Wick Conservation Area

# Character Area III:

## Hampton Wick Conservation Area

### Bushy Park Edge

The character of this area is defined by the high brick wall of Bushy Park on the western edge of Hampton Wick and the relationship between the wall and the houses opposite on Church Grove and Park Road. Mature street trees along these roads reinforce this edge. Two important areas of open space include the War Memorial Garden and the entrance to Home Park which is lined with eighteenth century Grade II Listed houses. The St John's Church spire on Church Grove is a key local landmark and the buildings on this road vary in character and style but are united by their materials. The northern end of Park Road forms a part of the Bushy Park edge and contains an important and attractive terrace of eighteenth century cottages between numbers 52-68 that date back to the 1700s. The cottages are on narrow plots with deep front gardens which are densely planted, resulting in a screen of vegetation along the street edge. Hedges and wooden picket fences mark the front boundary creating a rural character. The Thatched House and Bushy House Grade II Listed buildings are also of architectural merit.

### Seymour Road, Glamorgan Road and Lower Teddington Road

The Seymour Road and part of Glamorgan Road area was added to the Conservation Area in 1982 and extended in 1988. The area consists of large grandiose Italianate or Gothic Victorian villas located on large plots at a distance from the pavement edge. Characteristic materials on Glamorgan Road include, warm red brick and white masonry details and white painted joinery. The front boundaries are strongly defined by a mix

of high red brick walls and low walls and hedges. Street trees form a key feature to the road.

Seymour Road is similar in form to Glamorgan Road but differs in materials such as white/cream render with red brick and white joinery. Numbers 16-22 are of interest due to their large hipped slate roofs enhanced by gables or dormers and their unusual timber balustrade front balconies. St John's Vicarage is contrasting in design and character but is screened by mature trees.

Large Victorian villas are also evident along the west side of the Lower Teddington Road.

### Dominant Materials and Features

Characteristic features and materials include: traditional shop fronts, render, white/cream render, clay tile roofs, parapets, brick, red brick, white masonry details, white painted joinery, slate, gables, dormers, high brick boundary walls, wooden picket fences, hedges, street trees and timber balustrade front balconies.

### Threats from Development

- Development pressure which may harm the balance of both the river and landscape dominated setting, and the obstruction or spoiling of views, skylines and landmarks.
- 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 pavements.

- Domination of traffic and poor pedestrian safety leading to clutter of signage and street furniture.
- Loss of original or quality shop fronts and unsympathetic alterations and advertisements.

### Opportunities

- Improvement and protection of river and landscape setting.
- 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 pavements.
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture.
- Retain and improve the quality of shopfronts and advertisement.
- Look at solutions to alleviate parking issues
- Areas identified for environmental improvement include: The Swan PH car park, Hampton Wick Railway Station and Bridge, Environs of Junction High St and Lower Teddington Road.

Conservation Area Study: [http://www.richmond.gov.uk/hampton\\_wick.pdf](http://www.richmond.gov.uk/hampton_wick.pdf)



# Character Area 12:

## Normansfield Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

The Conservation Area (59) is bounded by Kingston Road to the west, Normansfield Avenue to the south, Broom Road to the east and the rear of properties on Holmesdale Road to the north. The Conservation Area was designated in 1991. The development was previously used as a private hospital built in 1868 where Down's syndrome was identified and named. The NHS took over the site in 1951 but has since sold the site for redevelopment for partial residential use.

The Conservation Area consists of nearly 20 acres of grounds and the retained boundary wall fronting Lower Teddington Road/Kingston Road is a key feature of the site which has protected the original cast-iron railings. All the buildings are listed, some at grade II and the Hospital, including the theatre from 1877, as II\*.

The Conservation Area is an important area of open space in an Edwardian suburban development. The space links with Broom Road playing fields and the river to the east, and the views into the site from Kingston Road/Lower Teddington Road are of key importance. Normansfield Avenue is lined with mature chestnut trees which respond to the heavily treed aspect of the west side of the site.

The main hospital buildings on the site are of Victorian style with a curved vaulted roof clad in fish-scale slate and bracketed eaves and corbelling to the stacks. The gate piers and railings create a key focus to the site on the Kingston Road frontage. The clock tower and conservatory are distinctive features of the elevations of the buildings.

The former hospital has been converted into residential accommodation, with the building and grounds maintained to support an array of high quality flats. The nature of the refurbishment maintains the heritage and architectural quality of the building.

Landscape is a key character within the grounds and the main concentration of mature trees is evident at the southern part adjacent to Normansfield Avenue. This is outlined by the brick wall which runs east to west. The northern part of the site is more open in character. The Trematon site where a residential development is present maintains some of the parkland character and its wide entrance allows views into the site.

### Dominant Materials and Features

Characteristic features and materials include: cast-iron railings and gate piers, brick quoins, stucco enrichment, fish-scale slate, bracketed eaves and corbelling and chestnut trees.

### Threats from Development

- Development pressure which may harm the balance of the remainder of the landscape setting, and the obstruction or spoiling of views, skylines and landmarks.

### Opportunities

- Improvement and protection of the landscape setting.
- Preservation, enhancement and reinstatement of historic buildings, architectural quality and unity.
- Look at solutions to alleviate parking issues

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

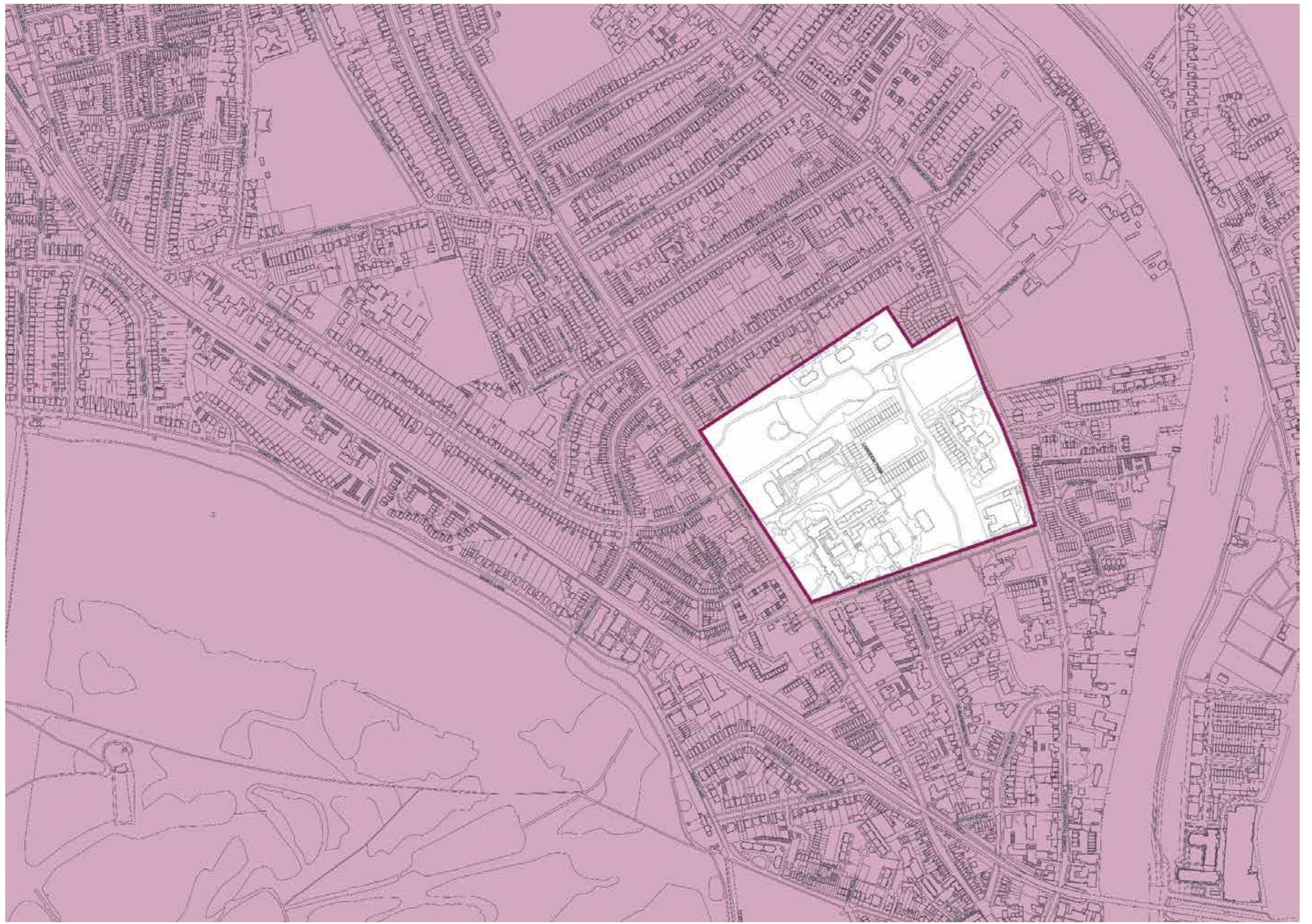
Conservation Area Statement: [http://www.richmond.gov.uk/conarea59\\_a3\\_rgb.pdf](http://www.richmond.gov.uk/conarea59_a3_rgb.pdf)



Mary Crellin House, Langdon Park



Normansfield Avenue



Character Area 12: Normansfield Conservation Area

# Character Area 13:

## Sandy Lane and surrounds

### Character Summary

This is a large character area bordered by Upper Teddington Road/Kingston Road (A310) to the east, Sandy Lane (B358) to the west, Cromwell Road to the north and Vicarage Road to the south. The main internal route is Fairfax Road, which links Kingston Road to Cromwell Road. The area is mainly residential, and is characterised by quiet streets and well-maintained houses. In addition, there are two schools in this area — Collis Primary School and Sacred Heart Primary School — two shopping parades on Kingston Road, and St Mark's Church (consecrated 1939).

The houses on the internal roads of this character area present a harmonised whole where the development of the area from the late nineteenth century onwards is legible. The perimeter roads have a different character: Upper Teddington Road/Kingston Road is characterised by a jumble of building types and ages, and Sandy Lane features modern apartment buildings which seem quite separate from the rest of the area.

Throughout this character area there are discrete pockets of mid-late twentieth century housing estates, for example Borland Road and Down Road (both 1950s), and Crieff Court and Harrowdene Gardens (both 1960s). These developments have lawns in front of the properties and off-street parking areas. These are not highly visible from the streets and so do not influence the appearance of this character area.

Fairfax Road, a main route through the character area, is lined with semi-detached and detached houses becoming larger in size towards the north end of the street. This road and the substantial detached houses were laid out by 1896; the age of housing is predominantly late-Victorian but there are some plots of modern houses. It is noticeable that the modern buildings tend to have larger

boundary walls and gates which appear slightly incongruous.

The stretch of Bushy Park Road between Kingston Road and Fairfax Road is notable for the uniform appearance of its houses along this gentle crescent. This is an attractive feature of this character area. The houses are of red brick with a gable front and slate-covered pitched roof. There is brick dentilation above the ground floor windows and three subtle fine string course of terracotta tiles on the first floor. Where original sash window frames exist they are in a Queen Anne Style with small upper lights to the top sash. Window cills and heads are painted white. These houses have small front gardens and many original brick front boundary walls survive.

Between Bushy Park Road and Cedars Road is an area characterised by small, cottage-like houses along School House Lane. The narrow streets are lined with houses largely dating from 1896. Wick Road is an attractive small, tree lined street. The two storey cottages here are either mixed stock brick with red brick dressings or red brick with mixed stock brick dressings. One of the two bays at ground floor is canted, with large sash windows (varying between six-over-six or a plainer two-over-two), and the joinery is painted white. Window heads either have a straight lintel (painted white to match the joinery) or are slightly curved and made up of a brick soldier course. Roofs are plain pitched and covered in slate; several now have modern rooflights. The row of cottages on School House Lane are each painted different colours that complement each other: this is a colourful, playful street that a visitor might happen upon.



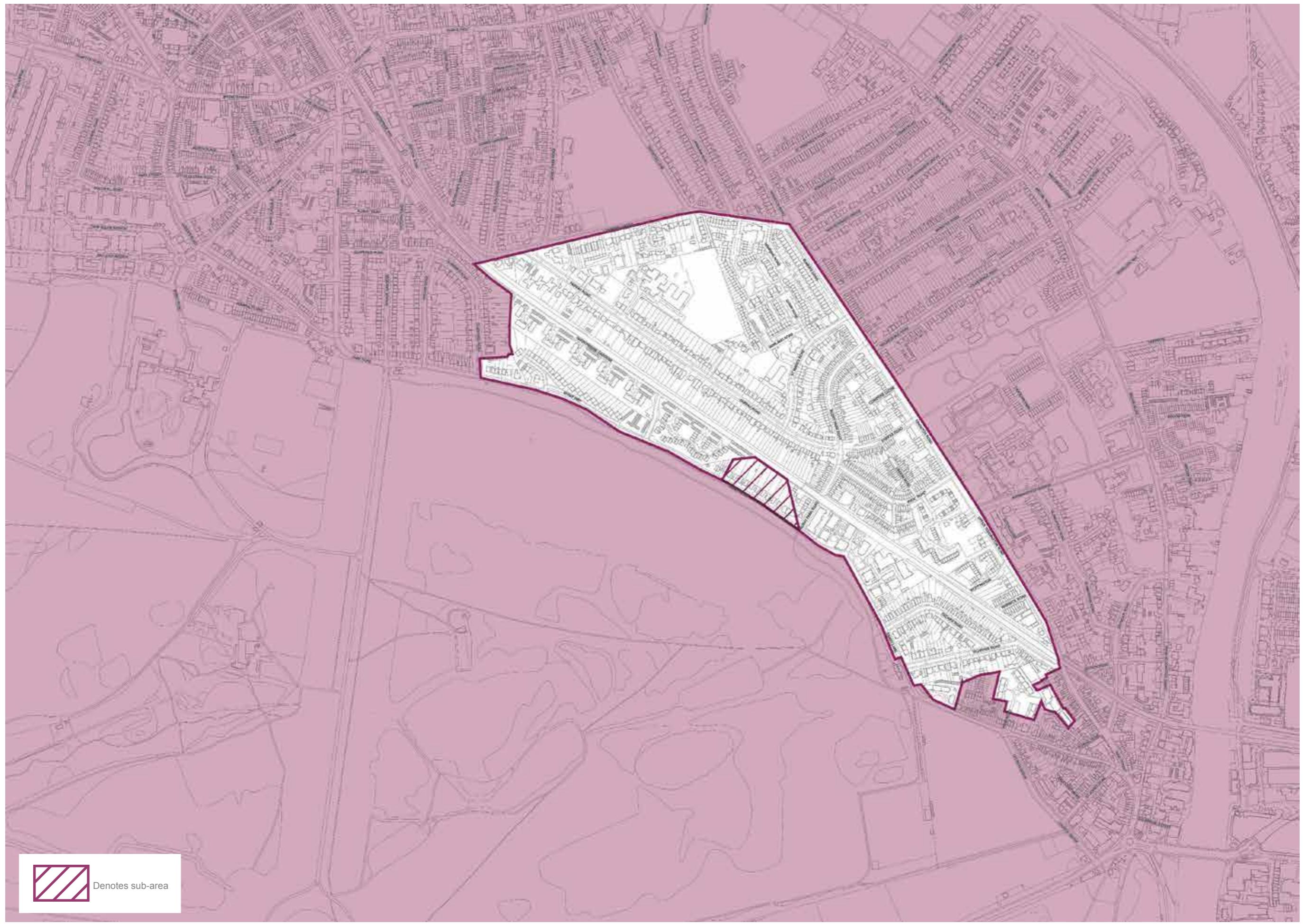
Warwick Road



Harrowdene Gardens



Kingston Road



Character Area 13: Sandy Lane and surrounds

# Character Area 13:

## Sandy Lane and surrounds

### Warwick Road

Warwick Road, a cul-de-sac off Upper Teddington Road near Hampton Wick railway station, stands out as a complete late-Victorian development. This short terrace of houses was built in 1901. As built, the elevations were of red brick with elaborate terracotta mouldings above and pilasters to the side of the porches, as well as terracotta string courses, window heads of the first-floor and eaves brackets. The eaves are slightly curved and rendered in pebbledash. There are canted bay windows which have plain sash windows at ground-floor level, and round-headed sash windows at first-floor level. Each house has a black and terracotta tiled path and small front garden. Since built, a small number of houses have had the brickwork rendered over and one house has a large dormer window addition; these detract from the strong character of the street.

