



ROYAL ROAD

CONSERVATION AREA NO.81

Adopted February 2021

Note: Every effort has been made to ensure the accuracy of this document but due to the complexity of conservation areas, it would be impossible to include every facet contributing to the area's special

interest. Therefore, the omission of any feature does not necessarily convey a lack of significance. The Council will continue to assess each development proposal on its own merits, on a site-specific basis. As part of this

process a more detailed and up to date assessment of a particular site and its context is undertaken. This may reveal additional considerations relating to character or appearance which may be of relevance to a particular case.

Introduction

PURPOSE OF THIS DOCUMENT

The principal aims of conservation area appraisals are to:

- Describe the historic and architectural character and appearance of the area which will assist applicants in making successful planning applications and decision makers in assessing planning applications;
- Raise public interest and awareness of the special character of their area;
- Identify the positive features which should be conserved, as well as negative features which indicate scope for future enhancements.

This document has been produced using the guidance set out by Historic England in the 2019 publication titled Understanding Place: Conservation Area Designation, Appraisal and Management, Historic England Advice Note 1 (Second Edition).

This document will be a material consideration when assessing planning applications.

WHAT IS A CONSERVATION AREA?

The statutory definition of a conservation area is an 'area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. The power to designate conservation areas is given to local authorities through the Planning (Listed Buildings and Conservation Areas) Act, 1990 (Sections 69 to 78).

Once designated, proposals within a conservation area become subject to local conservation policies set out in Chapter 4 of the Council's Local Plan and national policies outlined in part 12 of the National Planning Policy Framework (NPPF). Our overarching duty which is set out in the Act is to preserve and/or enhance the historic or architectural character or appearance of the conservation area.

BUILDINGS OF TOWNSCAPE MERIT

Buildings of Townscape Merit (BTMs) are buildings, groups of buildings or structures of historic or architectural interest, which are locally listed due to their considerable local importance. The policy, as outlined in the Council's Local Plan, sets out a presumption against the demolition of BTMs unless structural evidence has been submitted by the applicant, and independently verified at the cost of the applicant.

Locally specific guidance on design and character is set out in the Council's Buildings of Townscape Merit Supplementary Planning Document (2015), which applicants are expected to follow for any alterations and extensions to existing BTMs, or for any replacement structures.

CONSERVATION AREA APPRAISAL

A conservation area appraisal aims to describe the special historic and architectural character of an area. A conservation area's character is defined by a combination of elements such as architecture, uses, materials and detailing as well as the relationship between buildings and their settings.

