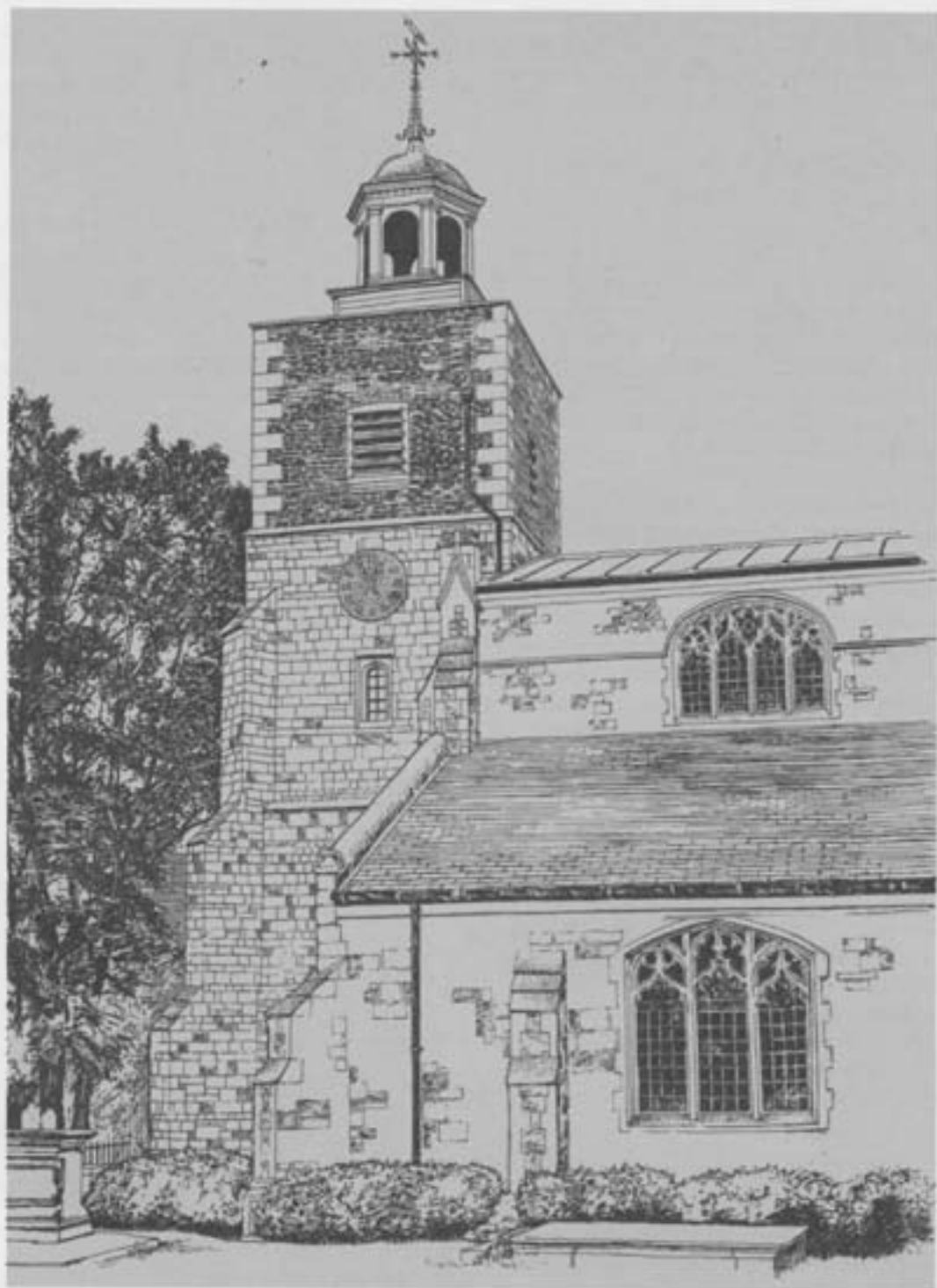


Mortlake, Mortlake Green & Queen's Road

CONSERVATION



AREAS STUDY



LONDON BOROUGH OF
RICHMOND UPON THAMES

Planning and Building Control

Area nos.
33, 35
& 51

1. Introduction

The three conservation areas lie between the River Thames to the north and Upper Richmond Road (A205 South Circular Road) to the south. The A3003 runs through Mortlake as Mortlake High Street and is heavily used by motorists avoiding the South Circular Road. The main Waterloo to Reading/Windsor railway line passes through the area with a station at Mortlake. The railway severs Queen's Road from Mortlake proper with two footbridges and two level crossings as the only crossing points. On the river front Mortlake conservation area lies between Chiswick Bridge and Barnes Railway Bridge.

Policy Context

National

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

Mortlake (Conservation Area no.33) and Queen's Road (Conservation Area no.51) were designated on 7th September 1982, and Mortlake Green (Conservation Area no.35) was designated on 14th June 1988. The Council is required by Section 71 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 to formulate and publish proposals for the preservation and enhancement of conservation areas. The Council's policies for the protection and enhancement of conservation areas are set out in the Unitary Development Plan (UDP).

This Act provides the legislative base for all conservation related matters. The Town and Country Planning (General Permitted Development) Order 1995 defines the nature of works within conservation areas which require planning consent. Planning Policy Guidance note 15: Planning and the Historic Environment (1994) provides, in plain English, a full statement of Government policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment.

Local

The Richmond upon Thames Unitary Development Plan (UDP) sets out local planning policies for the designation, protection and enhancement of conservation areas (ENV 9 and ENV 10). Other UDP policies relevant to this study are listed at the end of this document. The UDP forms the basis for decisions taken by the Council. Copies of the UDP are held in reference sections of local libraries and are available for reference or purchase at

the reception on the 2nd floor of the Civic Centre, 44 York Street, Twickenham.