### Vicarage Road

Vicarage Road, which connects Hampton Wick High Street with Sandy Lane at the south of this character area, was also laid out by 1896 and has examples of large semi-detached houses; there are also small terraces of Edwardian houses. An exemplar semi-detached house is of two storeys with a dormer and tall chimney stacks. The elevation is red brick with rendering and brick dressings on the first floor; there is a large canted bay window at ground and first floors. There is red brick dentilation along the top of the bays. Windows are plain sashes and there are gently curved brick aprons beneath the first floor windows. Each house has a small elliptical-arched porch that has a stone key stone and pilasters. A large number of front gardens to these houses have been given up to car parking. Cedar Road, which branches off this displays similar characteristics and high quality Edwardian, semi-detached and terraced houses.

### Sandy Lane Sub Area

There is housing only on the one side of Sandy Lane; the other side is the boundary wall to Bushy Park. Due to the railway line intersecting this character area, this sub-area feels separate and there is only one footbridge over the railway to link the two sides. The houses here are twentieth century and sit inbetween Harrowdene Gardens (1960s) to the north west and the modern blocks of flats (an extension of Bushy Park Road, Blagrove Road, and Southcott Road) to the south east which have been built on the site of a South Eastern Electric Board works.

### Dominant Materials and Features

Characteristic features and materials include: red brick, pebbledash, mixed stock brick, terracotta, roof slates, wooden sash windows, Queen-Anne style sash windows, white-painted joinery, street trees, picket fences and Street lined streets and brick garden walls.

### Threats from Development

- Rooflights disrupt the rooflines along the streets.
- Pavements are generally cracked and inconsistent in their design and use of materials.
- Loss of front gardens for car parking.
- Modern dormer window additions are unsympathetic to the architecture and character of the streets.
- Infill development and height increases along Sandy Road if continued could compromise views in and around Bushy Park.

### Opportunities

- Protect and enhance features and the setting in distinct parts of the area, notably Warwick Road.
- Maintain white-painted joinery where appropriate.
- Look at solutions to alleviate parking issues that compromise the interesting layout of the likes of Harrowdene Gardens.



# Character Area 14:

## Park Road (Teddington) Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

Park Road (Teddington) Conservation Area (22) is located just to the south of Teddington centre. It is contained by the railway line to the east and Bushy Park to the south. The development of this area began in the eighteenth century with the building of large villas on the west side of Park Road, along this important route between the village of Teddington and Bushy Park.

### Park Road

The oldest part of the Conservation Area is defined by the straight and wide vista along the treed avenue of Park Road. The road is lined on the west side by substantial detached houses set in generous mature grounds with trees. These houses include a number of 18th Century dwellings with impressive villas of two to three storeys of brick or render with shallow hipped slate roofs. The Grade II Listed Park Hotel (dating back to 1863) is located to the north of Park Road which, in contrast is surrounded by larger, modern buildings.

### Around Teddington Station

This area is focused on the Grade II Listed Teddington Station, and is defined by a tightly packed cohesive grid of streets of mid to late-Victorian and Edwardian Houses along Victoria, Albert and Adelaide Roads, these are set behind small front gardens and consistent front boundary walls enclosing the street. They are generally modest in scale of two storeys, eclectic in style and mostly semi-detached or terraced in form. Materials are brick or stucco with slate roofs and chimneys.

The distinctive Cedars estate is a sympathetic 1958 Span development of two storey terraced tile hung houses set around a central green.

### Clarence Road South

Towards Bushy Park is a distinctive group of later unspoilt two storey semi-detached houses set in substantial garden plots with well planted front gardens behind consistent front boundary walls to this curving treed avenue. The houses are of mixed stock brick with red brick and terracotta detailing under slate roofs. Later fine Edwardian villas overlooking the park and interwar houses continue the pleasant suburban character of this part of the road.

### Dominant Materials and Features

Characteristic features and materials include: mixed stock brick with red dressings, gault brick and painted brickwork, stone work, slate roofs, stone lintels, mullions and sills, painted cornerstones, white painted detailing, dwarf walls, hedges, painted iron fencing and street trees.

### Threats from development

- Infill development that adversely impacts the character and continuity of the Conservation Area, examples of this can be seen along Albert Road.

### Opportunities

- 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 pavements.
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture.
- Areas identified for environmental improvement include: Environs of Teddington Station, Teddington Police Station.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: [http://www.richmond.gov.uk/ca\\_studies\\_22\\_web.pdf](http://www.richmond.gov.uk/ca_studies_22_web.pdf)



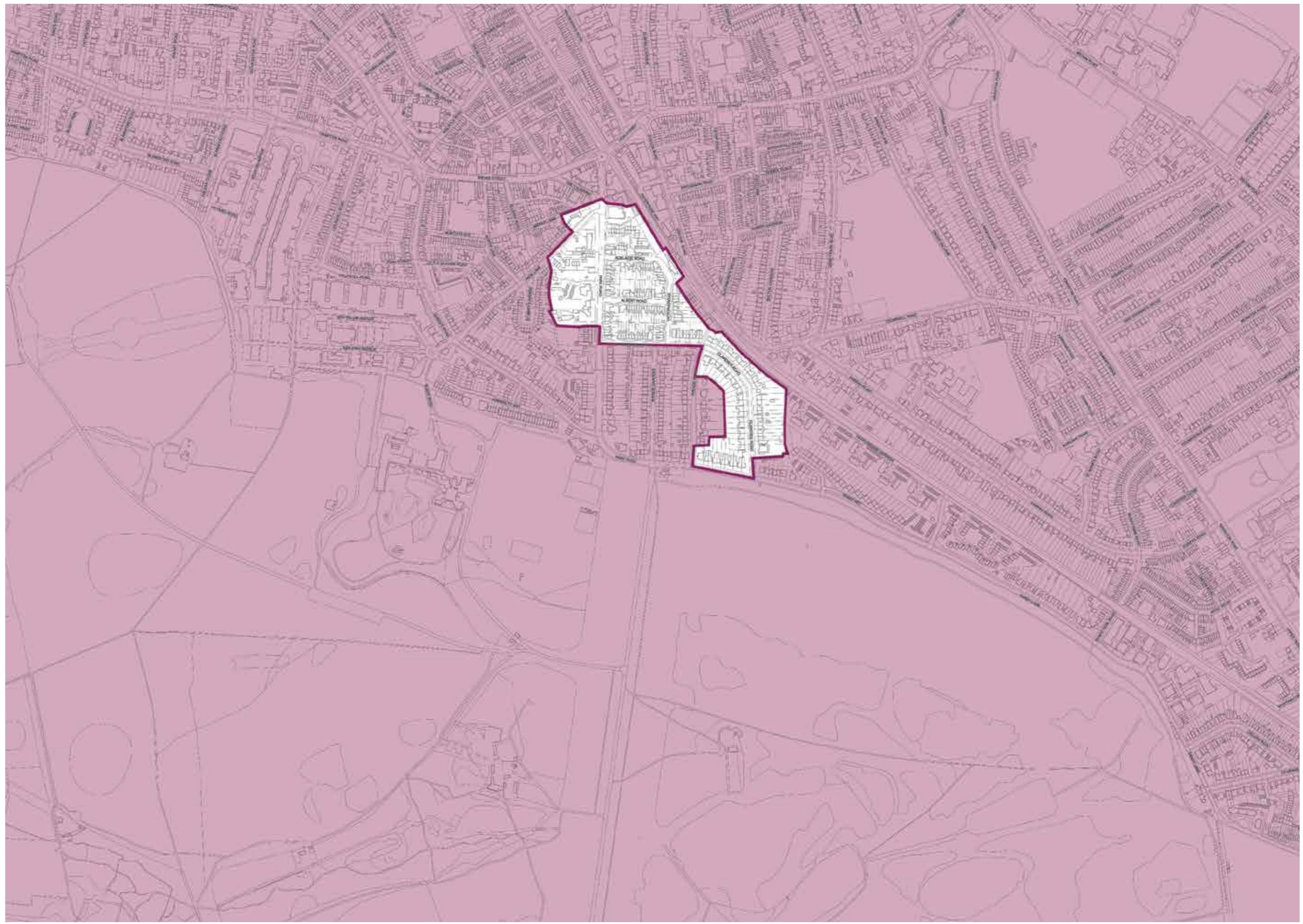
Clarence Road



Victoria Road



Albert Road



Character Area 14: Park Road (Teddington) Conservation Area

# Character Area 15:

## Broad Street and Queen's Road

### Character Summary

This character area to the north of Bushy Park includes the large gated complex of the National Physical Laboratory and the busy shopping area of Broad Street. Between the two is a network of wide streets characterised by busy traffic, but with a historic urban form including some large set-back houses and later terraces. Park Lane Stables is located along Park Lane to the east of the character area.

Broad Street is a busy shopping route and its character comes partly from the survival of several late nineteenth century shopping parades. These are often in red brick with eclectic detailing in stucco or timber, though there is variety overall due to several modern buildings. The shopfronts are lacking in traditional character, especially when compared to Teddington High Street. Opening off Broad Street is a series of relatively narrow streets with closely spaced nineteenth century terraced housing in mixed stock brick or render, sometimes with canted bay windows. Some modern housing in this area has continued the use of mixed stock brick.

Broad Street is linked to a network of wider roads with faster traffic – Hampton Road, Park Road, Queen's Road and Stanley Road. These still display, in places, an old pattern of development characterised by large properties set far back from the road, but many of the large houses have been replaced by later housing blocks. These are generally in brick, though in a modern style. In between these plots are more conventional rows of detached and semi-detached houses, often of the Edwardian period and with a mix of red brick and stucco. Typical features are pitched, clay-tiled roofs with applied timbering to the gables.

Elleray Road, an tributary road of Broad Street hosts a row of Victorian Terraced houses, many with white painted picket fences which lead to Elleray Hall, a large community hall clad in corrugated iron.

Queens Road incorporates a mix of housing including a row of 1930's houses to the south after Park Lane. On the south side of Queen's Road, the late twentieth century Admiralty Way development is planned around car access, not addressing the street, but the character of the housing is based on traditional models and features shaped gables, in brick and stucco and with sash windows.

### National Physical Laboratory

The National Physical Laboratory, established in this area since 1900, is housed in a variety of buildings on the fringe of Bushy Park, the most conspicuous being the white-painted laboratories from the redevelopment of 1998-2007. This large gated complex has a negative effect on Coleshill and Blandford Roads where the Victorian housing now faces rows of metal fencing. There is a range of housing in this western part of the area, but particularly Edwardian housing in red brick or stucco, with gables and timbering or hung tiles. On the other side of Coleshill Road is Teddington Memorial Hospital, built in 1929 of red brick with classically framed entrance and a significant roof of hanging tiles and clock tower atop.

To the west of the Laboratory site, Blandford Road is primarily comprised of properties from the 1950s onward, with runs of red brick semi-detached properties and three storey blocks of flats from the 1970s with large windows, yellow brick and white painted bargeboards.

### Avenue Road, Avenue Gardens and St Mary's Avenue Sub Area

Abutting the Park Road Conservation Area, Avenue Road and Avenue Gardens, which were built in c. 1920s, have a consistent character, with semi-detached housing, again in a mixture of red brick and stucco, also with hung tiles in places and bay windows and gables. The windows are timber casements, often featuring leaded lights. The front gardens have mature planting, though some have been paved for car use;

the front boundaries have brick dwarf walls with taller brick piers. Also c. 1920s in date is St Mary's Avenue, a planned housing estate with terraces and semi-detached houses grouped around a cul-de-sac with a planted central lawn. The houses have a cottage aesthetic with pebble-dash (overpainted with white paint in places), clay-tiled, hipped roofs and external shutters that have been colourfully painted. The front gardens are typically defined by timber fences or privet hedges.

### Dominant Materials and Features

Characteristic features and materials include: red brick, pebble-dash, gables, applied timbering, hung tiles, pitched roofs, clay-tiled roofs, timber casement windows with leaded upper lights, planted front gardens with brick walls and timber fences or privet hedges.

### Threats from Development

- The main threat to the character of the area is traffic, which unduly dominates the way the area is experienced, especially on Hampton Road.
- Loss of the remaining 19th Century shopfronts and installation of unsuitable advertising along Broad Street.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the green character and consistency of the townscape.

### Opportunities

- Improving the quality of shop frontages along Broad Street in line with Richmond design guidance for shopfronts and shop signs.
- Improving the poor-quality (tarmac) pavements, e.g. around North Lane.
- Replanting original alternate species on Avenue Gardens.



