

Royal Road Conservation Area 81

Designation

Conservation area designated:
20.02.2019

Location

An area approximately within the area boarded by Oxford Road, Connaught Road, King's Road, Anlaby Road and Princes Road.

History and Development

Historic maps show that the streets were laid out in a grid pattern and were in place by the 1870's, except for Oxford Road which was still a field boundary. The first phase of dwellings came during the 1870s-1890s, with the roads appearing to have been developed in a hierarchical way, given the different dwelling types constructed. Victorian terraces were constructed along King's Road and Connaught Road, although with the latter they are divided into groups of 4 dwellings, as are those in Princes Road which are divided into groups of 3 and 4 dwellings. Along Anlaby Road, the dwellings are predominantly semi-detached and have an elevated status over the surrounding terraced developments.

However, the development along Royal Road and Windsor Road is quite different, with every second plot developed in the late 19th century with a detached three-bay-wide dwelling with an undeveloped parcel of land in between. Some of the infill development is shown on historic plans to be designed by local architects Augustus Spratt and Stanley Snow. It wasn't until the early 20th century that these spaces in between the detached dwellings were all developed for infill housing, typically with 2-3 smaller infill terraced and semi-detached dwellings.

Oxford Road was also being developed during the late 19th – early 20th Century with large detached dwellings which reinforced the status of dwellings within the area and which were designed by Architect Frederick G. Hughes. The site at the corner of King's and Princes Roads was originally a gravel pit which was turned into an allotment gardens as the area developed. Unfortunately, the allotment gardens were developed for housing in the mid-20th century. At 35 Royal Road, 3 dwellings were demolished in the 1970's to make way for a modern apartment development, which is currently utilised as retirement accommodation, but embraces a new modern form of design and architecture which consists of a number of interlocking's hexagons with materials of steel, brick and glass.

Character

The Royal Road Conservation Area has a very regimented and planned layout with rows of streets in a grid pattern that were laid out during the 1870's forming Queens Road (now King's Road), Coburg Road (now Connaught Road), Royal Road, Albany Road (now Anlaby Road), Princes Road, Oxford Road and Windsor Road. The land surrounding had been subject to sand and gravel extraction, as well as having nurseries located to the east of King's Road. The planned layout was eventually developed with dwellings that were constructed towards the late 19th century and are Victorian in style, however they are aimed at a more aspirational market, with the design and detailing above what would be expected in typical 'workers cottages' of the time.

The entire area is predominantly of Victorian design and vernacular and is of interesting and quite high quality craftsmanship, with many of the dwellings along these streets designated as Buildings of Townscape Merit. Buildings along King's Road are of London mixed stock brick with red brick detailing to the string course at first floor level and around the fenestration. The lintels, eaves and canted bay-window surrounds are stone with high level decoration, the ground floor canted bay windows having pilasters with floral corbels, and the hood moulding above first floor windows having corbels terminating in the eaves of the roof. Architectural detailing such as timber windows and chimneys are still in situ at the majority of properties; however a small number of dwellings have UPVC windows and one façade along the street has been painted.

There is quite a variance of dwelling types along Princes Road, with groups of 2 – 4 dwellings predominating. Some of the larger groups of 4 dwellings have a hipped roof at either end, whereas the semi-detached dwellings tend to have a pitched and gabled roof with large central dormer window. The majority of dwellings are constructed of London mixed stock brick and are quite decorative, with the incorporation of string coursing, decorative ridge tiles, large chimney stacks and accentuation of fenestration with decorative stone surrounds.

No.1 Princes Road is quite different in form, being a larger detached dwelling, which has since been converted into apartments. This building was one of the original buildings constructed as part of the development of this area and is 3 storeys with exposed basement; it has quite a presence within the street scene with its four large chimney stacks.

Anlaby Road has a higher status than Princes Road with all of the dwellings along this road having been designed by the same architect. The dwellings are semi-detached and double storey with a larger central dormer to each dwelling. The buildings have tri-partite windows to the first floor with mullions in the form of columns with a floral capital, which is repeated to the canted bay window below.

The original dwellings constructed along Windsor and Royal Roads are detached dwellings which are 3 bays wide and have a central entrance. They are much larger than the infill plots which consist of groups of 2-3 dwellings and are Edwardian in style. The original larger dwellings are easily distinguishable within the street scene, with many original details still being retained; however some front facades have been painted. No.35 Royal Road is a modern development which appears somewhat municipal in form and may be a building designed by a Council architect, given that the dwellings are still retained as housing for retirees. This development represents the first phase of purpose built apartment development in the area and is an interesting and unusual design which incorporates 9 hexagons with glazed staircase surrounds and appears to be relatively original (except for later fenestration) since its construction in the 1970s. There would appear to be special interest in this particular site with further research determining whether the building should be designated as a Building of Townscape Merit, or potentially recommending the building for national listing consideration.

Oxford Road continues the high status style of dwellings which appears to have commenced along Hampton Road, with long gardens which reached Connaught Road, the historic wall pier at the corner of Connaught and Oxford Roads still remains. No's 8-10 (even) and 11 – 23 (odd) were all designed as a speculative development by local architect Frederick G Hughes and are large detached dwellings but with limited space between the dwellings. Each dwelling has a similar style with large gables fronting the street and decorative barge boards, timber boarding across the gables, decorative brickwork with banding, and corncicing between first and ground level. Many of the dwellings are original in form with no extensions to the roof forms and decorative tiling and large chimney stacks. It is noted that No.25 is not of special interest, however it does have the potential to impact upon the street scene if redeveloped and is therefore included within the area.