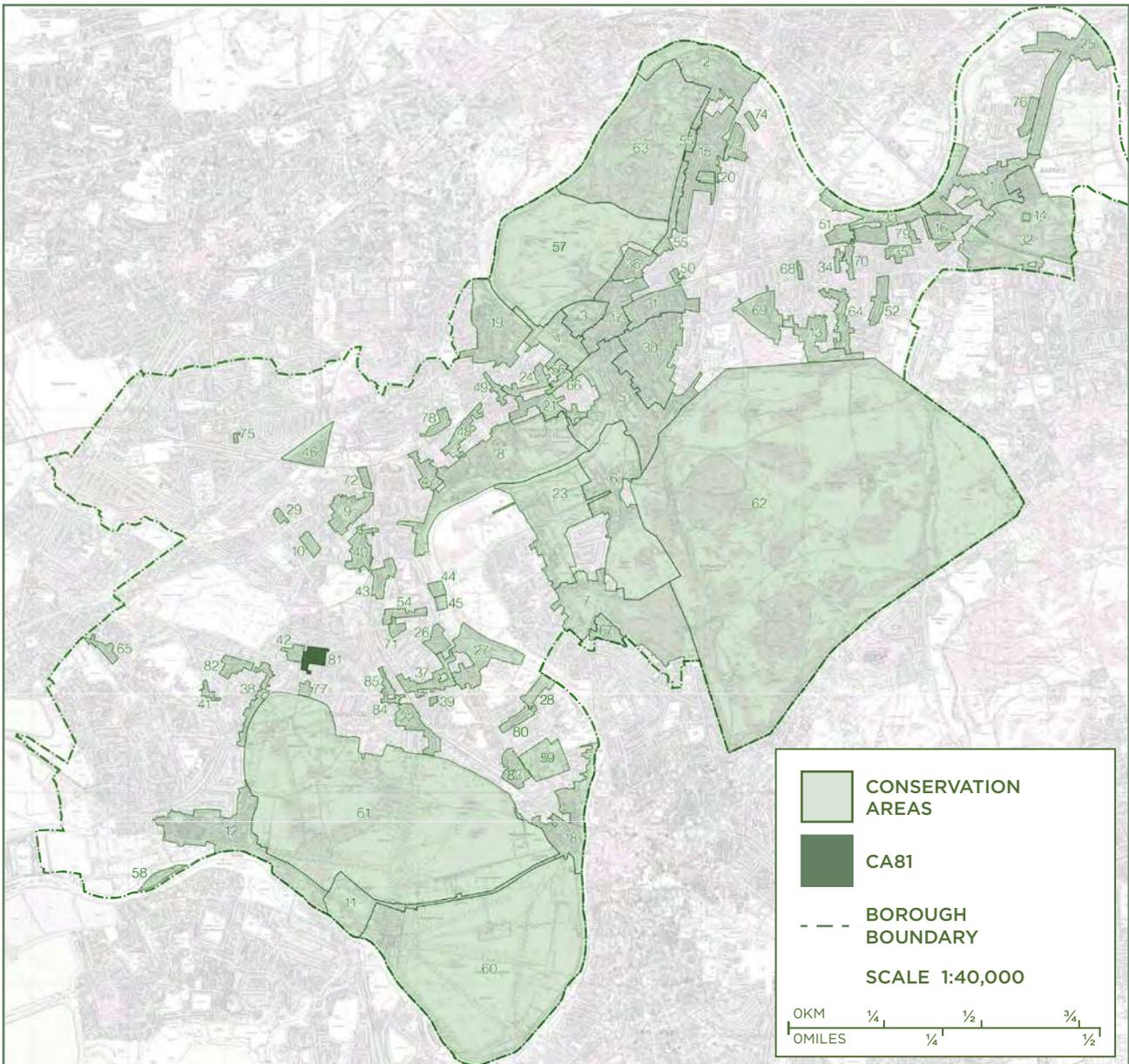
Many other elements contribute to character and appearance such as the placement of buildings within their plots; views and vistas; the relationship between the street and the buildings and the presence of trees and green space.

The conservation area appraisal is an evidence base rather than a planning policy document. This means that it is the main document for recording what is of principal importance in terms of character and appearance of each conservation area.

However, the relevant policies are contained within the Borough's Local Plan, specifically Chapter 4 'Local Character and Design'. Refer to the Council's website for the latest Local Plan.



CONSERVATION AREA APPRAISAL
LONDON BOROUGH OF RICHMOND UPON THAMES



Map showing Richmond Conservation Areas. Conservation Area 81, Royal Road, highlighted.