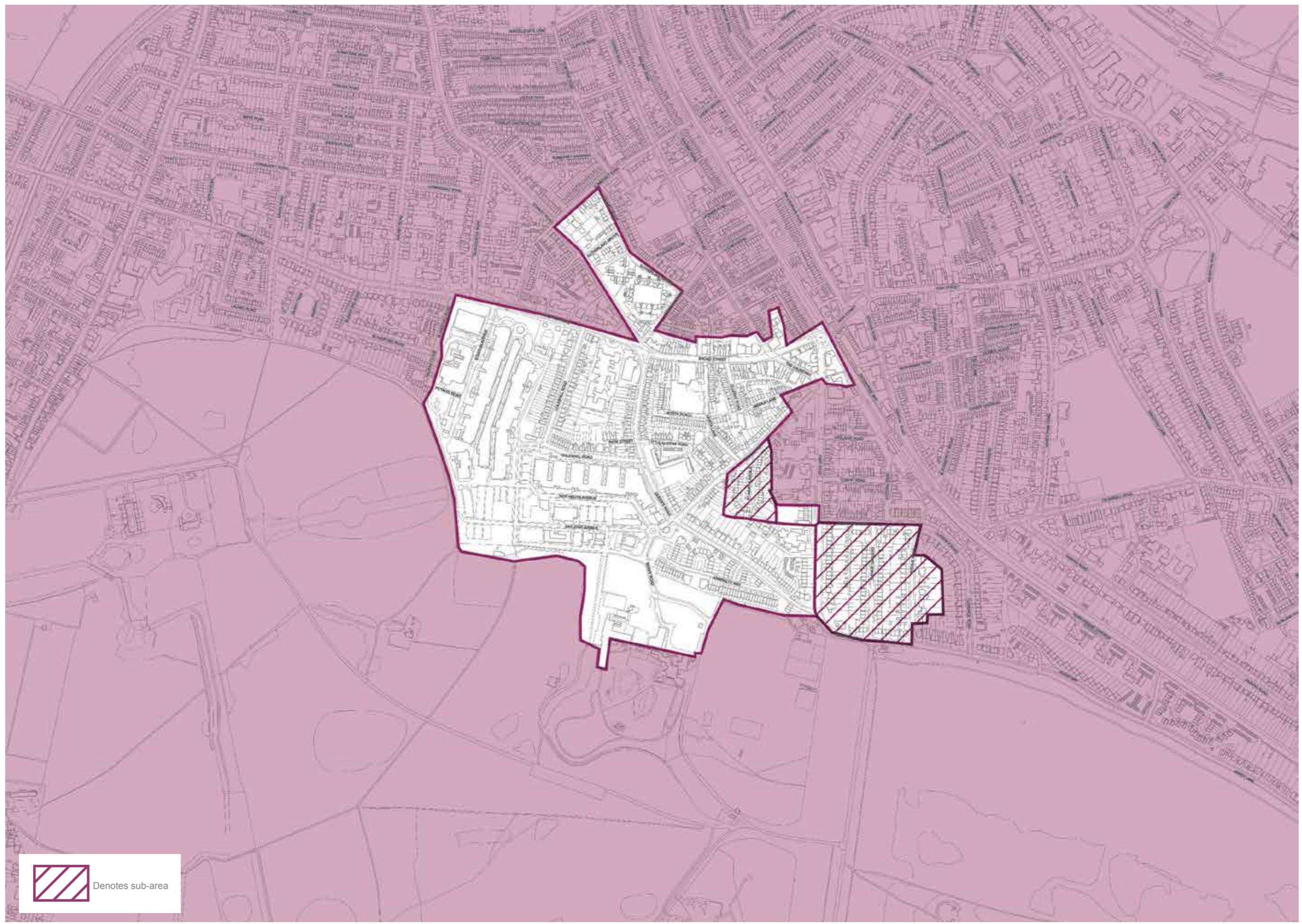
Avenue Gardens



North Lane



Queen's Road



Character Area 15: Broad Street and Queen's Road

# Character Area 16:

## Hampton Road

### Character Summary

This character area straddles busy Hampton Road and is marked by a contrast between this busy route and the pleasant, leafy streets and culs-de-sac opening off it. Many of the houses are substantial in size, with much interesting, traditional detailing.

The western end of Hampton Road is composed partly of regular mid nineteenth century terraces in mixed stock brick with classical mouldings in stucco. Bayleaf Close is an exception, with modern housing set in small car parks built partly in the grounds of a surviving Victorian mansion, Laurel Dene.

Moving eastward, large, detached and semi-detached late Edwardian and interwar houses increasingly take over, set back in leafy front gardens, many of which have been converted for off-street parking. This pattern of development extends into the side streets, e.g. Anlaby Road, Gloucester Road, King's Road and Oxford Road, up to Connaught Road. Much of the housing is of the Edwardian period and is generally in red brick (or mixed stock brick with red brick dressings), displaying a range of other materials and features, especially pebble-dash or hung tiles, steeply pitched clay-tiled roofs and timber porches with white-painted joinery.

To the west, Laurel Road has short 1930's terraces with hipped roofs in red brick and pebble-dash (sometimes overpainted) with shallow canted bays with hung tiles, set in, leafy front gardens. The original windows (perhaps steel casements) have invariably been replaced with uPVC or other modern units, which have altered the proportions of the houses and the regularity of the terraces.

To the east, Blandford Road includes a distinctive modernist terrace with the houses set at an angle to the street line, detailed in mixed stock brick and

timber (Nos. 71-93, Buildings of Townscape Merit). Belvedere Close is also in a modern idiom, with semi-detached houses loosely grouped around a cul-de-sac, detailed in contrasting materials including red brick, render and hung tiles, with gravel front gardens.

### Bushy Park Gardens

Bushy Park Gardens is especially distinctive, with large detached houses grouped sparsely around an oval garden. Again, the detailing is eclectic (in the Domestic Revival tradition) and the materials include render, applied timbering and clay tiles to the steep roofs.

### Dominant Materials and Features

Characteristic features and materials include: red brick, mixed stock brick with red brick dressings, pebble-dash, hung tiles, canted bays, timber porches with white-painted joinery, steeply pitched clay-tiled roofs and leafy front gardens.

### Threats from Development

- The main threat to the character of the area is traffic, which unduly dominates the way the area is experienced, especially on Hampton Road.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the green character and consistency of the townscape.

### Opportunities

- To enhance and protect distinctive parts of the area, particular Bushy Park Gardens including the improvement of road surfaces and pavements around the cul-de-sac.
- Improve traffic calming and pedestrian crossing options along Hampton Road.



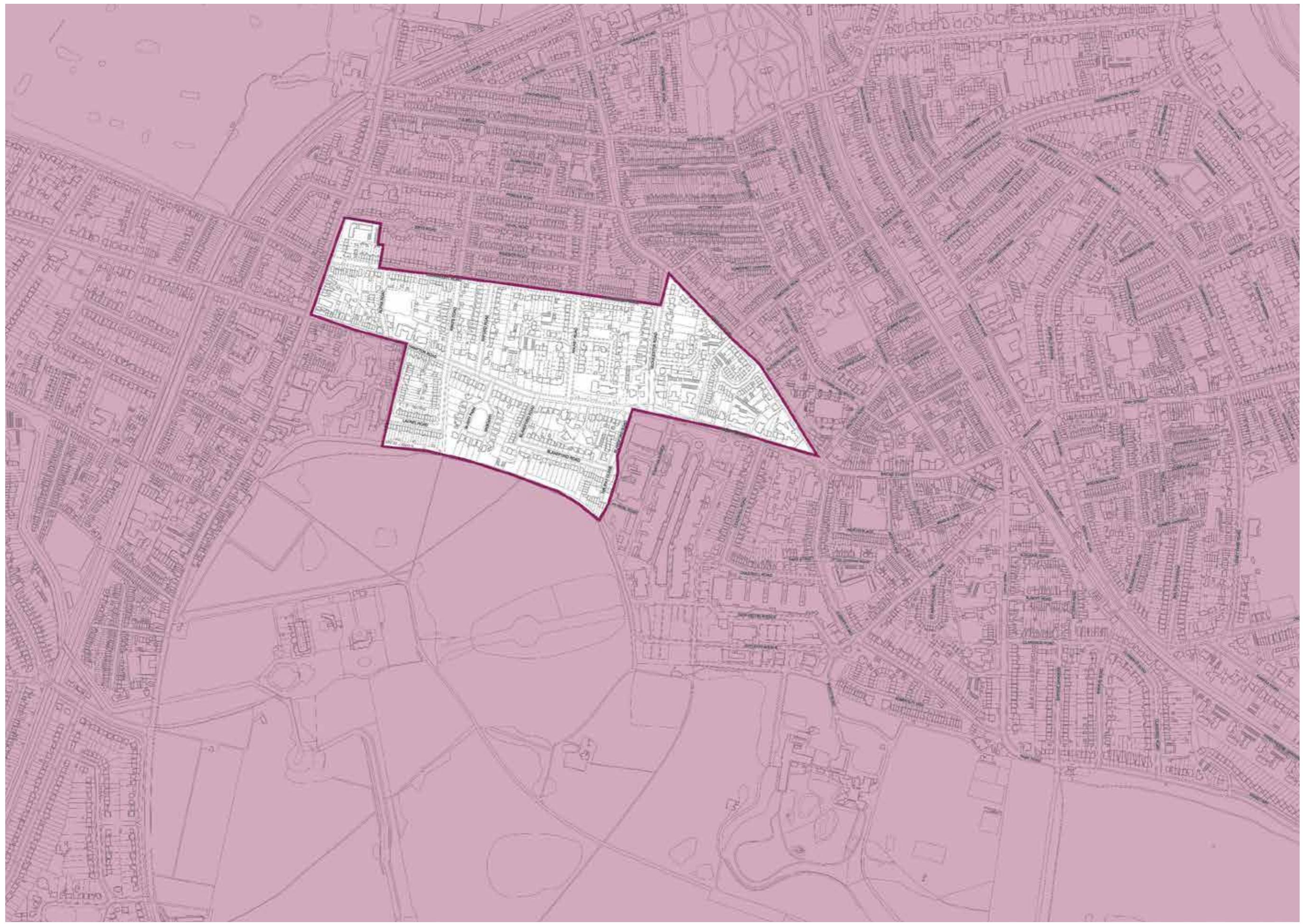
Gloucester Road



Laurel Road



Belvedere Close



Character Area 16: Hampton Road

# Character Area 17:

## Mays Road Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

Mays Road Conservation Area (42) is situated to the north of Hampton Hill centre and is surrounded by the Stanley Road north character area. The road can be accessed from Wellington Road to the west and Kings Road to the east. The development at Mays Road has formed around two detached Victorian villas on Wellington Road which has dictated the shape of the 1930s residential estate although the villas have been replaced by post-war modern development.

The Conservation Area is an example of a cohesive planned estate that identifies Garden City principles. The houses are situated around a central green space or roundabout. The housing is formed of one and a half storey semi-detached pairs and terraces along Mays Road and along one side of King's, Prince's and Connaught Roads. The houses benefit from an Old English cottage style of roughcast walls under steeply pitched tiled roofs with gables, small integral dormer windows, chimneys and porches. Other houses on the estate are formed of two storey semi-detached houses of a differing but sympathetic character on King's Road. Well-kept front gardens are set behind hedges and gates to the road and grass verges contribute to the Garden City principles. Properties along Mays Road have been degraded over the years, with poor upkeep and some alterations to buildings (particularly PVC replacement windows) and boundary treatments.

### Dominant Materials and Features

Characteristic features and materials include: roughcast walls, steeply pitched tiled roofs, dormer

windows, chimneys and porches, hedges, gates and grass verges.

### Threats from Development

- 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 pavements.
- Continued degradation and alteration of existing buildings, particularly regarding the upkeep of painted render, hanging tiles and retaining existing windows.

### Opportunities

- 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.
- Encourage the reinstatement of original render wall boundaries and hedging to encourage a return to the garden village character of the street.
- Encourage the repair and upkeep of painted render frontages.

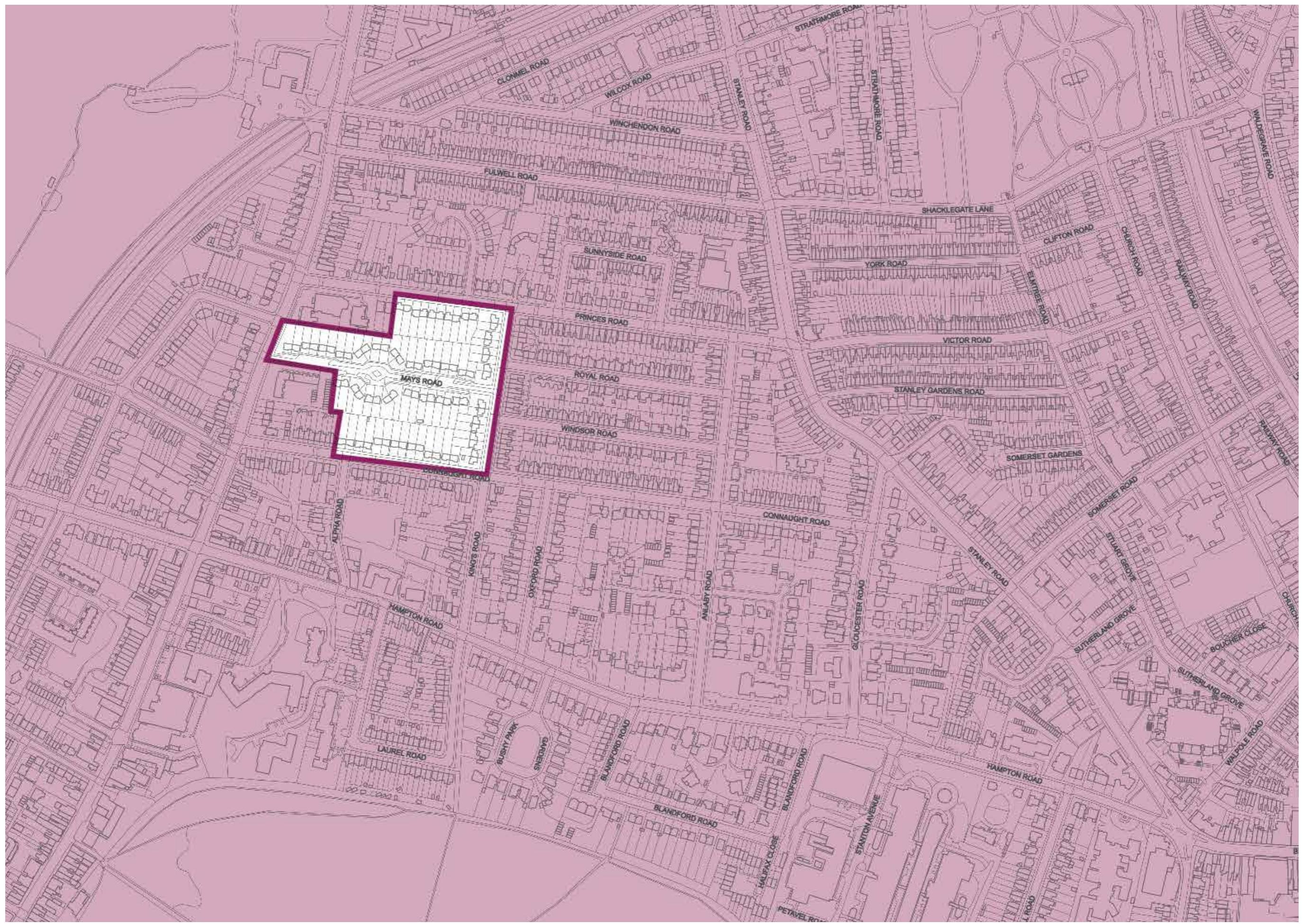
Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conversation\\_areas/conversation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conversation_areas/conversation_area_statements.htm)



Mays Road



Mays Road



Character Area 17: Mays Road Conservation Area

# 8. Features and Materials

**The architectural features and palette of materials used in the construction and decoration of buildings are a large part of what makes up the character of an area. They vary depending on when and where a building was constructed. Even for buildings of the same period, subtle differences in construction materials can be what distinguish buildings in one part of the country from another, contributing to local distinctiveness.**

## Materials

Hampton Wick and Teddington includes a wide variety of historic buildings that define the character of the area with most from the late nineteenth and twentieth century. The area utilises a palette of similar materials predominately used in house building.

Using the correct materials (such as stock and red brick, clay tiles, slate and timber) is important for any repairs, alterations or extensions to existing buildings but also should be a consideration for any new development if it is to respect the context and character of the area. This is also important as traditional materials allow a building to 'breathe' (allow air to circulate and the materials to both absorb water when it rains and subsequently dry out).

Using modern, impervious materials can trap water and cause damp. Sourcing materials is very important, and it is always advisable to ask for samples that you can look at on site and compare with the palette of existing materials. In the context of historic buildings, it is useful to look at the directory of specialist professionals on [www.buildingconservation.com](http://www.buildingconservation.com).

## Features

**Victorian:** The Victorian period (1837-1901) saw an explosion of different styles and technological innovation. House building increased at a great rate to deal with the surge in population. The terraced house continued as the most popular and proliferate form of housing but mansion blocks of flats became increasingly common in London through the nineteenth century for all classes of people. Whilst Classicism retained a strong foothold through Queen Victoria's reign and the simple, brick terraced house persisted, particularly as the most basic form of housing, the Gothic Revival is most commonly associated with this period and was popular as a way of enlivening houses.