Throughout the greater area unfortunately none of the brick boundary walls appear to be original, these may have incorporated some form of railing, which was typical of this type of construction; however many railings were lost due to the war effort. Although there are some larger holes made through front boundary walls for vehicular access throughout the area, many of the dwellings retain some form of front garden space and boundary treatment.

Street trees are very prevalent throughout the area and contribute greatly to the significance of the street scene. The well vegetated character of the area, when combined with the well planted front garden spaces, creates a leafy feel and positive experience to the area.

Problems and Pressures

- Loss of traditional architectural features and materials due to unsympathetic alterations and extensions;
- Loss of boundary walls and garden space in residential areas for hard standing, vehicular parking, front lightwells and hard surfacing.

- Loss of visual gap between properties;
- Lack of coordination and poor quality of street furniture and paving.
- Poor quality and disproportionate roof additions
- Use of poor quality products in building works such as UPVC, roofing felt and GRP products,

Opportunity for Enhancement

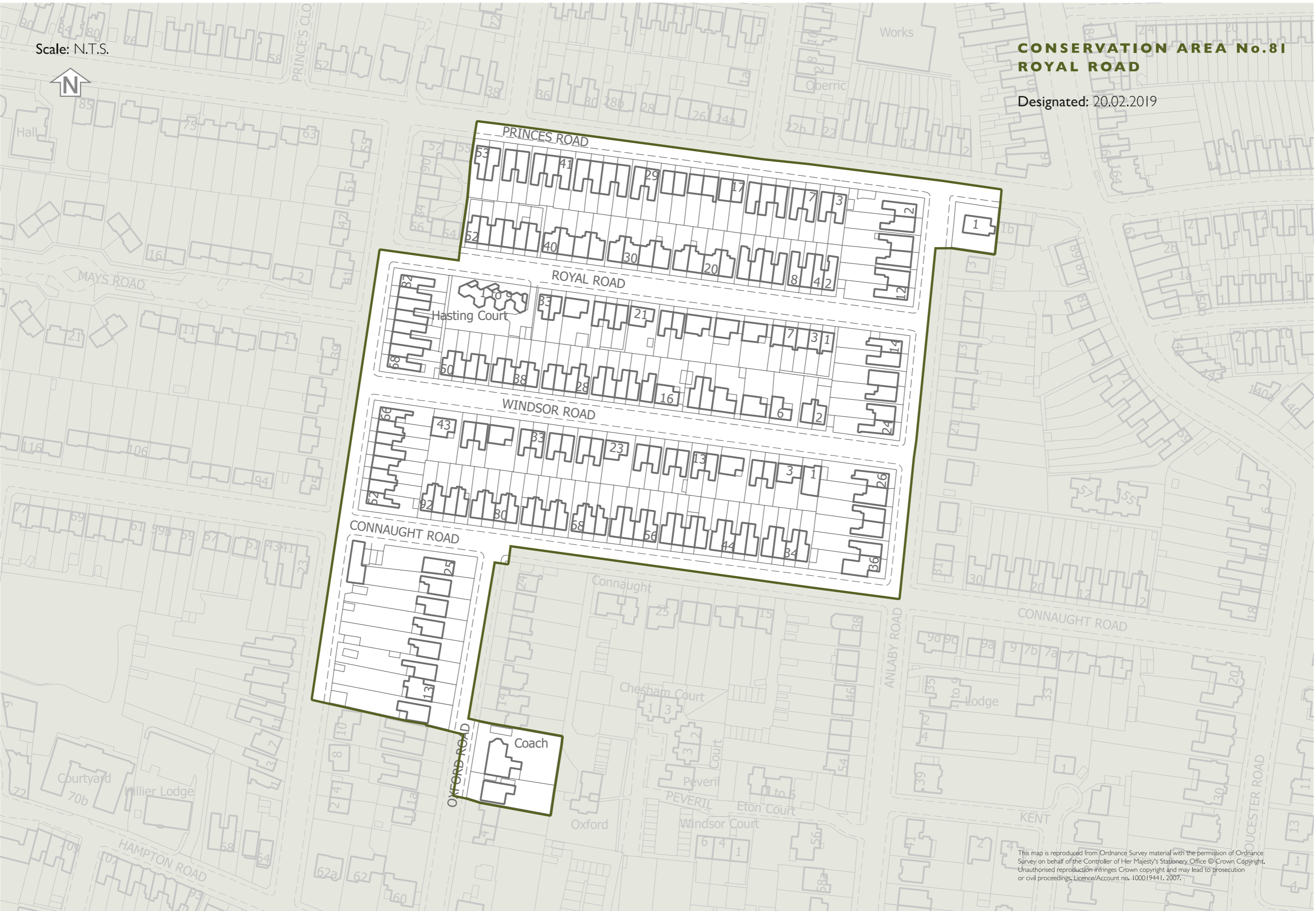
- Preservation, enhancement and reinstatement of architectural quality and unity that is preferably based upon historic evidence;
- Seek the reinstallation of front garden walls, railings and planting alongside planning applications for refurbishment and seek that any lightwells are placed to the side and rear of properties and that hard standing is reduced;
- Preservation of visual gaps between properties;
- Coordination of colour and design and improvement in quality of street furniture and paving
- Improvement of highways conditions and pedestrian crossings, and rationalisation of existing signage and street furniture;
- Seek to encourage good quality and proportionate design and better quality materials that are sympathetic to the period and style of the building.

Scale: N.T.S.



**CONSERVATION AREA No.81
ROYAL ROAD**

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