This study has been prepared by the Planning and Building Control Department in consultation with other departments of the Council, and most importantly, in consultation with the local community. The study sets out how the policies will be applied to existing and proposed developments in the conservation areas, and therefore provides a framework for action by the Council, local residents, businesses, developers and statutory bodies. Conservation area studies form Supplementary Planning Guidance to the UDP. The identification of the areas' special character provides a basis for specific problems to be identified, proposals to be made and for general guidelines and useful advice to be given.

2. History and Development

Archaeology/Topography

Mortlake

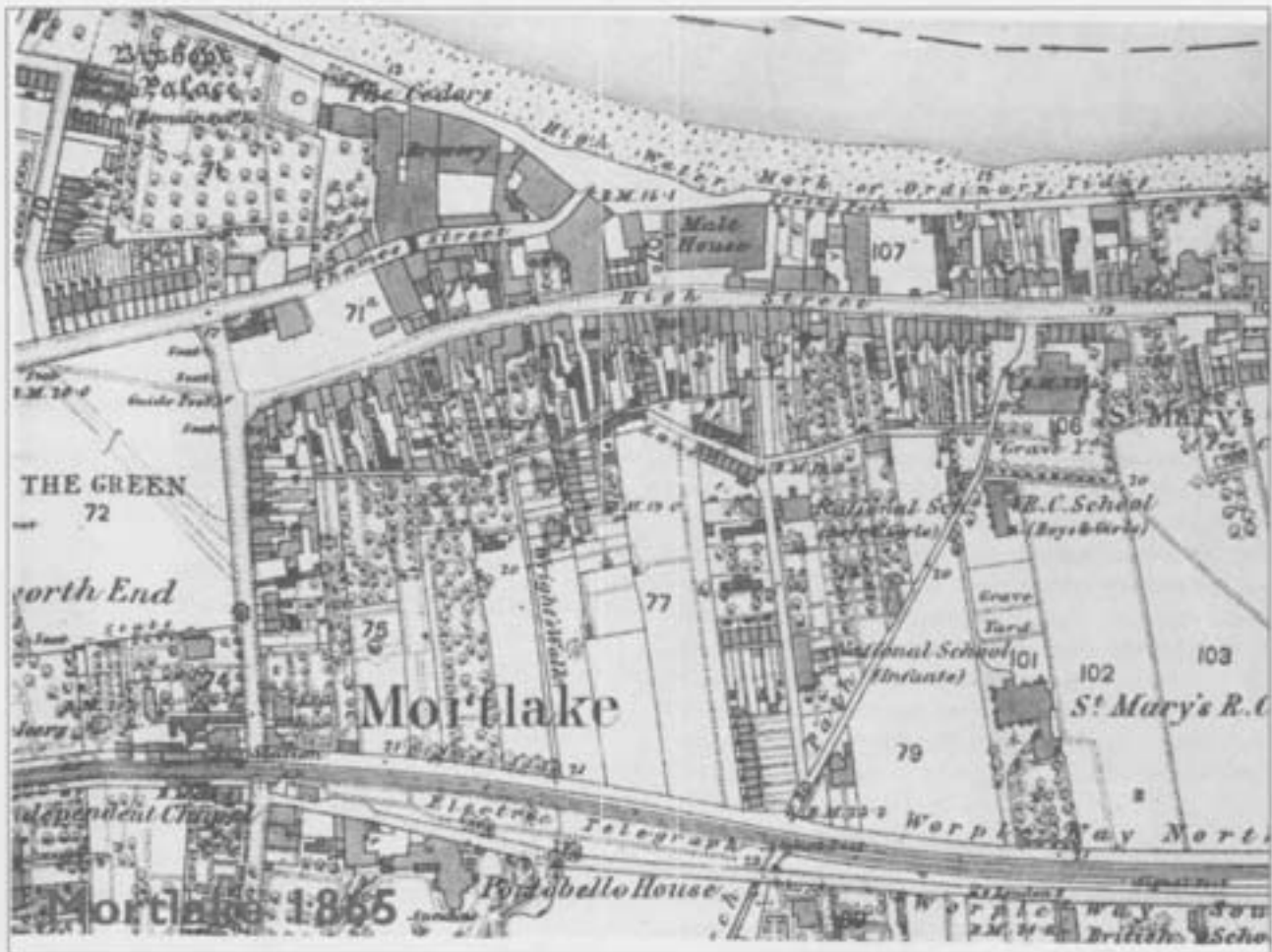
A settlement existed at Mortlake well before the Norman Conquest and the name, Mortlake is probably of Saxon or Danish origin. The Domesday survey of 1086 provides the first recorded evidence of the presence of a church and manor grounds covering the whole area of what is now Barnes, Putney, Roehampton, Wimbledon and Mortlake. The manor house, or archbishop's palace, stood on the riverside east of Ship Lane and it is reasonable to assume the original church and village grew up around it.



John Rocque map 1762

Several mediaeval monarchs are known to have visited the archbishops at Mortlake (Edward III on several occasions) which suggests Mortlake must have been a place of some importance. Mortlake was conveniently close to the royal palace at Richmond. During the reign of Henry VIII in 1543, the church was rebuilt on its

Conservation Areas Study



Mortlake circa 1955

present site and the manor house declined in importance and gradually fell into decay.

John Dee (1527-1608), Mortlake's most illustrious resident, was one of the foremost scholars and mathematicians of the Renaissance. Voyages of Elizabethan mariners were based on his calculations. Industrial development along the river bank began when James I established a tapestry works in 1619. It was a highly successful enterprise until after the Civil War when its fortunes began to decline causing the factory to close in 1703. Industrialisation of the river front continued with a pottery works which was established by William Sanders in the late C17th, a sugar house (refining cane or muskovado) and the construction of several wharves.