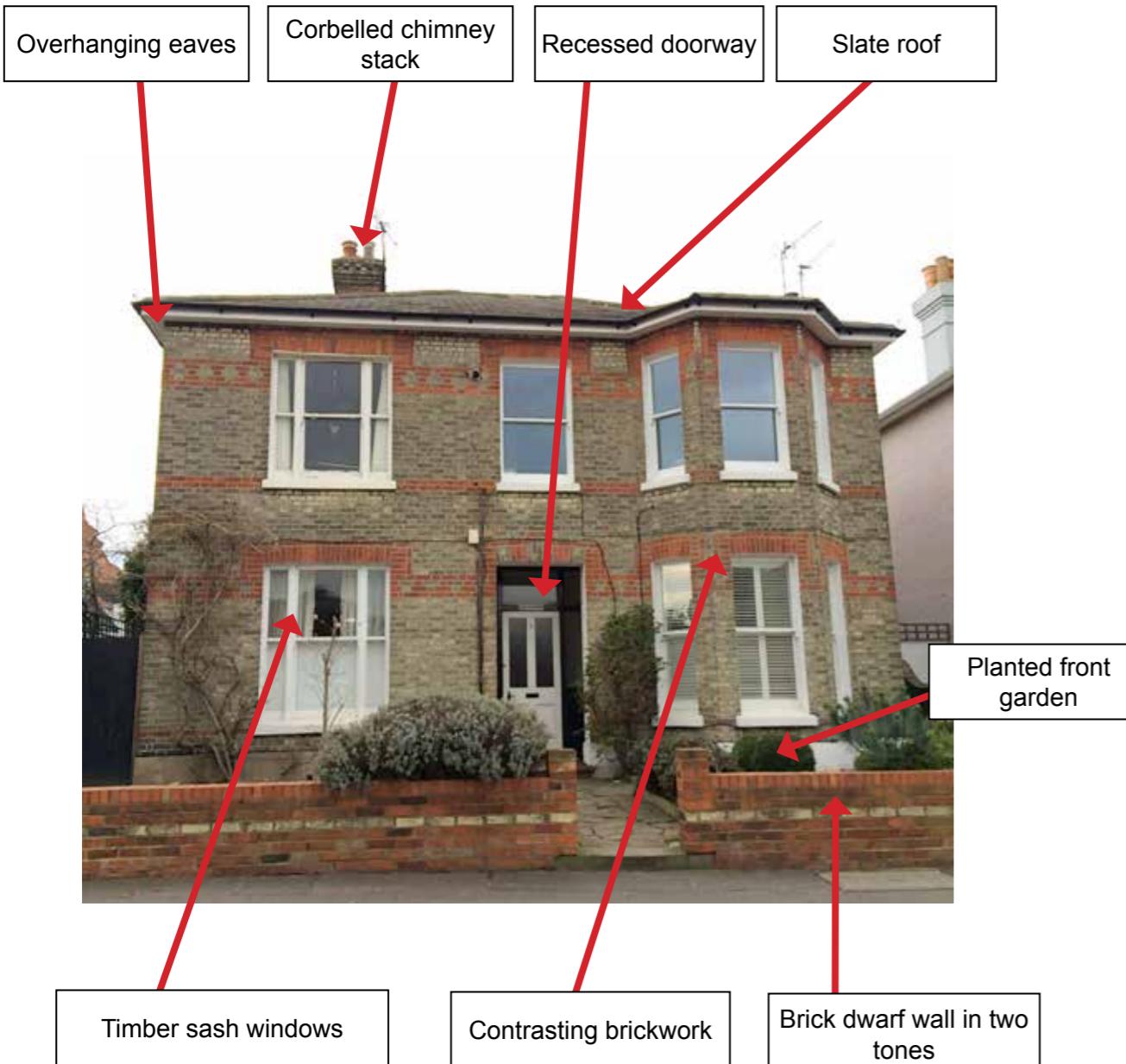
Brick was still the basic load-bearing material for most buildings during this period though decorative coloured detailing became more popular. Renders and ornament (the latter usually made from artificial stone) also become more widespread. The Borough hosts a wide array of quality Victorian housing of all scales, styles and forms, from terraced mews to large detached villas.

Victorian properties can be found across both Teddington and Hampton Wick. In the area surrounding Teddington Station, Adelaide Road, Albert Road and Clarence Road amongst others, are well maintained mixed stock brick (some overpainted) two storey

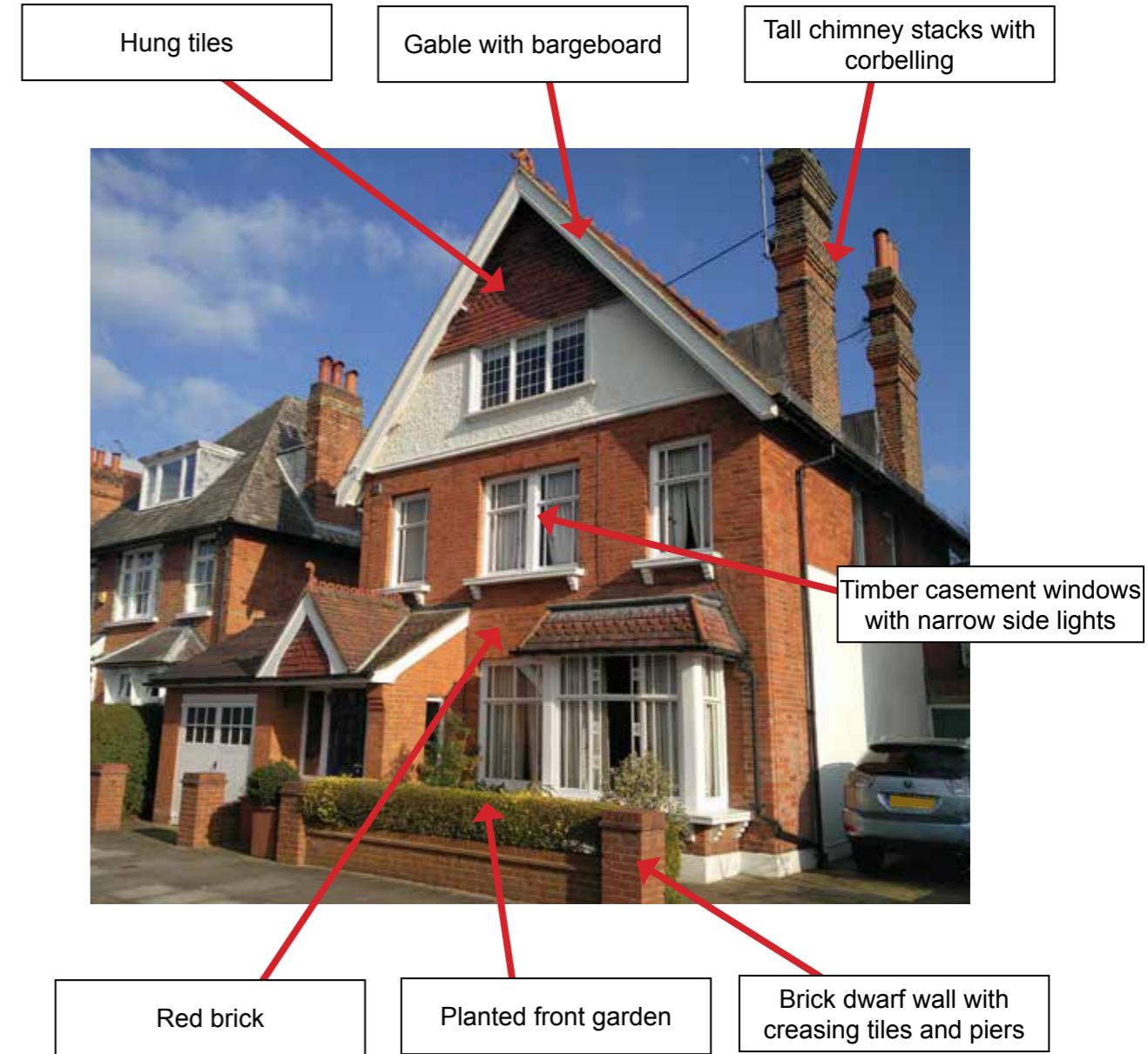
Victorian Terraces. Most have white painted render and quoining, some with retained white archway entrances and the majority retaining their original sash windows.

Cedars Road to the North West of Hampton Wick Station includes many fine examples of gable ended two and half storey properties from this period, each detached property has white painted barge boards and spires, sash windows and built from mixed stock brick.

## VICTORIAN



## EDWARDIAN



# 8. Features and Materials (continued)

**Edwardian and Late Victorian:** The Edwardian period was a high point in traditional construction, and late-Victorian architecture is often indistinguishable from that of this period. The architecture confidently mixes features from numerous styles. The work of Norman Shaw and the Arts and Crafts movement had a profound effect on house-design that was to dominate for decades to come with features of vernacular architecture becoming much more common.

In both Hampton Wick and Teddington there are many of examples of buildings from this period. Warwick Road, located along Teddington Road Hampton Wick has a fine original run of late Victorian terraces, set in red brick with crafted ornate mouldings set around canted bays amongst other details.

In Teddington, exemplary buildings with ornate detailing and a wide variety of approaches can be seen around Broom Road and Broom Water. Many of the two to three storey detached properties including distinctive turrets, glasswork and ornate arts and crafts detailing that defined the period.

**Interwar housing:** Interwar housing can be found across the Borough. The vernacular semi-detached houses that became popular pre-WWI became regularised into the standardised designs of the 'Mock-Tudor semi' but has many forms due to the variety of construction through this period.

Examples of interwar housing can be found across both areas but in isolated locations, such as Cambridge Road, Avenue Road and St Winifreds Road. Along Sandy Lane, Ingram House is comprised of two Art Deco four storey blocks of flats. The buildings are set in red brick with angular canted bays, white painted windows with distinct bars that mirror the iron railings of the flat balconies.

**Post war (60s and 70s):** A radical shift away from the traditional styles of the past century occurred with modernism and a new attitude to architecture and place-making. Blocks of flats were seen as the ideal solution to increasing density, though the regular terraced house and low rise blocks of flats and maisonettes persisted.

Examples of housing from this period can be found across both areas, of note the Fairways, which looks out across Broom Road Recreation Ground and encloses a small marina, and Harrowdene Gardens. Harrowdene Gardens is a purpose built estate that sits between Sandy Lane and the Railway line. Due to limited space the estate has a narrow and interesting arrangement, with three storey maisonettes and flats sharing a communal green space. This arrangement is typical of this period, as is the architectural style with pitched roofs, simple large pained windows and angular white painted porches sheltering the entrance to each block.

**Contemporary:** There is a variety of more modern development across the area, including some infill and some more substantial estates. Recent development less rigorously conforms to a particular style or ethos. Higher density developments are more common as the pressure on land is greater.

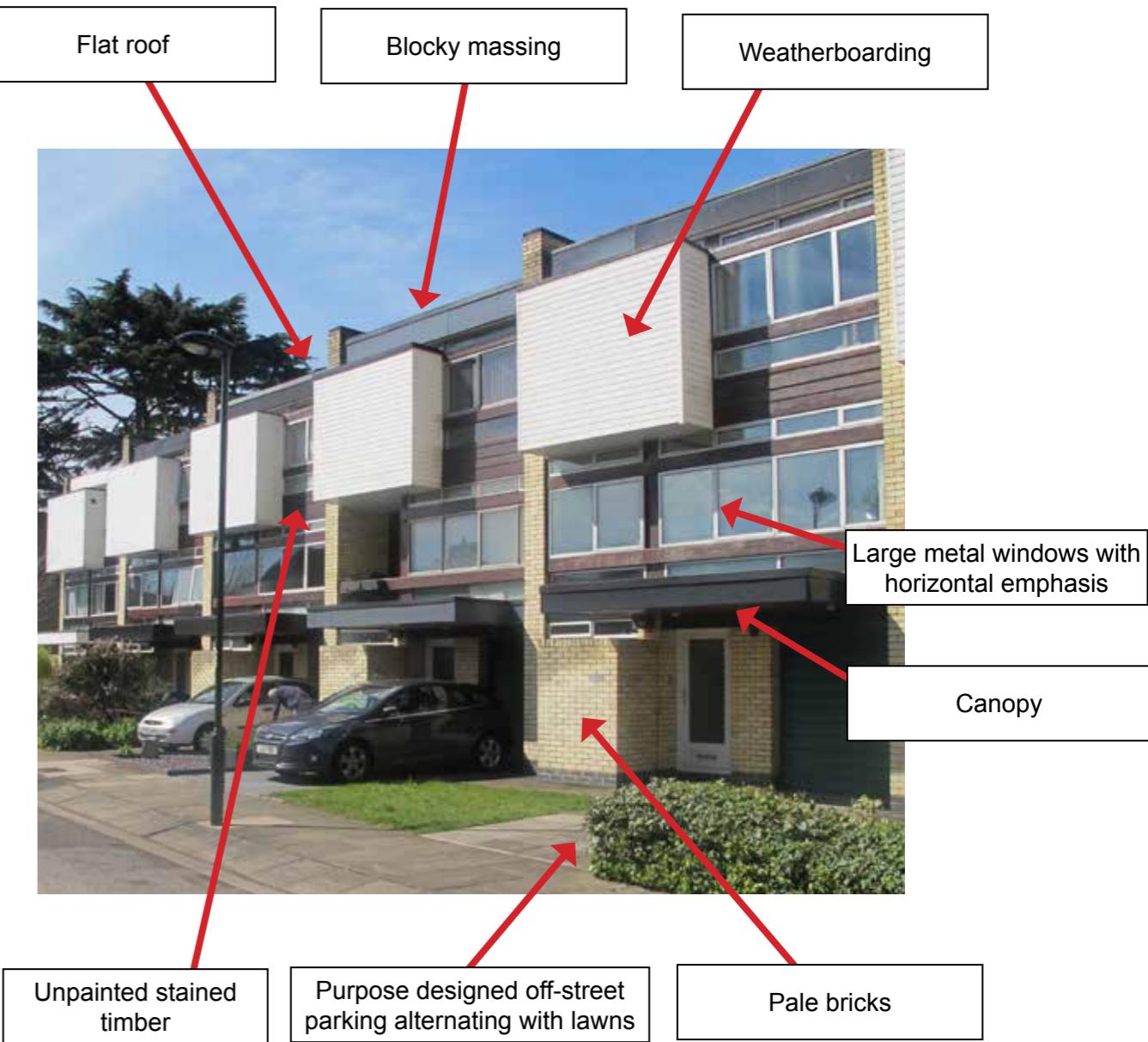
Due to the historic character of both Hampton Wick and Teddington, contemporary development often incorporates traditional design features, examples of this can be found along Broom Road, such as Trematon Place. These properties typically include gable fronted roofs, traditional brick with some detailing around windows and cornices.

There are a number of more modern developments also within these areas, of note new block of flats in Southcott Road, which addresses Sandy Lane and Bushy Park. The three and a half storey blocks are of modern construction and design with stock coloured brick, grey panelling, white painted render as well as glazed formal and Juliette balconies.