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|----------------------------|---------------------------------|------------------------------|--|
| 1. Barnes Green | 23. Ham House | 45. Strawberry Vale | 67. Parkleys Estate (Ham) |
| 2. Kew Green | 24. Twickenham Park | 46. Rosecroft Gardens | 68. Holmesdale Avenue |
| 3. Richmond Green | 25. Castelnau | 47. Queens Road (Twickenham) | 69. Sheen Common Drive |
| 4. Richmond Riverside | 26. The Grove | 48. Amyand Park Road | 70. Sheen Lane (Mortlake) |
| 5. Richmond Hill | 27. Teddington Lock | 49. Crown Road | 71. Fieldend (Twickenham) |
| 6. Petersham | 28. Broom Water | 50. Sheendale Road | 72. Hamilton Road |
| 7. Ham Common | 29. Belmont Road | 51. Mortlake Green | 73. Burlington Avenue and West Park Road |
| 8. Twickenham Riverside | 30. St Matthias | 52. East Sheen Avenue | 74. Defoe and Ruskin Avenue |
| 9. Twickenham Green | 31. Sheen Road | 53. White Hart Lane | 75. Oaklands Estate |
| 10. Trafalgar Road | 32. Barnes Common | 54. Waldegrave Park | 76. Madrid Road |
| 11. Hampton Court Green | 33. Mortlake | 55. Kew Road | 77. Bushy Park Gardens |
| 12. Hampton Village | 34. Model Cottages | 56. Beresford Avenue | 78. Cole Park Road |
| 13. Christ Church Road | 35. Queens Road (Mortlake) | 57. Old Deer Park | 79. Cowley Road |
| 14. Mill Hill | 36. Kew Foot Road | 58. Platt's Eyot | 80. King Edward's Grove |
| 15. Kew Gardens | 37. High Street (Teddington) | 59. Normansfield | 81. Royal Road |
| 16. Thorne Passage | 38. Hight Street (Hampton Hill) | 60. Hampton Court Park | 82. St James's Avenue |
| 17. Central Richmond | 39. Blackmore's Grove | 61. Bushy Park | 83. Wick Road |
| 18. Hampton Wick | 40. Pope's Avenue | 62. Richmond Park | 84. Broad Street |
| 19. St Margarets | 41. Joanna Southcott Chapel | 63. Royal Botanic Gardens | 85. Church Road |
| 20. Lawn Crescent | 42. Mays Road | 64. Sheen Lane (East Sheen) | |
| 21. Cambridge Park | 43. Strawberry Hill Road | 65. Hanworth Road (Hampton) | |
| 22. Park Road (Teddington) | 44. Mallard Place | 66. Richmond Road | |

Statement of Significance

Summary of special architectural and historic interest of conservation area.

- Examples of interesting and well-detailed Victorian developments in groupings of three and four, built in high-quality materials. Numerous Buildings of Townscape Merit in the area;
- Development along Royal Road and Windsor Road is quite different, although built at a similar time to surrounding developments, which adds interest;
- Infill development designed by local architects Augustus Spratt and Stanley Snow;
- Examples of original, high-quality architectural detailing such as red brick detailing to façade and around the fenestration, decorative stone lintels, eaves brackets, canted bay window surrounds, timber windows and chimneys;
- Large detached Edwardian houses remain in this area, and are quite distinguishable from other properties that later infilled the spaces between them. These large buildings maintain most of the original architectural detailing;
- Number 35 Royal Road (a Building of Townscape Merit) is a 1970s anomaly within the setting of the conservation area, but is of special interest. The building has an interesting and unusual design incorporating nine hexagons with glazed staircase surrounds;
- A historic pier stands at the corner of Connaught and Oxford Roads;
- Numbers 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, boasting well-preserved, high-quality architectural features;
- Although some front boundary walls have been removed for vehicular access throughout the area, many of the houses retain a front garden spaces and boundary treatments;
- Street trees are prevalent throughout the area and contribute to the significance of the street scene. The green front gardens and well-planted character of the area create a leafy environment which makes a positive contribution to the area.



Historical Development

Stages/ phases of historical development and historic associations (archaeology etc) which may be influencing how the area is experienced.

Historic maps show that the streets were laid out in a grid pattern and were in place by the 1870s, except for Oxford Road which was still a field boundary. The first phase of house building came during

the 1870s-1890s, with the roads appearing to have been developed in a hierarchical way. This is indicated by the construction of different dwelling types.

Victorian terraces were constructed along Kings Rd and Connaught Road, and were divided into groups of four dwellings along the latter. Princes Road was organised into groups of three and four dwellings. Along Anlaby Road, houses were

predominantly built as semi-detached, providing an elevated status above the surrounding streets.