Mortlake manor house was finally demolished in the 18th century and the site was redeveloped as a brewery, from which the present day brewery originates. The 19th century saw the greatest expansion of the brewery which spread over the whole of what is believed to have been the original settlement of Mortlake including Thames Street. A number of large C18th houses have also been a feature along the river built to benefit from the panoramic views of the Thames.

Much of the land south of the High Street was open fields until the early years of this century. The catalyst for the greatest change was the opening of the railway in 1846 and the construction of the station. The historic maps best illustrate the changing form of the settlement pattern at Mortlake. The Roman Catholic church was founded in the mid C19th and its cemetery contains the remarkable mausoleum of Sir Richard Burton (died 1890) which is in the form of an Arab tent. The growth of a new shopping centre along the Upper Richmond Road between the wars led to a gradual decay of the High Street shops (many dating from the 17th and C18th) and to their eventual demolition in the 1960's.

Mortlake Green

The west end of Mortlake, known formerly as Littleworth End, approximated to the area west of Sheen Lane on both sides of Lower Richmond Road. From the C17th onwards this area was one of market gardening reaching its peak in the C19th. The Green was never a village green, but residual open land to the west of Mortlake used for the parking of the Brewery's drays. It was donated to the parish in 1860.

Queen's Road

Queen's Road was developed from 1860 as terraced cottages and for the first two years of its existence was known as Charlestown after the builder Charles Smith. Nearby is Old Mortlake Cemetery which was founded in 1854 and originally contained a chapel which has since been demolished. After an accident in 1891 stiles which operated since the arrival of the railway were replaced by The Spur footbridge which remains a well used facility today, linking Queen's Road to Mortlake proper.

3. Character Appraisals

The character appraisals for each conservation area or sub-area summarise their special qualities. It is these positive qualities which the Council is committed to preserving and enhancing (UDP Policy ENV10). Within each character appraisal, problems and pressures which have a negative impact and which are potentially damaging to the special character, are also identified. This enables a series of proposals for positive action to be prepared, intended to reverse the damage or to preserve and/or enhance the character of the conservation areas.

3.1 Mortlake Conservation Area

Character Appraisal

Mortlake's physical character derives principally from its relationship with the River Thames which has served over the centuries not only to bring the village into existence but also to mould the form of the settlement's development along the bank and on parallel routes formed later by the railway and roads. This stretch of the Thames forms a long and even curve between Barnes Railway Bridge and Chiswick Bridge and is often referred to as Mortlake Tideway. It is well known nationally as the finishing point of the annual varsity boat race.

The Mortlake Conservation Area is composed of three distinct sub-areas; Thamesbank, the riverside and the village.

Thamesbank occupies the length of river frontage between Chiswick Bridge and Ship Lane, characterised by a fine cohesive group of essentially C18th houses. More recent development on this frontage has respected the style and domestic scale of the overall group. Thamesbank contrasts dramatically with the adjoining Mortlake riverside whose character more reflects the industrial heritage of the Thames. There are enormous contrasts in building scale along this reach with large scale housing developments along the south side of the widened High Street dominant in views from the Chiswick bank. The remainder of the village is predominantly residential with the parish church and graveyard of St Mary's acting as a central focus. Much of the charm of this area is due to the survival of its extensive network of passages and footpaths which reveal the underlying medieval settlement pattern. The village is now severed from the Thames by the widened High Street which is a major traffic through route.

Thamesbank

Most of the buildings at Thamesbank are listed and form an attractive, cohesive group of riverside housing. The area is fairly quiet, and free of constant traffic. The buildings front the Thames but are separated from it by a narrow lane and a strip of well used grass at the river edge. The street furniture along this landscaped area is

well used and the area suffers occasionally from high tides. Fortunately, a mature London plane tree in the front garden of Tudor Lodge makes a positive contribution to the streetscape as the road widens outside the



Thamesbank

Ship Inn. The pub is popular especially in the summer providing a pleasant and open riverside stopping place on the towpath. The area of grass widens close to the bridge and contains a group of semi-mature trees which give a foretaste of the more substantially treed towpath beyond. The bridge forms a well defined and elegant edge to the conservation area, its shallow arches allowing longer views upstream.

The houses are predominantly two storeys in height with mansards or dormer windows in steep pitched roofs. The majority are stucco rendered and some are brightly painted in contrasting colours. New development at Parliament Mews and Nos. 6&7 is of a high quality and makes a positive contribution to the townscape. There is an impressive overall view of Thamesbank from Chiswick Bridge where the houses form a picturesque facade to the river; however, the longer views from the bridge or the Chiswick bank reveal the industrial mass of the brewery looming above the rooftops of the houses. On Thamesbank itself the viewer is not greatly aware of the presence of the modern part of the brewery and it is at this close proximity that the high quality of the riverfront townscape is best appreciated. From the longer views the contrast between the dainty houses and steaming brewery is quite surreal.

Mortlake riverside

This sub-area contains a rich mixture of uses including industrial, residential, commercial, shopping and rural riverbank which contribute to its robust but sometimes utilitarian character. The industrial process at the Brewery, imaginative re-use of some older buildings, vacant sites and fine C18th houses mixed together, make the area special by adding excitement to the river and vitality to the urban form. The essence of its appeal derives from its earlier and busier commercial activities along the waterfront. Although a number of the old

brewery buildings have been demolished the boundary walls remain and are an important reminder of the area's industrial heritage. The curve of the river at this point further emphasises the panoramic nature of the built frontage. Conversely, the High Street is a linear, enclosed urban space and the river makes almost no visual impact.