## INTERWAR



## POST WAR



# 8. Features and Materials (continued)

**Victorian**



**Late Victorian / Edwardian**



**Interwar**



**Post War**



**Contemporary**



# 8. Features and Materials (continued)

## Windows

Windows are key features in all the buildings in Hampton Wick and Teddington irrespective of the construction period. The location of the windows, their proportions, the number of glazing bars, the use of coloured glass, or the presence of old glass and the decorative treatment around the windows, all give each building its special character. The diversity of window types across the area add to its character and reinforce the distinctiveness of the different styles. Therefore if houses or flats have original windows they should be restored or, if necessary, replaced like with like. Along with the promotion of character, sustainable materials should also be prioritised, through the use of environmentally friendly materials and also improving the energy efficiency of buildings.

### Timber windows:

- Historic timber windows are made from more durable timber than modern, softwood timber. Repairing them is therefore often a more durable as well as sustainable option.
- Timber windows were always meant to be painted to protect them from the elements. Keeping them painted will help prevent them from rotting. If maintained, they can last indefinitely.

### Metal frame windows :

- A common form of windows used in the post war period, typically made of steel and aluminium.
- If well looked after can be long lasting and generally require less maintenance than timber construction.

### Window details:

- Original leaded lights can add character to the street and be an important aspect of the design of the buildings. If the original windows have leaded lights they should be replicated if repairing them is not possible.
- Stained glass should be retained or incorporated in replacement windows.

### Double-glazing and thermal efficiency:

Improving the thermal efficiency of historic windows is a common reason for replacing them with double-glazing. If you are

considering replacing your timber windows with uPVC bear in mind that the embodied energy lost by disposing of your windows and replacing them with uPVC, which have a limited life-expectancy, can be less sustainable than repairing them or installing secondary glazing. Traditional internal shutters are also a very effective means of improving thermal efficiency so if your property once had shutters, restoring them can be a sensible option.

There are a number of options to consider if the installation of double-glazing is pursued:

- Have existing windows adapted by inserting an additional pane of glass within the existing frame to improve sound and thermal insulation. This is only really possible with unlisted buildings with deep window profiles.
- Timber double-glazing is now a good option with improving technology that can achieve very slim window profiles that compare with Victorian and Edwardian single-glazing.
- Thin profile acoustic glass is available that can be fitted into existing timber frames. This can be a way of upgrading the sound and insulation performance of windows without the need for total replacement.
- Install secondary glazing which is very effective in improving thermal and sound insulation. They can often be removed in the summer months when less needed.

uPVC is often considered as it is seen as a cheaper option than most timber double-glazed units. However, it is not authentic and cannot achieve the same detailed mouldings or appearance and is therefore discouraged. If you feel that this is your only option you should bear in mind:

- the materials, design, proportions and the means of opening (sash/casement) of the existing windows and try to faithfully replicate them.
- the proportions of the glazing bars should replicate those on the original windows.
- glazing bars should be integral to the structure of the window and not applied to the outside of the glass and should be raised rather than flat.
- top-hung casements are not a good substitute for sliding sashes.

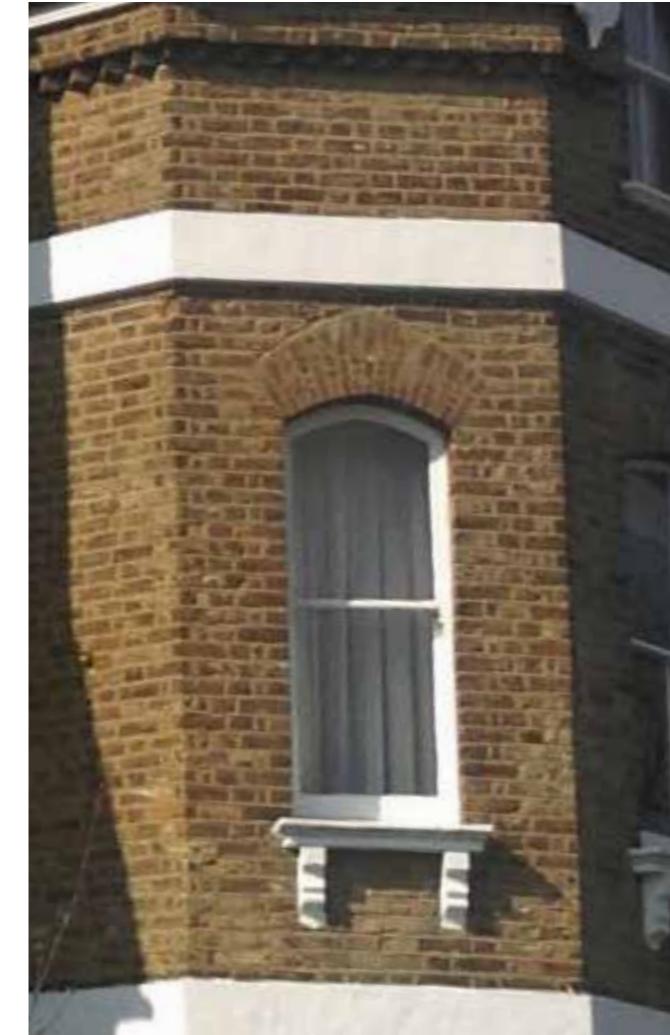
Historic England provide guidance on sensitive alterations to enhance environmental performance in historic buildings: <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/>



Ornate white painted wooden porch and canopy entrance with original painted door in a stained glass surround



White painted casement window with curved tops



Victorian property with narrow sash windows curved with the aligning brickwork. White quoins above and below



Original painted door, flat roof canopy and white painted cornices



Sash window with attractive glasswork detailing and white painted barge board above



Timber door with fanlight above and a classical white painted curved entrance



Sash windows with hybrid design set in the canted bay of an interwar property



Lead light windows set in timber casements



Timber door with curved glazing and ornate wooden porch surround

# 9. Development Guidance

## 1. Teddington Telephone Exchange (Local Plan ref. SA5)

**Proposal summary:** If the site becomes surplus to requirements, appropriate uses include retail or commercial on the ground floor, alongside employment. This could incorporate residential above and to the rear of the site, which would include affordable housing.

Any development proposals would need to consider the following:

- Take into account the scale and massing of Teddington High Street and the residential setting behind the site, particularly along Springfield Road. This would need to include suitable consideration of any noise or other environmental disturbance to the surrounding residential area.
- Give due consideration to the site's location within the Teddington High Street Conservation Area.
- Respect and complement the existing Victorian, Edwardian and Georgian architecture and historic setting of the High Street. This includes the use of appropriate materials that complement existing buildings and public realm.
- Contribute to improving the quality of frontages in this part of the High Street, taking into account the quality and character of adjoining shop fronts, particularly their arrangement and

massing as part of the rhythm of the street. This may include plot sub division as smaller units or the use of pilasters or similar to break up the frontage.

- Maintain and enhance the existing parcel of open space on the north east corner of the site, effectively integrating this into the development proposals to contribute to the High Street.
- Commercial and retail opportunities on the ground floor should improve on and respect the existing business and facilities on the High Street.
- Contemporary design elements may be appropriate where they complement and do not negatively impact the existing buildings and setting.
- Transport and access arrangements would need to be accounted for, with the potential increase in commercial and residential traffic and parking demand.

## 2. Teddington Delivery Office (Local Plan ref. SA6)

**Proposal summary:** If the site becomes surplus to requirements, retail or commercial on the ground floor, and employment uses. Potentially mixed use redevelopment with residential above and to the rear of the site, which would include affordable housing.

Any development proposals would need to consider the following:

- Respond to the scale and massing of the surrounding setting, particularly the 2.5/3 storey frontages along the High Street and also the significant Harlequin House and the associated green space.
- Protect and respect existing open spaces in close proximity along the High Street and within the surrounding area.
- Give due consideration to the site's location within the Teddington High Street Conservation Area.
- Take into account the building's part designation as a Building of Townscape Merit when considering any changes to the external fabric of the building. Any proposals would also need to respect and complement the existing Victorian, Edwardian and Georgian architecture and the street scene.
- Contemporary design elements may be appropriate, given the proximity of buildings from a variety of periods, where they compliment the buildings part designation as a Building of Townscape Merit.
- Transport and access arrangements would need to be accounted for, with the potential increase in commercial and residential traffic and parking demand.

## 3. Strathmore Centre, Strathmore Road, Teddington (Local Plan ref. SA7)

**Proposal summary:** Social and community infrastructure uses are the most appropriate land uses for this site.

Any development proposals would need to consider the following:

- Account for the residential setting either side of the site, particular in terms of scale, height and massing as appropriate.
- The architecture in this area is mixed and contemporary design elements that respect and complement the local context would be appropriate, particularly accounting for Stanley Primary School and its modern architectural features that are sympathetic to the setting of the surrounding area.
- Access, parking and general transport arrangements of any potential uses should be considered, accounting for the low Public Transport Accessibility Level (PTAL) rating of the site.



# 10. Shop Front Guidance

Richmond Borough Council has an adopted general guide to shopfront design (Shopfronts Supplementary Planning Document (SPD), March 2010). This guidance does not replace that SPD but provides area-specific information on shopfronts in Hampton Wick and Teddington, highlighting positive features in particular shopfronts. This is a means of identifying shopfronts worth preserving and may provide ideas for enhancing other shopfronts.

The Shopfronts SPD sets out the policy context for when planning permission and listed building consent is needed for new shopfronts and gives borough-wide guidance. Planning permission is invariably needed for replacement shopfronts and advertisement consent may be needed for new signage. This Village Planning Guidance SPD should be read in conjunction with the 2010 SPD.

Hampton Wick and Teddington have many individual historic shopfronts as well as unified shopping parades. Teddington High Street, in particular, has a remarkable collection of fine, well preserved Edwardian shopfronts that is worthy of close study.

Good examples should be preserved and, where architectural details are missing, they should ideally be replaced. As a general rule, shopfronts and alterations proposed to them should respect the character, overall design and materials of the host building. Where shopfronts are divided by matching piers, e.g. of glazed brick, these should remain unpainted.

Shopping parades were often built with the same shopfronts along their length. Over time many get replaced and the uniformity of the parades is undermined. Sometimes the replacement shopfronts have value for the quality of their design, craftsmanship or historic value and should be retained. Often however, the replacement shopfronts lack aesthetic value and are installed without consideration for how they will affect the appearance of the whole parade and street.

When considering alterations to a shopfront or its replacement consideration should be given to:

- the appearance of the host building as a whole and the designs of the adjacent shopfronts;
- uniformity: where a parade historically had identical shopfronts, reinstating the same appropriate design and materials, where the replacements are poor quality, can help create a more attractive street; and
- if there are a couple of identical surviving historic shopfronts in a parade these may well be the original historic design, replicating them in place of low-quality modern shopfronts should be explored.

Within a building or parade there are often two or more good different examples of shopfronts which should be retained and sometimes the subtle differences in detail will enhance the character of the area. However, the basic structure and features of traditional shopfronts (as identified in the Shopfront SPD) are usually present and should be adhered to and enhanced where possible.

## Shutters

External metal security shutters are not a traditional feature of shopfronts and generally detract from their character. Roller shutters, when lowered, can create an unattractive environment. If considered necessary, metal lattice-type shutters on the inside of the shop window can provide security without spoiling the external appearance of the shop front. Other traditional alternatives include external timber shutters.



## **High Street, Hampton Wick**

Hampton Wick High Street is a trafficked busy street, with vehicular movement dominating the setting, resulting in narrow pavements in places. It has only partially developed as a shopping street, still retaining domestic frontages in places, interspersed with a few shopping parades of one or two storeys.

The Neo-Tudor parade at Nos. 13-27 (odd) High Street has become degraded through loss of original features. The upper storeys feature buff bricks and gables with applied timbering, with ball finials in between (some missing). The original sashes are distinctive, with nine small lights over one large pane, but many have been replaced by metal or uPVC units, which detract. The shopfronts are divided by piers of glazed bricks. In at least three places the recessed entrances to the upper apartments also survive and these are lined with visually striking Art Nouveau tiles (Nos. 17, 23 and 25). No. 17 preserves a traditional shopfront including a stallriser of deep red glazed bricks. The other modernised shopfronts fail to relate to the distinctive character of the parade.

The two matching parades at Nos. 32-40 (even) and 44-56 (even) High Street are only two storeys in height but distinguished by an unusual brick cornice that is integrated with the gauged brick arched of the upper windows. The original pebbledash treatment has been overpainted in several places. The shops are divided by piers with gabled console brackets, but again these have been overpainted. Some of the shops retain a recessed entrance with an angled doorway, but all have been modernised in a way that detracts from the overall character.

At the south end of the High Street is a short single-storey parade that curves around the junction with Kingston Bridge Nos. 1-5 Home Park Parade. It retains four of its glazed brick piers between the shops, but two appear to have been removed and the building is much modernised. Only No. 5 retains a characterful shopfront, complete with recessed entrance.

## **Key examples**

### **No. 5 Home Park Parade, High Street, Hampton Wick**

Currently occupied by a barbers, this single storey development has an array of positive original features such as a recessed entrance with tiled pavement, thin timber glazing bars with capitals and decorative corner sections.

### **No. 17 High Street, Hampton Wick**

This restaurant includes an array of attractive features including: glazed brick piers with console brackets, recessed entrances with tiled pavements, glazed brick stallrisers, slender glazing bars and a glazed door with shaped frame.

## Typical key features to shop fronts, Hampton Wick



17 High Street



5 Home Park Parade

## **High Street, Teddington**

Teddington High Street is a busy thoroughfare with a wide variety of characterful, high quality shopfronts. In 1903 the street was widened by rebuilding the south side, and many of the best examples are concentrated in the long, red-brick shopping parades built at this time.

The impressive parade at Nos. 114-160 (even) High Street is in red brick, with canted bays featuring pediments enriched with terracotta reliefs. The shopfronts are divided by the original piers of glazed brick supporting gabled console brackets. Also intact are the recessed entrances leading to the apartments, complete with moulded archways and panelled doors with etched glass. These entrances survive even where the shopfronts have been modernised and they should continue to be preserved. Between these entrances, the shopfronts themselves are all different. The fact that many appear to be original yet no two are alike suggests that the original owners erected their own shopfronts. A remarkable variety is achieved using the same basic components, including thin timber glazing bars and arched corner sections. The best examples are Nos. 114, 116, 120, 122, 146, 148, 156 and 160.

The parade at Nos. 72-86 (even) High Street is in red brick, with a gabled roofline and decorative sash windows with arched upper lights. The steeply pitched roof features decorative slate work. Again, the shopfronts are divided by the original piers of glazed brick supporting gabled console brackets. There are good examples at Nos. 45, 47, 72, 73, 74, 77, 80, 86.

The parade at Nos. 8-38 (even) High Street is in dark red brick, the upper storeys enlivened by canted bays and decorative sash windows featuring arched upper lights. The brickwork has been painted over at No. 28, which detracts from the character. The shopfronts are still divided by the original piers of glazed brick supporting gabled console brackets. Again, many of the shopfronts are early and likely to be original, yet interestingly no two are the same. There are good examples at Nos. 8, 10, 16, 18, 26, 28, 30, 32, 34, 36.

The north side of the street has an older built form and is more irregular. However, the shops at Nos. 45-59 (odd) High Street are united by the same glazed brick piers found in the parades on the north side, featuring similar gabled console brackets. No. 45 is a good example, with its canvas awning still in working order. There is a modern shopfront at No. 59, the design of which successfully responds to this rich context, using thin glazing bars and an arched motif.