The development along Royal Road and Windsor Road is quite different, although built at a similar time. Every alternate plot was developed with a detached three bay wide house, with an undeveloped parcel of land in between.



1870s



1890s



1910s



1930s



1950s

Historical Development

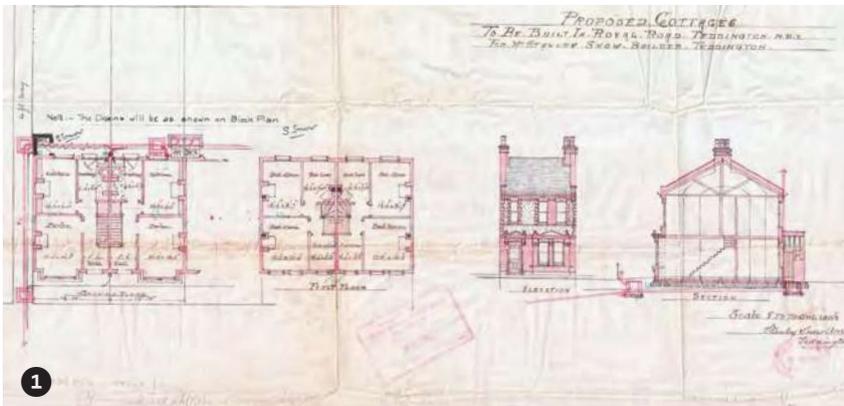
Some of the infill development is shown on archival plans to have been designed by local architects Augustus Spratt and Stanley Snow. It wasn't until the early 20th century that these spaces in between the detached houses were all developed for housing, typically with two to three smaller infill terraced and semi-detached dwellings.

Oxford Road was also being developed at this time with large

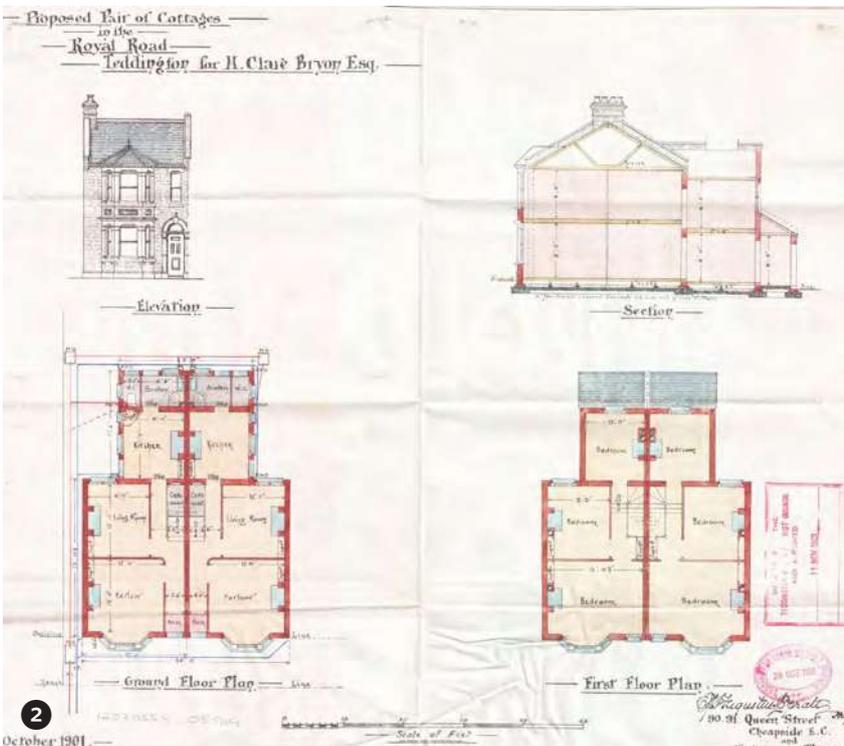
detached dwellings which reinforced the status of houses in the area. These were designed by architect Frederick G. Hughes. The site on the corner of Kings and Princes Road was originally a gravel pit, which was turned into allotment gardens as the area developed. Unfortunately, the allotment gardens were developed for housing in the mid-20th century.