The panoramic elevation of Mortlake riverside features two key buildings acting as full stops at either end. At the western end there is the striking form of the tower-like C19th granary building, its 8 storeys dwarfing its immediate surroundings but signifying the long term presence of the brewery. At the eastern end, just outside this conservation area, the more decorative and frivolous White Hart pub terminates the elevation. In between, a number of semi-derelect industrial sites dominate the river edge unlike elsewhere along the Thames where such sites have already been redeveloped as luxury apartments and expensive offices. The high brick walls of these sites onto the narrow towpath are a characteristic feature of Mortlake. Such walls give strong definition to the edges of Bulls Alley and emphasise the associated slipway and wharves which, along with the disused brewery pier, are an important remnant of Mortlake's industrial riverside heritage. The presence of the recycling bins at Bull's Alley has a negative impact on this area and they could be more appropriately sited elsewhere.

Key buildings of architectural quality, such as the Italianate C19th Tapestry Court, are found interspersed



The granary building, Mortlake brewery

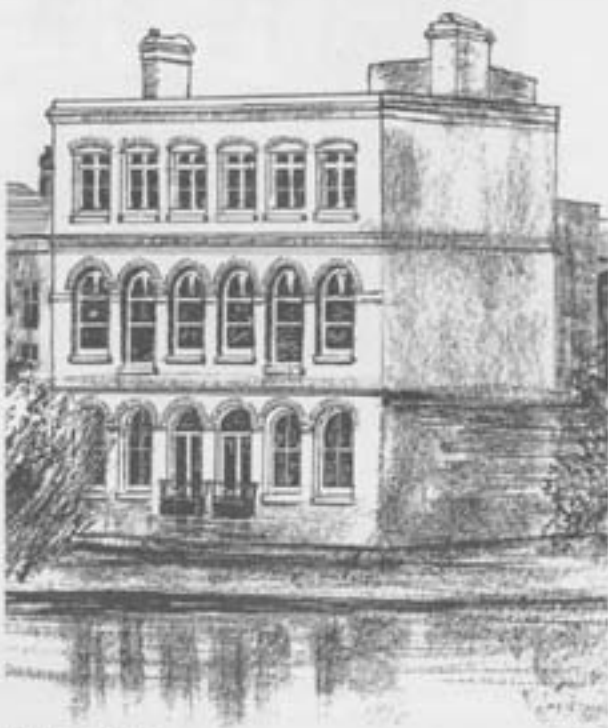
between industrial buildings, vacant sites and open spaces. At the centre of this reach is a notable group of such buildings, Acacia House, Afon House, Suthrey House and the Limes (from where J.M. Turner painted ('Mortlake Sunset')). These fine C18th tall brick houses address the High Street leaving long gardens that stretch



Ye White Hart pub

to the embankment which combine with Jubilee Gardens create a more rural and green section towards the eastern end of the river edge.

The eastern end of the Tideway also contains a number of recently refurbished industrial buildings which have successfully found new life as commercial space and make a positive contribution in terms of activity and appearance to the conservation area. Building style and form is as varied as the uses along the river and the predominant building material is brick with varying colours and textures.



Tapestry Court

Landscape

The towpath running without break from Barnes to Chiswick Bridge is an important recreational resource for all those visiting or living in the area. It brings its users into close contact with the Thames whose tidal nature ensures a constantly changing experience. At low tide sloping shingle beaches emerge and reveal the remains of ancient mooring posts and the man-made wharves; at some of the highest tides it laps over sections of the towpath, making it impassable.

Vegetation has established itself and grows uncultivated along the towpath. Although it has an unkempt and semi-wild nature, the high walls, narrow path and occasionally extensive vegetation combine with the proximity of the river to give an intimate, almost rural character quite isolated from the very urban High Street. Despite the evident dereliction of some sites the artefacts of industrial river frontage remain; towpath, stone dock



Towpath, near Bull's Alley

walls, wharf, draw dock, pier, rail track, bollard, dolphin, steps and railings are all evidence of the importance the river has had in the life of Mortlake. The area around Bulls Alley is especially rich in this respect as the footpath widens into a large open area of stone setts with the remains of railway track leading out on to the former quay from within the brewery compound. Unrestricted panoramic views are available in all directions towards the river although a regrettable feature of the tides is the floating and beached rubbish which gets stranded here. The relatively recent improvement scheme here would benefit from a more intensive management regime aimed at clearing the tidal rubbish and keeping the area free from vegetation and mud, as would that at Thamesbank. The seating area further to the east appears to suffer less from the effects of the tide.

Jubilee Gardens contrasts with the natural character of the towpath and the planting within long gardens backing onto the river, being formal in nature. It is an

area of formal green open space for recreation which provides the only substantial opportunity for a physical and visual link between the High Street and the river. Unfortunately, it is uninspiring and rather desolate in character with semi-derelict brick seating area and no obvious focus. The quality of both the hard and soft landscaping is mundane and unkempt. Whilst adjacent to the river it is visually cut off from it by the continuous tree line and flood defence wall. The adjacent L.E.B. substation is an evident eyesore.

Views

A virtue of the present form of development along the river frontage is the number of narrow spaces and gaps which occur and afford views into the landscape of Mortlake village and beyond. The unusual brick, stone and flint tower and cupola of St Mary's Church (from which the reach takes its name) is a key landmark, sight of which may be obtained from numerous vantage points on either bank at varying distances. The view of the church from Thames Bank and the towpath to the west from Chiswick Bridge is equally significant. From the Chiswick bank the most dramatic, closely framed view of the tower is obtained through Tapestry Alley.

The views from both Chiswick Bridge and Barnes Railway Bridge are important in highlighting the different character of the facing banks of the Tideway; the Chiswick side consists of flat open grassland and trees interrupted by occasional isolated buildings, whereas the curve of the Mortlake bank is reinforced along much of its length by an urban edge, created by the vertical walls of the embankment and the buildings along it and the High Street. This is only softened occasionally by the varying intensity of vegetation along the towpath. There are gaps in the immediate river front but the tall blocks lining the north side of the High Street act as visual infill. The ground rises gradually away from the river allowing long views to distant built up areas. The looming scale of the brewery is most striking from Barnes railway bridge.