Outside of the parades, there are good individual shopfronts at Nos. 45, 73, 93, 100, 104, 166 and a matching pair at Nos. 79 and 81.

Broad Street continues to the west and has far fewer characterful shopfronts due to its later construction and is, as a result, outside the Conservation Area. There is therefore a significant opportunity to improve on the quality of Broad Street's shopfronts, based on the examples found in Teddington High Street.

### **Key examples**

#### **No. 28 High Street, Teddington**

Currently occupied by a clothing shop, the shop front includes a number of positive features including glazed brick piers with console brackets, recessed entrance, slender glazing bars with bases and capitals, leaded upper lights, ventilation grilles and well-proportioned inclined fascia board with moulded architrave.

#### **No. 45 High Street, Teddington**

A coffee shop and French bakery painted in a traditional blue, the shopfronts features include pilasters with capitals, traditional canvas awning apparatus, recessed entrance with mosaic pavement, panelled stallriser (renewed), thin glazing bars with arched corner pieces, ventilation grilles and well-proportioned fascia board.

## **No. 148 High Street, Teddington**

Studio 148, a mens clothing shop is one of many fine example of well-maintained original shop fronts that have been retained along this high street. The frontage includes features such as glazed brick piers with console brackets, recessed entrances, main entrance with tiled entryway and panelled ceiling, stallriser, very fine timber glazing bars carved to resemble colonettes, arched corner pieces, smaller upper lights with etched glass and well-proportioned fascia board.

## Typical key features to shop fronts, Teddington



28 Teddington High Street

45 Teddington High Street

## Stanley Road, Teddington

Stanley Road in Teddington is residential for most of its length but retains a local shopping district about half way up the road. The shops are pleasantly set back behind deep forecourts, although the quality of the surfaces is generally not very high.

The two-storey parade at Nos. 186-204 (even) Stanley Road has become degraded through loss of traditional features. The upper storeys are in mixed stock brick with red brick dressings and a gabled roofline, but all of the timber sash windows have been replaced with metal or uPVC units which detract from the character. Most of the shopfronts are divided by panelled piers supporting little segmental pediments, though some are altered or damaged. No. 186 retains a traditional storefront featuring a recessed, angled entrance. The other shops have been modernised and most now have oversized fascia boards that fail to relate to the proportions of the console brackets.

The two-storey parade at Nos. 91-105 (odd) Stanley Road is in mixed stock brick with red brick dressings. On the upper floors, most of the timber sash windows have been replaced with metal or uPVC units which detract from the character and uniformity. The shops are divided by rendered piers supporting paired console brackets topped by little pediments. The present metal-framed shopfronts do not relate to the character of the parade,

which originally would have had carefully proportioned timber shopfronts.

The parade at Nos. 107-121 (odd) Stanley Road is also of two storeys but has the added embellishment of a tall, shaped parapet. However, this has been damaged or removed in several places and the red brickwork has been overpainted, which detracts from the character. The present shopfronts are generally modern units which do not relate to the Edwardian character of the parade. In particular, there is much variation in the size and position of the fascia boards, which should be carefully proportioned in relation to the console brackets. No. 107 retains some traditional features including a recessed, angled entrance.

### Key examples

#### No. 107 Stanley Road, Teddington

Although not currently in the best condition, this art shop has a number of original features that stand out in the setting, such as piers with paired console brackets, recessed angled entrance and brick stallriser.

#### No. 186 Stanley Road, Teddington

An electrical specialist shop with panelled piers with console brackets, recessed angled entrance, stone threshold, slender glazing bars, traditional canvas awning apparatus and a well-proportioned fascia board.



186 Stanley Road

## Waldegrave Road, Teddington

Waldegrave Road is predominantly residential but has a group of shops near the junction with Shacklegate Lane.

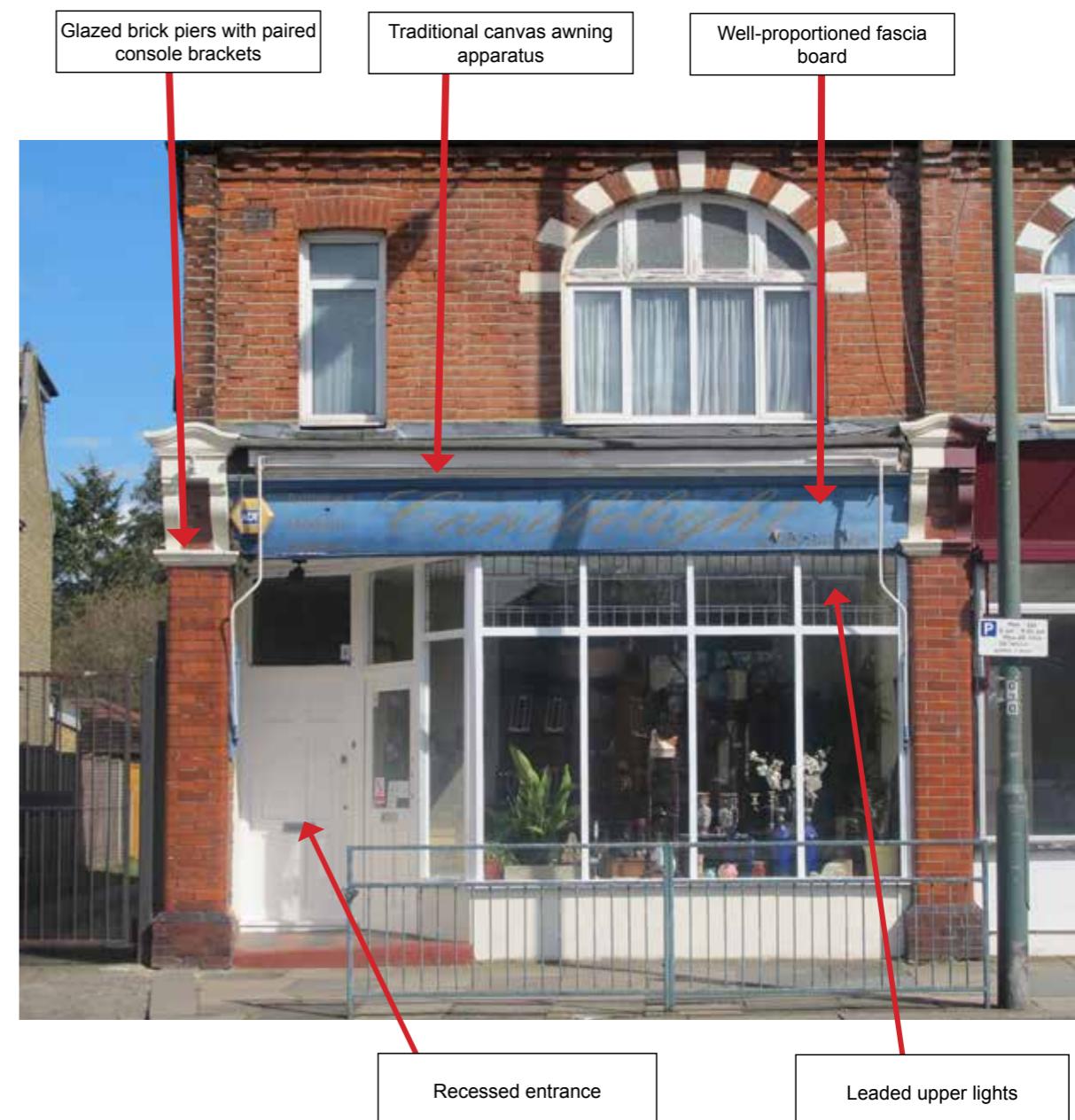
There is a two storey parade at Nos. 150-158 (even) Waldegrave Road. It is a building of two phases, the northern part in red brick with visually striking arches and gables, the southern part rendered with canted bays. However, the shops are each divided by identical piers, uniting the whole. The piers are in glazed brown bricks, with paired console brackets and little wavy pediments. Three of the shops retain recessed angled entrances but all of the shopfronts have been modernised to some degree. No. 158 is the best example, a modern replacement that incorporates leaded upper lights.

There is a row of shops at Nos. 197-205 (odd) Waldegrave. This may not be a parade, in the sense of a purpose-built row of shops, but is more likely to be a converted terrace. It is included here in order to highlight the opportunities for improvement. The building is pleasantly set back behind a deep forecourt, but the surfaces are of poor quality. The terrace is much altered and the shopfronts lack any cohesion as a group. However, No. 197 retains a well-proportioned fascia board between brackets, and No. 201 has recessed entrances and a tiled pavement.

### Key examples

#### No. 158 Waldegrave Road

Occupied by a flower shop, this white painted frontage with dark blue well-proportioned fascia board includes other positive features such as glazed brick piers with paired console brackets, traditional canvas awning apparatus, recessed angled entrance and leaded upper lights.



158 Waldegrave Road

# III. Forecourt Parking

The Council has an existing Supplementary Planning Document (SPD) covering 'Front Garden and Other Off Street Parking Standards' (adopted September 2006). This document provides detailed advice on the legal and design issues when creating a parking area in your front garden and access to it from the highway. Council Policy LP45 also establishes the principle approach to Forecourt Parking, notably that it will be discouraged. Highway Authority permission for construction of a crossover is required in all cases, and the SPD standard will be applied to all highway crossover applications.

The Hampton Wick and Teddington Village Planning Guidance SPD draws upon the 2006 SPD, providing updated and specific information for Hampton Wick and Teddington. It is important that the 2006 SPD is read in conjunction with the guidance below. It is also advised to refer to the Council's Supplementary Planning Document on 'Design Quality' and 'Public Space Design Guide'.

In both Hampton Wick and Teddington, as in other areas of Richmond and across London as a whole, increases in population and car ownership have resulted in greater demand for car parking spaces. Where houses are not able to have garages, or where there is insufficient on and off street parking, this can lead to increased demand for front garden parking.

Conversion of front gardens for car parking can individually and cumulatively adversely

impact on the appearance of an area and detract from its overall character if undertaken without careful consideration.

The Council is keen that where front garden parking does occur, it is done in the best possible way, by following guidance given in this and the 2006 SPD.

## Planning Permission

In some cases alterations to front gardens fall within the terms of 'permitted development', in which case planning approval is not required and therefore the Council has little or no control over the creation of forecourt parking. You will not normally need planning permission, outside of a Conservation Area if a new or replacement driveway of any size uses permeable (or porous) surfacing which allows water to drain through, such as permeable concrete block paving or porous asphalt, or by directing rainfall to a lawn or border to drain naturally.

If the surface to be covered is more than five square metres planning permission will be needed for laying traditional, impermeable driveways. It is important to note that in Conservation Areas, planning permission is required for demolition of boundary walls, fences and railings over 1m in height.

Article 4(2) Directions can also restrict the removal of structures such as those that would be required to allow access for parking (see the 2006 SPD for details).

The Council's Local Plan (Policy LP45) generally discourages front garden parking because of the impact on the appearance of the street and loss of vegetation and biodiversity. When forecourt parking is proposed, this SPD seeks to ensure it is provided in a sympathetic way.

It is generally considered that additional forecourt parking does not significantly reduce parking congestion as it results in the loss of on-street parking.

## Important features in Hampton Wick and Teddington

Many front gardens and frontage features in Hampton Wick and Teddington contribute significantly to the overall character of the area and local street scene both within and outside of the Conservation Areas. These include brick gate piers, dwarf walls incorporating railings or hedges, planted front gardens and a very high number of street trees.

## Boundary Walls

Boundary walls are perhaps the most important and defining feature of a street scene, and their preservation and uniformity adds considerably to an area's character.

They enclose front gardens and define public and private space. Low walls create this space without reducing visibility. Conforming traditional brick types and brickwork along a street is an important characteristic.

Boundary walls to Victorian housing often consist of low brick walls punctuated by taller piers in the same brick, topped by coping stones. The larger houses would often have bespoke, more ornate versions, as seen in the surviving example on Manor Road in Teddington.

In Hampton Wick, fine examples of ornate red brick walls can be seen retained on a number of gable end detached two and a half storey houses along Seymour Road.

The interwar period, especially, produced a streetscape with a distinctive character. The boundary walls to the many detached and semi-detached houses from this period often had a stepped or undulating profile, sometimes rendered but more often in brick.

A large number of boundary walls in both Hampton Wick and Teddington from this period have either been replaced over time with different design approaches or with no wall at all, typically for forecourt parking. A number of examples of undulating walls are still found in isolated locations along Cambridge Road in Teddington.

Dwarf walls without additional features are typically associated with Victorian terraces and are prevalent across both Hampton Wick and Teddington areas, with fine examples of consistent runs on and around Wick Road.

## Fencing

Picket fencing can be found intermittently across the Hampton Wick and Teddington character area, with some traditional fencing boundaries retained.

A number of well maintained picket fences can be found along Church Grove looking out across the Kings Field and Bushy Park. Of note, a white painted picket fence can be found fronting a Victorian property with a manicured hedge sitting behind.

In other areas, tight Victorian terraces have picket boundaries amongst tradition redbrick boundary walls. Field Lane in Teddington has a number of properties fronted by natural and white painted fencing.

## Iron railings and gates

Iron railings (and gates) feature on houses across Hampton Wick and Teddington but for the most part with no consistency. More traditional railings typically are embedded into a lower boundary wall, enclosing the front garden whilst keeping visual obstruction to a minimum.

Dwarf walls with iron railings atop are a relatively common boundary treatment, typically as addition/alterations to front boundary walls. The former NHS site within Normansfield Conservation Area is surrounded by traditional cast-iron railings above a mixed stock brick boundary wall.

## Hedges

Hedges enclose front gardens and define public and private space. They provide an attractive green feature to the streetscape. Therefore, it is important for them to be retained as frontage features, either on their own or in combination with walls or railings.

Hedges are frequently used boundary treatments across Hampton Wick and Teddington. Along Queen's Road, many of the more significant Edwardian properties have hedging as a buffer from the main road and in Hampton Wick many properties, including particularly well maintained properties along Lower Teddington Road have hedging above dwarf boundary walls.

Many examples of well maintained hedges can be found along the cul-de-sac of St Mary's Avenue, helping to offset the negative impact of significant on-street parking.

## Retention of existing features

The general aim of any design for car parking in front gardens should be to retain as much of the existing features as is practical – such as existing walls, railings or hedging. Where an opening has to be made in an existing wall, railing or fence, it should be made good at both ends to match existing materials and details, and should be no more than a car width wide.

## Enclosure

Retaining a form of enclosure to front gardens and forecourts is an essential part of retaining local character and maintaining the street scene. Partial loss of existing structures is inevitable to allow vehicle access but some structure should be retained. Inward opening gates help to complete a defensible line. For the above reasons the gap in the boundary should not exceed that needed for the passage of a car. This also reduces the loss of parking space in the road outside.

## Permeability

The base and finished surface should be laid at a slight gradient and be of a permeable material, to allow the satisfactory drainage and absorption of rainwater. Water should not drain from the property onto the footway. A length of drain or soak-away may be required at the site boundary to prevent this or a connection to a surface water sewer can be established with the agreement of the Water Authority. Loose gravel should be avoided.

## Green features

Loss of existing green space may be inevitable, however retaining and / or replacing some planting in a generous manner may help to maintain the area's character, screen vehicles and create a more pleasant natural environment by absorbing local exhaust fumes.



Boundary walls, Seymour Road



Hedges, Queen's Road



Picket fences, Church Grove

# 12. Flood Risk

## Reducing flood risk to you and your property

There are a number of things that residents in Hampton Wick and Teddington can do to ensure that they are prepared for and aware of the potential risk of flooding to properties.