At 35 Royal Road, three dwellings were demolished in the 1970s to

make way for a modern apartment development, which is currently retirement accommodation. The design of the replacement embraced a striking new modern form of architecture of the time consisting of interconnected hexagons.

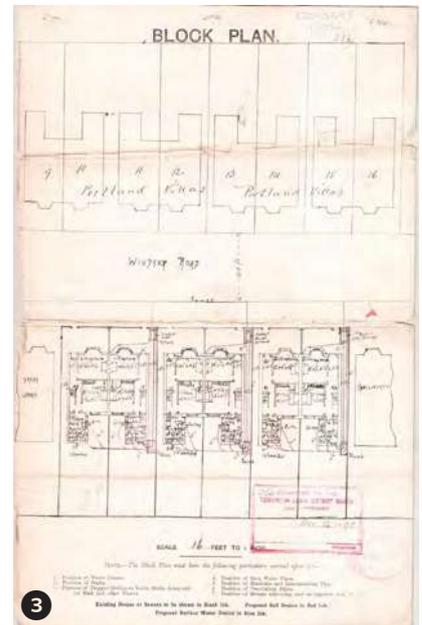


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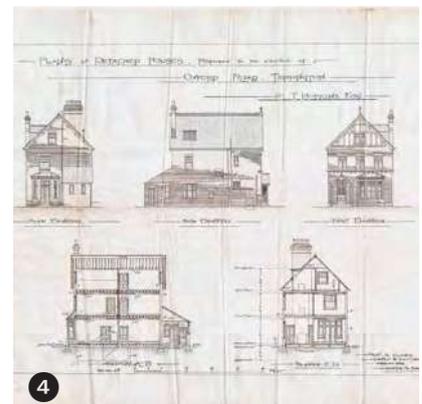


2

1. and 2. Infill dwellings constructed along Royal Road. (Source: Richmond Local Studies Library)



3



4

3. Layout of dwellings to be constructed in Windsor Road. (Source: Richmond Local Studies Library)

4. Design of dwellings along Oxford Road. (Source: Richmond Local Studies Library)

Architectural Quality & Built Form

Dominant architectural styles, the prevalent types and periods of buildings, their status and essential characteristics, and their relationship to the topography, street pattern and/or the skyline. Also important is their authenticity, distinctiveness and uniqueness of materials, design, form, texture, colour etc.)

The entire area is predominantly Victorian in style but of interesting and high-quality design and materials. Many houses along these

streets are designated as Buildings of Townscape Merit. Buildings along Kings Road are built in mixed London stock brick with red brick detailing to the string course at first floor level and around the fenestration. Decorative lintels, eaves brackets and canted bay window surrounds are made of stone, with the ground floor canted bay windows having pilasters and floral corbels.

Architectural features, such as timber windows and chimneys, are still visible on most properties.

However, a small number of houses have uPVC windows and one façade along the street has been painted. There is a variety of dwelling types along Princes Road, with the majority organised into groups of two to four dwellings. Some of the larger groups of four houses have hipped roofs at either end, whereas the semi-detached ones tend to have a pitched and gabled roof with large central dormer window. Most dwellings are constructed of mixed London stock brick, with decorative elements such as string coursing,



House on the corner of Anlaby Road and Royal Road with double façade.



Houses in Princes Road with integral dormers and render detail.



Houses in Royal Road with projecting double entrance porch and Flemish-style gable above.



Houses in Royal Road with contrasting brick detailing, integral projecting porches and bays, and low boundaries.

Architectural Quality & Built Form

decorative ridge tiles, large chimney stacks and decorative stone surrounds to fenestration.