As mentioned previously, the granary, the White Hart pub and Tapestry Court and the Church tower are important local landmarks. Of negative impact on the conservation area are the unfortunate landmarks of the Post Office building and the bland but somehow intrusive residential blocks on the High Street.

The widening of the High Street opposite the brewery as recently as 1960 finally removed from the map the last trace of the 500 year old settlement pattern on the south side of the High Street. The resulting redevelopment of the south side is now seen as banal and out of scale with adjacent streets. The northern side of the High Street reflects the same diversity as the riverside accommodating either the fronts or backs of the same buildings.

Acting as a focal point at the eastern end of the High Street is the junction with White Hart Lane and the Barnes embankment. This is a lively space incorporating a busy road junction and a mixture of shops, restaurants,

offices and a pub. The domed turret of White Hart Public House, although just outside this conservation area, is an important landmark and the building successfully closes the view from the junction to the river, ensuring that the panoramic river views from Barnes embankment are a welcome surprise. A parade of shops, nos. 1-10 The



The Broadway

Broadway, curves convexly following the back of the pavement and forming a strongly defined edge to the junction and helping to define the space along with the shops opposite. Its paired windows with chequered pattern window surrounds and shop-fronts at ground level give the parade a cheerful aspect. At the shopping parade opposite, nos. 3 and 5 White Hart Lane sport a pair of unusual and attractive triangular dormer windows with oriental inspired glazing bars. The massing of the new Tideway Wharf building helps to enclose the space though not at such a pedestrian scale as the other buildings around the road junction.

Handsome brick built commercial buildings at either end of the High Street, the Brewery and no. 121 (the Old Power Station) address the High Street and set beside the selection of elegant C18th houses front the High Street and reinforce the eclectic and mixed appearance which characterises Mortlake riverside.



256-266 Cowley Mansions

Large blocks of flats occupy the south side of the High Street from opposite Bull's Alley to First Avenue. Several Edwardian blocks at the eastern end comprising Cowley Mansions make a positive contribution to the townscape containing elements of architectural merit. Three later blocks, Avondale House, Ashleigh House and Ripley House are more plain in appearance but still contribute to the townscape, the turret features on the corners of Ripley House and Avondale House adding relief to the long frontages. The remaining 4 storey C20th blocks to the east and west of St. Mary's Church are generally architecturally bland and uninteresting. The three blocks the west of the church in particular, present a somewhat stark appearance at street level, the absence of planting being apparent.



St. Mary's Parish Church

Between John Dee House and Kindell House, set back from the road behind brick walls with railings, is a hidden treasure, St. Mary's parish Church. The flint tower and cupola is a landmark visible from numerous vantage points, although the body of the Church makes less impact at street level due to the screening effect of the walls and adjacent trees.

The landscape of the High Street is dominated by the hard surfaces of road, pavements and buildings. Parked cars at the eastern end of the road exacerbate this effect. The western end of the High Street which is dual carriageway is particularly bleak. Street trees are often sparse and immature but with some significant patches of

greenery softening the views along the road provided by the front gardens of the Limes (including an important yew); nos. 115 and 117; a group of trees to the front of the L.E.B building, Jubilee Gardens and the graveyard around the Church.

Paths and passages from the High Street linking to the river are not always obvious and, in some areas not very frequent offering only a few opportunities to filter from the High Street to the embankment. Important routes do exist at Bull's Alley, Tapestry Alley and Chitton Alley adjacent to 119 High Street and their historic significance deserves better recognition. Fortunately, a positive intervention at Tapestry Alley has been a recently unveiled plaque marking the site of the Mortlake Tapestry Works. Recycling bins and the blocking of the slipway by a high concrete river wall discourage pedestrian access to and views of the river at Bull's Alley.

Historical connections between the river and the village are weakened by the present day nature of the High Street which now cuts the river off from the residential areas of Mortlake. Connecting routes and signage between the village and the river are poorly provided and crossing points along the High Street are inadequate.

The village

The distinguishing characteristic which gives much of the charm of this sub-area is the survival of its extensive network of historic passages and footpaths. These paths and their evocative names remain as a poignant record of an ancient settlement that has more or less disappeared in built form. The area is predominantly residential and buildings are now mainly C19th two storey terraces of cottages with some pockets of recent C20th housing development. Despite the destruction of the High Street the Mortlake village remains as a place of definite character.

The village occupies an area behind the High Street between White Hart Lane and Sheen Lane and reaches in part back to the railway line. St. Mary's acts as a landmark throughout Mortlake, but the scale of its relationship with the village is more intimate. The construction of the railway in the mid C19th physically separated the area from the other residential area to the south, which is reinforced by the unattractive concrete walls along its length. The railway has prevented the establishment of many vehicle through routes between the Upper and Lower Richmond Roads resulting in little continuous traffic, leaving the village as a peaceful, pedestrian dominated area.

Paths radiate from the church often skirting its graveyard which provides an attractive oasis of open space. The importance of the survival of the paths is well illustrated by the example south of the railway line where Church Path has become Church Avenue, a road connecting with the rest of the suburban system. Vineyard Path serves the backs of the High Street properties and marks the transition point between the High Street and village

area. The settings of the flats at Rann House Craven House and John Dee House is somewhat bleak and lacks definition. This derives from a number of factors which need to be addressed in any future planned improvements to the area.

The delightful terraces of simple C19th two storey brick cottages which characterise the area are closely grouped behind small front gardens contained within tight gated boundaries of privet hedge, picket fencing and brick walls (Victoria Road and Worple Street). A more unusual terrace is formed by nos. 2-42 (even) Victoria Road which has stepped gables and is set back from the road behind deep front gardens which give space for tall shrubs and trees. The majority of the smaller terraced houses on Victoria Road (1-61 odd) retain most of their original features and form a coherent terrace as a result.