### Find out if you are at risk

The map outlines the broad areas in which there is a potential flood risk in both Hampton Wick and Teddington. A more detailed map can be found at [www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk](http://www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk). As flood risk maps are updated frequently to reflect the latest modelling, you are advised to check the latest maps via this link.

### Actions to reduce flood risk

There are a number of ways to reduce and mitigate the impacts of flooding on your property:

- Sign up for flood warning [www.gov.uk/sign-up-for-flood-warnings](http://www.gov.uk/sign-up-for-flood-warnings).
- Contact Floodline 0345 988 1188 (24-hour service) in case of an emergency or for further guidance.
- Make a personal flood plan, Government guidance can be found at: [www.gov.uk/government/publications/personal-flood-plan](http://www.gov.uk/government/publications/personal-flood-plan).
- Improve your home's flood protection, the Government have outlined a number of measures that you can take at: [www.gov.uk/prepare-for-a-flood/improve-your-property](http://www.gov.uk/prepare-for-a-flood/improve-your-property)

## [property-flood-protection](#)

### Relevant Planning Policies

The Council's planning policy documents outline ways in which new development within Hampton Wick and Teddington should account for flood risk. This includes new build construction of residential and commercial buildings, as well as significant alterations or changes of use of existing buildings that may be impacted by flooding.

The policies cover all flood risk considerations, responding to the Borough's setting, which is very susceptible to flooding. Relevant local policies from the Council's Local Plan include the following:

#### Policy LP 21: Flood Risk and Sustainable Drainage

A. All developments should avoid, or minimise, contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater and flooding from sewers, taking account of climate change and without increasing flood risk elsewhere. Development will be guided to areas of lower risk by applying the 'Sequential Test' as set out in national policy guidance, and where necessary, the 'Exception Test' will be applied. Unacceptable developments and land uses will be refused in line with national policy and guidance, the Council's Strategic Flood Risk Assessment (SFRA) and as outlined in the table below.

In areas at risk of flooding, all proposals on sites of 10 dwellings or more or 1000sqm of non-residential development or more, or on any other proposal where safe access/egress cannot be achieved, a Flood Emergency Plan must be submitted.

Where a Flood Risk Assessment is required, on-site attenuation to alleviate fluvial and/or surface water flooding over and above the Environment Agency's floodplain compensation is required where feasible.

#### Basements and subterranean developments

B. Basements within flood affected areas of the borough represent a particularly high risk to life, as they may be subject to very rapid inundation.

#### Sustainable drainage

C. The Council will require the use of Sustainable Drainage Systems (SuDS) in all development proposals. Applicants will have to demonstrate that their proposal complies with the following:

1. A reduction in surface water discharge to greenfield run-off rates wherever feasible.

2. Where greenfield run-off rates are not feasible, this will need to be demonstrated by the applicant, and in such instances, the minimum requirement is to achieve at least a 50% attenuation of the site's surface water runoff at peak times based on the levels existing prior to the development.

### Flood defences

D. Applicants will have to demonstrate that their proposal complies with the following:

1. Retain the effectiveness, stability and integrity of flood defences, river banks and other formal and informal flood defence infrastructure.

2. Ensure the proposal does not prevent essential maintenance and upgrading to be carried out in the future.

3. Set back developments from river banks and existing flood defence infrastructure where possible (16 metres for the tidal Thames and 8 metres for other rivers).

4. Take into account the requirements of the Thames Estuary 2100 Plan and the River Thames Scheme, and demonstrate how the current and future requirements for flood defences have been incorporated into the development.

5. The removal of formal or informal flood defences is not acceptable unless this is part of an agreed flood risk management strategy by the Environment Agency.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM SD 3, Policy DM SD 6, Policy DM SD 7 and Policy DM SD 8.

## Flood Risk map for Hampton Wick and Teddington

The map shows the parts of the area identified as being at risk of a 1% chance of flooding in any given year from the River Thames. This is sometimes described as a 1 in 100 year (1:100) flood.

However, this doesn't mean that if a location floods one year, it will definitely not flood for the next 99 years. Nor, if it has not flooded for 99 years, will it necessarily flood this year.

The information is extracted from computer modelling and records of previous flooding by the Environment Agency and reflects information supplied in February 2016.



# Appendix I: Relevant Policies and Guidance

It should be noted that all adopted policies and guidance should be assessed for their relevance in respect of individual planning applications, not just those listed below.

## LBRuT Publication Local Plan (January 2017)

Main policies that the SPD will support:

### Policy LP 1: Local Character and Design Quality

The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.

To ensure development respects, contributes to and enhances the local environment and character, the following will be considered when assessing proposals:

1. compatibility with local character including the relationship to existing townscape, development patterns, views, local grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing;
2. sustainable design and construction, including adaptability, subject to aesthetic considerations;
3. layout, siting and access, including making

best use of land;

4. space between buildings, relationship of heights to widths and relationship to the public realm, heritage assets and natural features;
5. inclusive design, connectivity, permeability (as such gated developments will not be permitted), natural surveillance and orientation; and
6. suitability and compatibility of uses, taking account of any potential adverse impacts of the co-location of uses through the layout, design and management of the site.

All proposals, including extensions, alterations and shop fronts, will be assessed against the advice set out in the relevant Village Planning Guidance and other SPDs relating to character and design.

### Shop fronts

The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts, including signage and illumination, should complement the proportions, character, materials and detailing, surrounding streetscene and the building of which it forms part. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In

sensitive areas, rigid and gloss finish blinds will generally be unacceptable.

### Advertisements and hoardings

The Council will exercise strict control over the design and siting of advertisements and hoardings to ensure the character of individual buildings and streets are not materially harmed, having regard to the interests of amenity and public safety (including highway safety).

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1 and Policy DC7.

### Policy LP 25: Development in Centres

A. Development in the borough's centres, as defined in the centre hierarchy, will be acceptable if it:

1. is in keeping with the centre's role and function within the hierarchy and is of a scale appropriate to the size of the centre (also see the Spatial Strategy of this Plan); and
2. is in an appropriate location, as follows:
  - a. A1 uses should be located within, adjacent to or well-related (or capable of being made so) to designated shopping frontages.
  - b. For other appropriate uses (see B & C below), major development and/or developments which generate high levels

of trips should be located within a Main Centre Boundary. Elsewhere development should be located within the defined Area of Mixed Use (AMU boundary). For centres, or parts of centres where no boundary exists, proposals should be well-related to designated shopping frontages.

Proposals not in the above locations, including extensions to existing retail and leisure developments of more than 200sqm gross, should satisfy the Sequential Test as set out in national policy and guidance. Out of centre retail development is not considered appropriate in line with the London Plan; and

3. does not adversely impact on the vitality and viability of the centre in which the development is proposed, or another centre. When assessing proposals for development outside of existing centres, applicants will have to comply with the requirements of national policy and guidance in relation to impact assessments. For retail developments, including extensions of over 500sqm gross, the Council will require a Retail Impact Assessment.

The scope of such assessments will need to be agreed with the Council before submitting a planning application; and

4. optimises the potential of sites by contributing towards a suitable mix of uses that enhance the vitality and viability of the centre. Commercial or community uses should be provided on the ground floor

fronting the street, subject to other Local Plan policies, including the retail frontages policy LP 26.

B. In addition to A above, the following applies to development proposals in the borough's five main centres:

1. The Council will support appropriate development(2) in the five main centres.

2. The Council will encourage proposals for leisure, cultural and tourism facilities which contribute to the diversity of the offer.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1, Policy DC7, Policy DM TC 2.

#### **Policy LP34: New Housing**

A. The Borough's target is 3,150 homes for the period 2015-2025. This target will be rolled forward until it is replaced by a revised London Plan target. The Council will exceed the minimum strategic dwelling requirement, where this can be achieved in accordance with other Local Plan policies.

Within the existing Core Strategy (2009) the equivalent policy is Policy C14.

#### **Policy LP43: Visitor Economy**

A. The Council will support the sustainable growth of the visitor economy for the benefit of the local area by:

1. supporting proposals which promote and enhance the borough's existing tourist attractions, including the unique, historic and cultural assets that are connected via the River Thames, such as The Royal Botanic Gardens, Kew, Ham House and Hampton Court Palace;

2. proposals that lead to increased visitors and tourists need to be of an appropriate scale for the size of the centre and will be assessed against the transport policies of this Plan;

3. requiring accommodation and facilities to be accessible to all; at least 10% of hotel bedrooms should be wheelchair accessible;

4. enhancing the environment in areas leading to, within and around visitor destinations where appropriate.

B. In relation to visitor accommodation:

1. proposals which result in the loss of bedspaces will be resisted;

2. proposals which increase the number of bedspaces will be supported subject to other Local Plan policies;

3. proposals will be supported which contribute towards providing a range of visitor accommodation, including small independent hotels and bed and breakfast accommodation, subject to other Local Plan policies.

Within the existing Core Strategy (2009) the equivalent policy is Policy C20.

#### **LPI2: Green Infrastructure**

Green infrastructure is a network of multi-functional green spaces and natural elements, which provides multiple benefits for people, nature and the economy.

A. To ensure all development proposals protect, and where opportunities arise enhance, green infrastructure, the following will be taken into account when assessing development proposals:

a. the need to protect the integrity of the green spaces and assets that are part of the wider green infrastructure network; improvements and enhancements to the green infrastructure network are supported;

b. its contribution to the wider green infrastructure network by delivering landscape enhancement, restoration or re-creation; and

c. incorporating green infrastructure assets, which make positive contributions to the wider green infrastructure network.

Within the existing Core Strategy (2009) the equivalent policy is Policy C10.

#### **LPI3: Green Belt, Metropolitan Open Land and Local Green Space**

A. The borough's Green Belt and Metropolitan Open Land will be protected and retained in predominately open use. Inappropriate development will be refused unless 'very special circumstances' can be demonstrated that clearly outweigh the harm to the Green Belt or Metropolitan Open Land.

Appropriate uses within Green Belt or Metropolitan Open Land include public and private open spaces and playing fields, open recreation and sport, biodiversity including rivers and bodies of water and open community uses including allotments and cemeteries. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt or Metropolitan Open Land.

B. It will be recognised that there may be exceptional cases where inappropriate development such as small scale structures may be acceptable, but only if it:

1. Does not harm the character and openness of the Green Belt or Metropolitan Open Land; and

2. Is linked to the functional use of the Green Belt or Metropolitan Open Land, or supports outdoor open space uses; or

3. Is for essential utility infrastructure and facilities for which it needs to be demonstrated that no alternative locations are available and that they do not have any adverse impacts on the character and openness of the Green Belt or Metropolitan Open Land.

C. Improvement and enhancement of the openness and character of the Green Belt or Metropolitan Open Land and measures

to reduce visual impacts will be encouraged where appropriate.

When considering developments on sites outside Green Belt or Metropolitan Open Land, any possible visual impacts on the character and openness of the Green Belt or Metropolitan Open Land will be taken into account.

#### Local Green Space

D. Local Green Space, which has been demonstrated to be special to a local community and which holds a particular local significance, will be protected from inappropriate development that could cause harm to its qualities.

Within the existing Core Strategy (2009) the equivalent policy is Policy C10.

#### Policy LP14: Other Open Land of Townscape Importance

Other open areas that are of townscape importance will be protected in open use, and enhanced where possible. It will be recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria will be taken into account when assessing whether development is appropriate:

- a. it must be linked to the functional use of the Other Open Land of Townscape Importance;
- or

- b. it can only be a replacement of, or minor extension to, existing built facilities; and
- c. it does not harm the character or openness of the open land.

Improvement and enhancement of the openness or character of other open land and measures to open up views into and out of designated other open land will be encouraged.

When considering developments on sites outside designated other open land, any possible visual impacts on the character and openness of the designated other open land will be taken into account.

Within the existing Core Strategy (2009) the equivalent policy is Policy C10.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM OS 3.

#### Policy LP26: Retail Frontages

The Council has designated parts of centres as Key Shopping Frontage or Secondary Shopping Frontage.

#### Key Shopping Frontages

A. Proposals that result in a loss of floorspace in Use Class A1 in Key Shopping Frontages will be resisted. Other uses converting to retail will be supported, subject to there being no adverse impact on the centre. The Council will seek to retain key facilities including Post Offices.

#### Secondary Shopping Frontages

B. A non-A1 proposal will be acceptable in the secondary shopping frontages only if it:

1. (a) meets community needs (such as a dentist, clinic or health centre, veterinary surgery, gym, fitness studio and facilities which would enable the public better access to police services) and provides a direct service to visiting members of the public, or
- (b) falls within Use Classes A2 to A5, or
- (c) is another commercial use which provides a direct service to visiting members of the public without appointment.

In addition to (a) or (b) above, the proposal must meet the following criteria:

2. the proposed use should retain a 'shop-like' appearance; it should not have a detrimental visual impact on the shopfront and should respect the heritage and character of the centre, taking into account the Village Planning Guidance SPDs;
3. the proposed use has to be complementary to the area's shopping function and provide a direct service to the public; and
4. it will not create an unbroken run of three or more non-A1 units.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM TC 3.

#### Policy LP3: Designated Heritage Assets

A. The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the borough. The significance (including the settings) of the borough's designated heritage assets, encompassing Conservation Areas, Listed Buildings, Scheduled Monuments as well as the Registered Historic Parks and Gardens, will be conserved and enhanced by the following means:

1. Give great weight to the conservation of the heritage asset when considering the impact of a proposed development on the significance of the asset.
2. Resist the demolition in whole, or in part, of Listed Buildings. Consent for demolition of Grade II Listed Buildings will only be granted in exceptional circumstances and for Grade II\* and Grade I Listed Buildings in wholly exceptional circumstances following a thorough assessment of their significance.
3. Resist the change of use of Listed Buildings where this would materially harm their character and distinctiveness, particularly where the current use contributes to the character of the surrounding area and to its sense of place.
4. Require the retention and preservation of the original structure, layout, architectural features, materials as well as later features of interest within Listed Buildings, and resist the removal or modification of features

that are both internally and externally of architectural importance or that contribute to the significance of the asset.

5. Demolitions (in whole or in part), alterations, extensions and any other modifications to Listed Buildings should be based on an accurate understanding of the significance of the heritage asset.

6. Require, where appropriate, the reinstatement of internal and external features of special architectural or historic significance within Listed Buildings, and the removal of internal and external features that harm the significance of the asset, commensurate with the extent of proposed development.

7. Require the use of appropriate materials and techniques and strongly encourage any works or repairs to a designated heritage asset to be carried out in a correct, scholarly manner by appropriate specialists.

B. Resist substantial demolition in Conservation Areas and any changes that could harm heritage assets, unless it can be demonstrated that:

1. in the case of substantial harm or loss to the significance of the heritage asset, it is necessary to achieve substantial public benefits that outweigh that harm or loss;

2. in the case of less than substantial harm to the significance of the heritage asset, that the public benefits, including securing the

optimum viable use, outweigh that harm; or

3. the building or part of the building or structure makes no positive contribution to the character

or distinctiveness of the area.

C. All proposals in Conservation Areas are required to preserve and, where possible, enhance the character or the appearance of the Conservation Area.

D. Where there is evidence of intentional damage or deliberate neglect to a designated heritage asset, its current condition will not be taken into account in the decision-making process.