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

Anlaby Road has a higher architectural status than Princes Road, having had the same architect design all the houses. They are semi-detached and two storeys high with a larger central dormer to each dwelling. The buildings have tripartite windows to the first floor, with the mullions in the form of columns and a floral capital, which is repeated on the canted bay window below.

The original houses constructed along Windsor and Royal Roads are detached and three bays wide,

with a central entrance. These are much larger than the infill plots which consist of groups of two to three houses and are Edwardian in style. The original larger dwellings are easily distinguishable within the street scene, and with much original detailing retained. Some properties in this area have had the original brickwork painted unsympathetically.

No. 35 Royal Road is a 1970s building consisting of social housing for retirees. This development



35 Royal Road, a 1970's flat development.



Pair of semi-detached houses in Princes Road.



Terraced housing on Windsor Road.



Row houses in Anlaby Road with original dormers and fenestration. The corner house has a double façade.

Architectural Quality & Built Form

represents the first phase of purpose-built apartment development in the area and is of an interesting and unusual design, incorporating nine hexagons with glazed staircase surrounds. It appears to have had little alteration since its construction in the 1970s. This building (a Building of Townscape Merit) although not cohesive with the surrounding character of the conservation area, has historic and architectural interest and its contribution is positive.

Oxford Road continued the high-status style of houses which appears to have commenced along Hampton Road, with long gardens that reached Connaught Road. There is a historic wall pier

at the corner of Connaught and Oxford Roads which is a Building of Townscape Merit.

Numbers 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 with limited open spaces in between. Each dwelling is of a similar style, with large gables fronting the street, decorative barge boards, timber boarding across the gables, decorative brickwork with banding, and string corning between first and ground level. Many of the houses have been well-preserved with no roof extensions, and original decorative tiling and large chimney stacks. It is noted that number 25

Connaught Road is not of special interest; however, it does have the ability to impact upon the street scene if redeveloped and is therefore included within the Conservation Area boundary.

Throughout the greater area none of the brick boundary walls appear to be original. Based upon walls in the surrounding area, and similar development nearby, it is thought that historic boundary walls in this area may have incorporated some form of railing, which was typical of the era and this type of construction. Although there have been removals of front boundary walls for vehicular access throughout the area, many of the houses retain a front garden spaces and boundary treatments.



Connaught Road streetscape.



Row houses in Connaught Road with contrasting entrance detail adding interest to the façades.



Gabled roofline in Oxford Road with front boundary hedges and brick walls.



Detached row of houses in Oxford Road with half-timbered gables and finials, decorative porches, bays and other façade detail.

Architectural Details



Open Space, Parks, Garden & Trees

Private and public land, front gardens, trees, hedges and street greenery, parks, civic spaces their sense and contribution to the character and experience of an area.

Street trees are prevalent throughout the area and contribute greatly to the significance of the street scene.

The green front gardens and well-planted character of the area as a

whole create a leafy environment which makes a positive contribution to the area.



Street trees add character to Royal Road but there is parking on both sides of this narrow street.



View down Royal Road with a variety of houses and street trees on each side.



Streetscape with mature trees and narrow front gardens in Windsor Road.



Small green front gardens with low boundaries, mature street trees and bay windows add interest to Windsor Road.

Management Plan

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;

OPPORTUNITIES FOR ENHANCEMENT AND RECOMMENDATIONS

- 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.

Streetscene:

- Retain/ reinstate traditional paving slabs, granite kerbs and channels;
- Lamp columns to have a green-black finish;
- Retain distinctive historic cast street nameplates (Royal Road/ Windsor Road);
- Other measures should accord with the guidance in the Public Space Design Guide.

References and contributions

Text prepared by John Somers
JS Conservation Management
and Town Planning Ltd. in
conjunction with LB Richmond
Urban Design and Conservation.

All site photographs by J Somers
and LB Richmond Council.

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Farsi

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

Arabic

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

Punjabi

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

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