An exception to the terraced form of housing can be found along Wright's Walk, a narrow path. There are four pairs of slightly grander semi-detached cottages; three pairs have charming arched windows and bring to mind estate cottages, sitting centrally within their generous gardens. Also of note is 28 Mullin's Path, an early C19th cottage which, being tight to the roadway, forms an important closing element to the view north along Mullin's Path. Church Path cuts diagonally across the later Victorian urban grain and is lined by several small detached cottages. Lunn's Cottage has recently had PVCu windows installed which detract from its character and damage the appearance of the conservation area. The overall scale is intimate and domestic reinforcing the village nature of Mortlake.



No. 7 Wright's Walk

Whilst the rather dull and monotonous concrete fence of the railway terminates many of the roads and paths in this area along North Worple Way, it is from passing trains that the some of the most attractive views of the village can be obtained. From the railway a local landmark is the Roman Catholic church of St Mary Magdalene which stands out from the sea of housing because of its contrasting form, stone walls and elevations. The church occupies a plot stretching from the railway to the boundary of the parish church. High walls

surround the church's boundaries with the paths and Worple Street and hidden behind them is a gloriously 'gothic' cemetery whose varied collection of tombs and



Memorials in the Catholic Church graveyard are overrun by ivy and vegetation. It is a peaceful oasis except at play time when the pupils from the primary school which shares the northern end of the cemetery spill out into their playground.

The village area is densely developed and the landscape is dominated by the hard surfaces of Tarmac roads and pavements, granite kerbs and masonry walls. A little vegetation in the small front gardens enlivens the terraced streets. The most significant green space is that provided by the two neighbouring churches. The Catholic cemetery provides space for a swathe of trees and the graveyard of St Mary's also contains some significant clumps. The view northwards along Worple Street is one of the most attractive in the area, culminating in St Mary's Church with trees in the foreground.

Currently outside the Mortlake Conservation Area are Fitzgerald Road and Alder Road. Fitzgerald Road contains, similar to the rest of the area, matching terraces of two storey yellow brick cottages with original architectural details such as ground floor bay windows with roofs laid in diamond pattern slate, and timber bracketed porches. Chimneys with corbelled and dentilled brickwork are another feature. Alder Road is important because it contains several semi-public buildings which were historically associated with the village. These include; the attractive single storey old post office sorting office (no. 19) which has been successfully converted into a dwelling, the quaint green corru-

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1. Context

This design guidance for the Mortlake riverfront, as part of the overall Conservation Area Study, forms supplementary planning guidance to the Unitary Development Plan and should be read in conjunction with relevant policies in the Unitary Development Plan.





2. Uses (not annotated)

The Mortlake riverfront supports a wide range of uses consisting of residential, industry, recreation and commercial uses. This mix of uses is a key element in determining the varying building forms which characterise the riverfront, the historical location of these uses defines the underlying character of particular parts of the riverfront.

New development or changes of use should not lead to an over concentration of a single use for any large stretch of the river front. Ideally new uses should provide opportunities for the public to enjoy the riverside, especially at the focal points on the towpath where this does not prejudice the maintenance of ecological interest. This is most relevant to the stretch from Bull's Alley to White Hart Lane.

5. Built Form

The development along the riverfront at Mortlake, though varied is characterised by a few specific types of site layout as shown on the diagram:

-  Buildings addressing Mortlake High Street with rear plots which extend to boundary walls with the towpath.
-  Buildings with a clear frontage directly facing the riverfront, presenting a strong and positive frontage and variety in architectural style.
-  Sites with a double frontage addressing both the river and the High Street providing visual interest, surveillance and the potential for active frontages on both aspects.
-  Other structures providing a hard edge to the river front.

New development should contribute to the variety of the built form in terms of architectural style, site layout, frontages, massing and building height, drawing on the established site layouts mentioned above. Bland or long repetitive frontages detracting from the diverse nature of the built form should be avoided. Consideration should always be given to the site context. The majority of past development has always had a High Street frontage. New development should follow this pattern but address both the High Street and riverside frontages in order to strengthen the urban character of the High Street and to ensure an adequate level of activity and surveillance on the towpath.

6. Landscape**Key Areas of Vegetation**

The presence of the towpath and the rear plots of properties fronting the High Street support a significant amount of unstructured vegetation, giving a strong impression of buildings sitting slightly back from the river edge in a semi-landscaped setting. This is a key characteristic of the riverfront vista and the towpath, in contrast with the very urban High Street.

Landscape design should always be a consideration in new development proposals and should aim to protect and reinforce the way in which informal planting plays a key role in the setting of buildings on the river front, especially with respect to the role of vegetation on the towpath, the need to enhance the ecological value of the riverside and by retention and enhancement of existing vegetation.

3. Character

The Riverfront at Mortlake consists of buildings which combine to create a diverse townscape primarily urban in nature, together with the towpath and rear plots which support a large amount of somewhat wild vegetation, contributing to the cohesive character of the area. Its character is emphasised by the unbuilt land and soft landscape on the north bank of the river, and is framed as a distinct frontage by Barnes Railway Bridge and Chiswick Bridge. The uniqueness of this part of the riverfront is derived from its industrial heritage which has led to the informal nature of development seen today, consisting of the mix of architectural styles and land uses, the variety of site layouts and contrasts in scale.

All new development or changes of use should strengthen the unique character of the Mortlake river front as outlined in this guidance and the study as a whole. A mix of uses addressing the riverfront should be promoted particularly at the key focal points. New development should exhibit a commitment to high quality original architecture demanded by a high profile riverfront site and sensitive and intelligent use of materials and colour.