E. Outline planning applications will not be accepted in Conservation Areas. The Council's Conservation Area Statements, and where available Conservation Area Studies, and/or Management Plans, will be used as a basis for assessing development proposals within, or where it would affect the setting of, Conservation Areas, together with other policy guidance, such as Village Planning Guidance SPDs.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM OS 4, Policy DM HD 1 and Policy DM HD 2.

#### **Policy LP 4: Non-Designated Heritage Assets**

The Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit, memorials, particularly war memorials, and other local historic features.

There will be a presumption against the demolition of Buildings of Townscape Merit. Applicants will be required to:

1. retain the character of Buildings of Townscape Merit, war memorials and any other non-designated heritage assets;
2. submit a Heritage statement to assess the potential harm to, or loss of, the significance of the non-designated heritage asset, including from both direct and indirect effects;
3. describe the significance of the non-designated heritage asset affected, including any contribution made by their setting; the extent of the relevant setting will be proportionate to the significance of the asset. Appropriate expertise should be used to assess a non-designated heritage asset; and
4. retain or restore the structures, features and materials of the asset, which contribute to its architectural integrity and historic interest.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM HD 3.

#### **Policy LP5: Views and Vistas**

The Council will protect the quality of the views, vistas, gaps and the skyline, all of which contribute significantly to the character, distinctiveness and quality of the local and wider area, by the following means:

1. protect the quality of the views and vistas as identified on the Proposals Map, and demonstrate such through computer-generated imagery (CGI) and visual impact assessments;
2. resist development which interrupts, disrupts or detracts from strategic and local vistas, views, gaps and the skyline;
3. require developments whose visual impacts extend beyond that of the immediate street to demonstrate how views are protected or enhanced;
4. require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background;
5. improvements to views, vistas, gaps and the skyline, particularly where views or vistas have been obscured, will be encouraged where appropriate;
6. seek improvements to views within

Conservation Areas, which:

- a. are identified in Conservation Area Statements and Studies and Village Plans;
- b. are within, into, and out of Conservation Areas;
- c. affect the setting of and from development on sites adjacent to Conservation Areas and Listed Buildings.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM TC 7.

#### **Policy LP38: Loss of Housing**

- A. Existing housing should be retained.
- B. Proposals for reversions and conversions should assess the suitability of the property and design considerations.
- C. Redevelopment of existing housing should normally only take place where:
  - a. it has first been demonstrated that the existing housing is incapable of improvement or conversion to a satisfactory standard to provide an equivalent scheme; and, if this is the case
  - b. the proposal does not have an adverse impact on local character; and
  - c. the proposal provides a reasonable standard of accommodation.

Within the existing Development Management Plan (2011) the equivalent

policy is Policy DM HO 1.

#### **Policy LP39: Infill, Backland and Backgarden Development**

##### **Infill and Backland Development**

A. All infill and backland development must reflect the character of the surrounding area and protect the amenity and living conditions of neighbours. In considering applications for infill and backland development the following factors should be addressed:

- 1. Retain plots of sufficient width for adequate separation between dwellings;
- 2. Retain similar spacing between new buildings to any established spacing;
- 3. Retain appropriate garden space for adjacent dwellings;
- 4. Respect the local context, in accordance with policy LP 2 Building Heights;
- 5. Enhance the street frontage (where applicable) taking account of local character;
- 6. Incorporate or reflect materials and detailing on existing dwellings, in accordance with policy LP 1 Local Character and Design Quality;
- 7. Retain or re-provide features important to character, appearance or wildlife, in accordance with policy LP 16 Trees and Landscape;
- 8. Result in no unacceptable adverse impact on neighbours, including loss of privacy to

existing homes or gardens, in accordance with policy LP 8 Amenity and Living Conditions;

9. Provide adequate servicing, recycling and refuse storage as well as cycle parking;

10. Result in no adverse impact on neighbours in terms of visual impact, noise or light from vehicular access or car parking.

##### **Backgarden Development**

B. There is a presumption against loss of back gardens due to the need to maintain local character, amenity space and biodiversity. Back garden land which contributes either individually or as part of a larger swathe of green space to amenity of residents or provides wildlife habitats must be retained. In exceptional cases where it is considered that a limited scale of backgarden development may be acceptable it should not have a significantly adverse impact upon the factors set out above. Development on backgarden sites must be more intimate in scale and lower than frontage properties.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM HO 2 and Policy DM HO 3.

#### **Policy LP45: Parking Standards and Servicing**

##### **Parking standards**

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs

of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

- 1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.
- 2. Resisting the provision of front garden car parking unless it can be demonstrated that:
  - a. there would be no material impact on road or pedestrian safety;
  - b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and
  - c. the existing on street demand is less than available capacity.
- 3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:
  - a. the provision of disabled parking;
  - b. appropriate servicing arrangements; and
  - c. demonstrating that proper controls can be put in place to ensure that the proposal will

not contribute to on-street parking stress in the locality.

All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

#### **Freight and Servicing**

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM TP 8 and Policy DM TP 9.

#### **Policy LP 16: Trees and Landscape**

The Council will require the protection of existing trees and the provision of new trees, shrubs and other vegetation of landscape significance that compliment existing, or create new, high quality green areas, which deliver amenity and biodiversity benefits.

To ensure development protects, respects, contributes to and enhances trees and landscapes, the Council, when assessing development proposals, will:

##### **Trees**

1. resist the loss of trees unless the tree is dead, dying or dangerous; or the tree is causing significant damage to adjacent structures; or the tree has little or no amenity value; or felling is for reasons of good arboricultural practice;
2. resist development which results in the damage or loss of trees that are considered to be of townscape or amenity value; the Council will require that site design or layout ensures a harmonious relationship between trees and their surroundings and will resist development which will be likely to result in pressure to significantly prune or remove trees;
3. require, where practicable, an appropriate replacement for any tree that is felled; a financial contribution to the provision for an off-site tree in line with the monetary value of the existing tree to be felled will be required in line with the 'Capital Asset Value for Amenity Trees' (CAVAT);
4. require new trees to be of a suitable species for the location in terms of height and root spread; the use of native species is encouraged where appropriate;
5. require that trees are adequately

protected throughout the course of development, in accordance with British Standard 5837 (Trees in relation to design, demolition and construction – Recommendations).

The Council may serve Tree Preservation Orders or attach planning conditions to protect trees considered to be of value to the townscape and amenity and which are threatened by development.

##### **Landscape**

1. require the retention of important existing landscape features where practicable;
2. require landscape design and materials to be of high quality and compatible with the surrounding landscape and character; and
3. encourage planting, including new trees, shrubs and other significant vegetation where appropriate.

#### **Policy LP 31: Public Open Space, Play Space, Sport and Recreation**

A. Public Open Space, children's and young people's play facilities as well as formal and informal sports grounds and playing fields will be protected, and where possible enhanced. Improvements of existing facilities and spaces, including their openness and character and their accessibility and linkages, will be encouraged.

New open spaces, play facilities and formal

and informal land for sport and recreation should be linked to the wider Green Infrastructure network as they play an important role in creating social cohesion, encouraging and promoting healthier and more active lifestyles.

##### **Impacts on existing provision**

B. The Council will require all major development proposals in the borough to meet the Public Open Space and play space needs arising out of the development by meeting a set criteria:

Within the existing Development Management Plan (2011) the equivalent policies are DM OS 7 and DM OS8.

#### **Other relevant policies**

##### **Policy LP 29: Education and Training**

The Council will work with partners to encourage the provision of facilities and services for education and training of all age groups to help reduce inequalities and support the local economy, by the following means:

1. supporting the provision of facilities to meet the needs for primary and secondary school places as well as pre-school and other education and training facilities;
2. safeguarding land and buildings in educational use;
3. identifying new sites for educational uses as part of this Plan; the Council will

work with landowners and developers to secure sites for pre-schools, primary and secondary schools as well as sixth forms to ensure sufficient spaces can be provided for children aged 2-18;

4. encouraging the potential to maximise existing educational sites through extensions, redevelopment or refurbishment to meet identified educational needs;

5. encouraging flexible and adaptable buildings, multi-use and co-location with other social infrastructure.

B.The Council will promote local employment opportunities and training programmes. Where the employment opportunities generated by construction as well as the end use of the development create more than 20 (Full Time Equivalent) jobs, a Local Employment Agreement, secured through a Section 106 agreement, will be required.

#### **Policy LP 30: Health and Well Being**

Planning, at all levels, can play a crucial role in creating environments that enhance people's health and wellbeing. The Council promotes and supports healthy and active lifestyles and measures to reduce health inequalities.

A.The Council will support development that results in a pattern of land uses and facilities that encourage:

1. Sustainable modes of travel such as safe cycling routes, attractive walking routes and easy access to public transport to reduce

car dependency.

2. Access to green infrastructure, including river corridors, local open spaces as well as leisure, recreation and play facilities to encourage physical activity.

3. Access to local community facilities, services and shops which encourage opportunities for social interaction and active living, as well as contributing to dementia-friendly environments.

4. Access to local healthy food, for example, allotments and food growing spaces.

5. Access to toilet facilities which are open to all in major developments where appropriate (linked to the Council's Community Toilet Scheme).

6. An inclusive development layout and public realm that considers the needs of all, including the older population and disabled people.

B.This policy will be delivered by requiring developments to comply with the following:

I.A Health Impact Assessment must be submitted with all major development proposals.

2.The Council will refuse proposals for new fast food takeaways (A5 uses) located within 400 metres of the boundaries of a primary or secondary school in order to restrict the availability of unhealthy foods.

3. Existing health facilities will need to be retained where these continue to meet, or can be adapted to meet, residents' needs.

4. Applications for new or improved facilities or loss of health and social care facilities will be assessed in line with the criteria set out in the Social and Community Infrastructure policy.

Within the existing Core Strategy (2009) the equivalent policies to LP29 and LP30 is Policy CP13, Policy CP17 and Policy CP18.

#### **Policy LP 18: River corridors**

A.The natural, historic and built environment of the River Thames corridor and the various watercourses in the borough, including the River Crane, Beverley Brook, Duke of Northumberland River, Longford River and Whitton Brook, will be protected. Development adjacent to the river corridors will be expected to contribute to improvements and enhancements to the river environment.

#### **Thames Policy Area**

B. Development proposals within the Thames Policy Area should respect and take account of the special character of the reach as set out in the Thames Landscape Strategy and Thames Strategy as well as the Council's Conservation Area Statements, and where available Conservation Area Studies, and/or Management Plans. Developments alongside and adjacent to the River Thames should ensure that they establish a relationship with the river, maximise the benefits of its setting in terms of views and vistas, and incorporate uses that enable local communities and the public to enjoy the riverside, especially at

ground level in buildings fronting the river.

#### **Public Access**

C.All development proposals alongside or adjacent to the borough's river corridors should:

- a. Retain existing public access to the riverside and alongside the river; and
- b. Enhance existing public access to the riverside where improvements are feasible; or
- c. Provide new public access to the riverside and the foreshore where possible. There is an expectation that all major development proposals adjacent to the borough's rivers shall provide public access to the riverside and foreshore.

#### **River Thames public riverside walk**

D.All development proposals adjoining the River Thames are required to provide a public riverside walk, including for pedestrians and cyclists, which will contribute to the overarching aim of providing a continuous publicly accessible riverside walk. For major developments, applicants will be expected to work with adjoining landowners in case ownership issues would prevent public access.

#### **Riverside uses, including river-dependent and river-related uses**

E.The Council will resist the loss of existing river-dependent and river-related uses that contribute to the special character of the River Thames, including river-related

industry (B2) and locally important wharves, boat building sheds and boatyards and other riverside facilities such as slipways, docks, jetties, piers and stairs.

This will be achieved by:

1. resisting redevelopment of existing river-dependent or river-related industrial and business uses to non-river related employment uses or residential uses unless it can be demonstrated that no other river-dependent or river-related use is feasible or viable;
2. ensuring development on sites along the river is functionally related to the river and includes river-dependent or river-related uses where possible, including gardens which are designed to embrace and enhance the river, and be sensitive to its ecology;
3. requiring an assessment of the effect of the proposed development on the operation of existing river-dependent uses or riverside gardens on the site and their associated facilities on- and off-site; or requiring an assessment of the potential of the site for river-dependent uses and facilities if there are none existing;
4. ensuring that any proposed residential uses, where appropriate, along the river are compatible with the operation of the established river-related and river-dependent uses;
5. requiring setting back development from river banks and existing flood defences along the River Thames.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM OS 11

#### **Policy LP44: Sustainable Travel Choices**

The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

##### **A. Location of development**

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

##### **B. Walking and cycling**

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

##### **C. Public transport**

Ensure that major new developments maximise opportunities to provide safe

and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.

Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

##### **D. The road network**

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

#### **E. River transport**

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

#### **F. Safeguarding of routes and facilities**

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation.

Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

#### **G. Taxis and private hire vehicles**

Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations.

## Relevant SPDs/SPGs

- Design Quality SPD Adopted Feb 2006  
[www.richmond.gov.uk/media/7624/spd\\_design\\_quality\\_doc\\_lowres-2.pdf](http://www.richmond.gov.uk/media/7624/spd_design_quality_doc_lowres-2.pdf)
- Front Gardens and other Off-street Parking Standards SPD Sept 2006 [www.richmond.gov.uk/media/7625/front\\_garden\\_and\\_other\\_off\\_street\\_parking\\_standards\\_spdv4.pdf](http://www.richmond.gov.uk/media/7625/front_garden_and_other_off_street_parking_standards_spdv4.pdf)
- Residential Development Standards March 2010 [www.richmond.gov.uk/media/7629/spd\\_residential\\_development\\_standards\\_2010\\_final\\_version\\_30\\_11\\_10.pdf](http://www.richmond.gov.uk/media/7629/spd_residential_development_standards_2010_final_version_30_11_10.pdf)
- Shopfronts SPD March 2010 [www.richmond.gov.uk/media/7631/shopfronts\\_2010\\_lr.pdf](http://www.richmond.gov.uk/media/7631/shopfronts_2010_lr.pdf)
- Small and Medium Housing Sites SPD Feb 2006 [www.richmond.gov.uk/media/7632/spd\\_small\\_and\\_medium\\_housing\\_sites.pdf](http://www.richmond.gov.uk/media/7632/spd_small_and_medium_housing_sites.pdf)
- Design Guidelines Leaflets 3 and 4: House Extensions and External Alterations. Adopted Sept 2002. Reformatted with minor updates July 2005. Based on UDP policies [www.richmond.gov.uk/media/7617/house\\_extensions\\_and\\_external\\_alterations\\_spd\\_may\\_2015.pdf](http://www.richmond.gov.uk/media/7617/house_extensions_and_external_alterations_spd_may_2015.pdf)
- Design Guidelines leaflet 11: Shopfront Security. First published 1997 and Reformatted with minor updates July 2005. Based on UDP policies [www.richmond.gov.uk/shopsfront\\_security.pdf](http://www.richmond.gov.uk/shopsfront_security.pdf)

Also of relevance is the Council's 'Public Space Design Guide' (Jan 2006). The overall aim is to provide guidance to help deliver the goal of improved streetscene and public spaces. [www.richmond.gov.uk/public\\_space\\_design\\_guide](http://www.richmond.gov.uk/public_space_design_guide)

Thames Landscape Strategy (2012 refresh). This can be viewed at <http://thames-landscape-strategy.org.uk/>

The Council's policy on tree management is set out at: [www.richmond.gov.uk/trees](http://www.richmond.gov.uk/trees)