4. Building Scale

Larger Scale Buildings (High Street)

Now that most of the larger riverside buildings at the brewery have gone, the main buildings on the river front are quite human in scale and usually 2-3 storeys in height. The buildings on the south side of the High Street are taller than the riverfront buildings, extending to four storeys in height and more massive in scale. Due to this they help to emphasise the urban form set back from the riverfront and, with the towpath vegetation they help to frame the riverfront buildings and create a graduated rise in scale away from the riverfront.

New development should not obscure the presence of buildings on the South side of the High Street which contribute to the character of the skyline and should avoid the development of hard, wholly urban frontages which disrupt the coherence and scale of the riverfront vista. When the opportunity arises, buildings which have a negative impact on the riverfront vista should be replaced by development which is of a scale and design more appropriate to the character of the conservation area.

7. Landmarks, Views & Vistas



The variety in the skyline of the riverfront is punctuated by a few key landmark buildings which help to accentuate the variety of the built form, frame the vista and provide key reference points. UDP Views indicate where overall views and the skyline profile are important. Key local views show particular views from specific locations. Views of the reach from the Chiswick bank are continuous and this is an important element of its character.

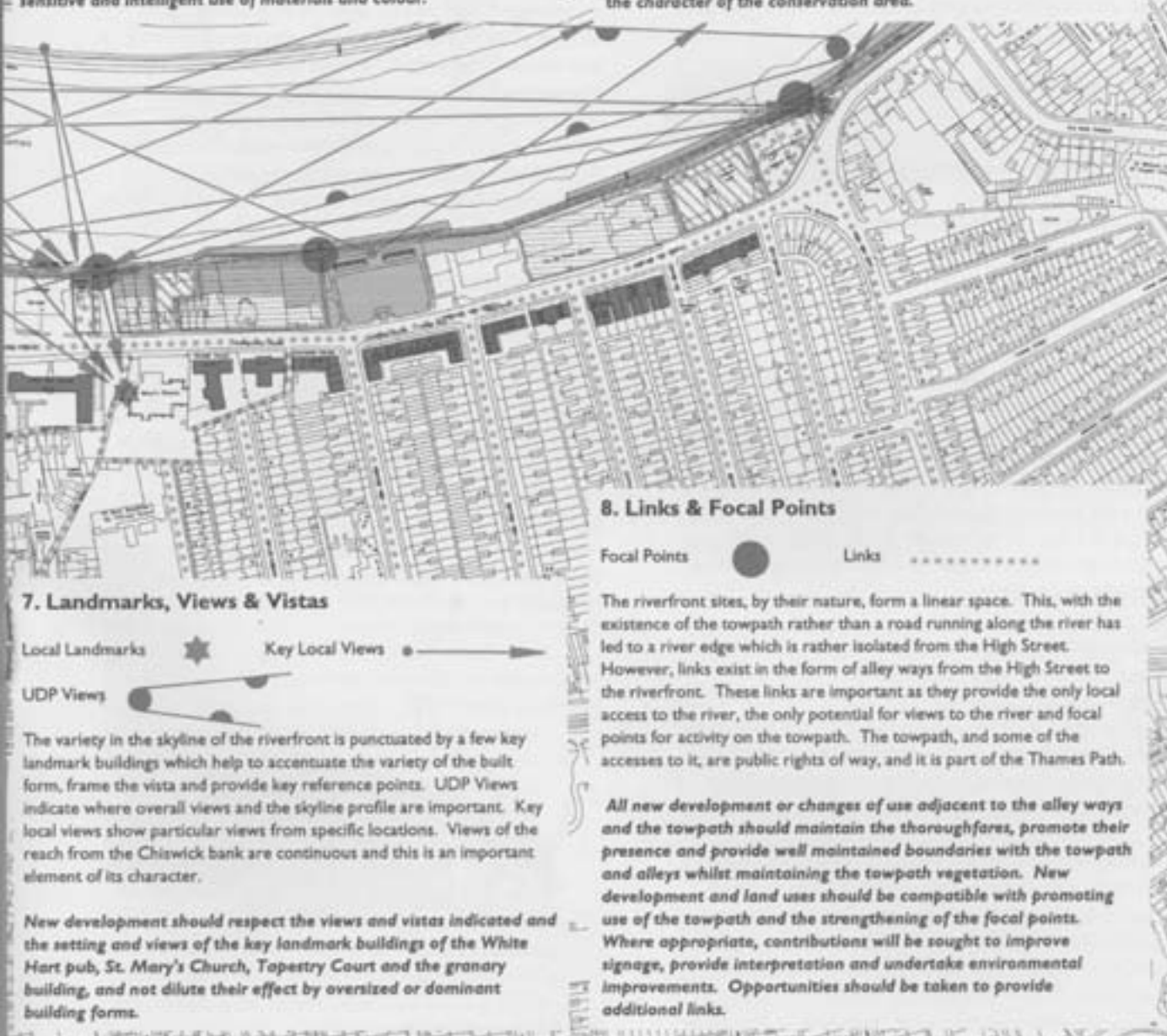
New development should respect the views and vistas indicated and the setting and views of the key landmark buildings of the White Hart pub, St. Mary's Church, Tapestry Court and the granary building, and not dilute their effect by oversized or dominant building forms.

8. Links & Focal Points



The riverfront sites, by their nature, form a linear space. This, with the existence of the towpath rather than a road running along the river has led to a river edge which is rather isolated from the High Street. However, links exist in the form of alley ways from the High Street to the riverfront. These links are important as they provide the only local access to the river, the only potential for views to the river and focal points for activity on the towpath. The towpath, and some of the accesses to it, are public rights of way, and it is part of the Thames Path.

All new development or changes of use adjacent to the alley ways and the towpath should maintain the thoroughfares, promote their presence and provide well maintained boundaries with the towpath and alleys whilst maintaining the towpath vegetation. New development and land uses should be compatible with promoting use of the towpath and the strengthening of the focal points. Where appropriate, contributions will be sought to improve signage, provide interpretation and undertake environmental improvements. Opportunities should be taken to provide additional links.



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gated iron clad gym hall and the sea scout centre which is of poor appearance by comparison. In contrast to the majority of housing in the area, on the east side Alder Road are three pairs of larger semi-detached houses

displaying steeply pitched gables, projecting barge boards and decorative panels of red brick. Other terraces in the road pick up the theme with gabled roofs rather than the simple pitched roofs found elsewhere. The multi-storey Post Office building at nos. 2-14 High Street is an unwelcome eyesore in the view along Alder Road due to its large scale, bland appearance and lack of activity at street level.

Nos. 64 and 65 North Worple Way are a striking pair of late C19th 3.5 storey gable fronted brick properties facing on to the railway line, containing many interesting features including projecting bracketed and decorated barge boards, contrasting brick relieving arch panels and barley twisted ground floor bay window supports. No. 65 has the added interest of plaster decorative features which although masking the brickwork add considerable interest to the pair.

Problems and pressures

The problems and pressures affecting the conservation area are shown on the Analysis Map.

3.2 Mortlake Green Conservation Area

Character Appraisal

As the surrounding areas have been developed the significance of the Green as open space has increased. It forms a key entry point to Mortlake. A rectangular public space, it is bounded by the busy Lower Richmond Road which forms the northern edge and Sheen Lane which forms the eastern boundary; Mortlake station dominates the south side. The remainder of this conservation area consists of a mainly residential area extending from the west side of the Green.

The Green is a predominantly grassed area of informal nature into which have been inserted a children's playground and another hard surfaced recreational area. To an extent the Green is screened from the busy traffic of the Lower Richmond Road and Sheen Lane by perimeter planting, including some fine mature trees, and a mound in the north east corner.

Development around the Green is characterised by a number of three and four storey late C19th terraced properties with a robust utilitarian character; these include Cromwell Place on the west and the unusual multi-gabled gault brick terrace of nos. 13-21 (odd) Sheen Lane. These terraces are the main elements framing the open space and are important in providing



Mortlake Green

its sense of enclosure. The chevron red brick quoin patterned tower at the entrance to Cromwell Place is a particularly eye catching feature on the edge of the Green.

Around the Green a number of other buildings also contribute to the general quality of the space. The Railway Tavern (PH) provides strong visual interest at the entrance to Vineyard Path with its multiplicity of subdivided glazing, pilasters and well ordered 'shop-front'. A pair of rendered early C19th cottages at 23 and 25 are the earliest buildings to survive. West of the playground is a striking 1937 Art Deco inspired house whose distinctive features include curved metal balustrading, flat roof and prominent curved bay complete with continuous ribbon windows also add interest and variety to the space.

The Brewery buildings to the north including the industrial structures of the plant are evident, particularly in winter when the perimeter planting is weakest. In summer the trees on the northern side of the Green are important in helping to screen the harsh industrial landscape of the brewery. The high cylindrical chimney is the focal point of the view north and the walls of the brewery act as a landmark for traffic passing through Mortlake. The Green provides a pleasant and welcome focus for views west along the High Street. Another important view is at the junction of Vineyard Path and Sheen Lane from where the tower of St. Mary's may be glimpsed.



Mortlake railway station

The station and its associated level crossing generate the most activity within the Green and possibly within Mortlake itself. The level crossing means that traffic is often at a standstill, with pedestrians and cyclists gathered around the barriers waiting for them to rise. A Victorian covered footbridge over the railway provides an alternative to waiting, a welcome feature since the level crossing is so frequently in use. The station enjoys an intimate relationship with Sheen Lane providing vibrancy and interest by virtue of the close proximity and direct views of the platforms. The station forecourt and yard present a rather cluttered entry to the conservation area being dominated by the yards of a builders merchant. The entrance on the north side is not obvious and is surrounded by various commercial uses with outdoor storage areas. These have a negative impact both on the entrance to the station and the access to the Green itself. Boundary treatment and surfacing is poor and ill-defined. The south side of the station is also in need of improvement.



Rosemary Gardens

South of the station Sheen Lane becomes commercial, lined with a colourful collection of small shops which stretch to the Upper Richmond Road and the main shopping centre of Sheen. The single storey Victorian station building is constructed in yellow stock brick with attractive orange brick cambered arched window openings and key blocks and is now a shadow of its former self with windows boarded over to avoid vandalism, and a generally shabby appearance. A decorative timber faced canopy signals the station entrance from the south.

Again, the railway station provides an important view into the conservation area, in particular to Rosemary Gardens (built circa 1850), which faces south and is highly visible from all stationary and passing trains. Rosemary Gardens picturesque and distinctive terrace

of C19th Tudor style almshouses designed with diaper patterned brickwork with continuous moulded bands of stone at cornice and first floor levels and theatrical paired studded doors.

Another important feature of the almshouses are the over-sized chimney stacks complete with clay pots. The row faces the station and two blocks of charitable housing by the Guinness Trust to the east and west form a U-shaped block which is filled by a communal garden laid mainly to lawn. The flats are rather utilitarian in appearance and at four storeys high dominate the setting of the almshouses. The rear elevation of the western block also spoils the approach from Rosemary Lane which contains some attractive late C18th/early C19th houses (Woodbine Cottage and Eton Lodge) as well as the three and a half storey Rosemary Terrace. West of the Green is an attractive area of residential properties including Waldeck Road and Rosemary Lane. Nos. 37 - 51 (odd) Lower Richmond Road provide the most public edge to passing traffic, being a dignified terrace of mixed gabled and plain fronted three storey houses in yellow stock brick. An impressive timber porch with carved Ionic capitals, fluted pillars and elaborate pediment at No 51 seems to have been imported from an earlier building elsewhere. The domestic scale and detail of the buildings along the Lower Richmond Road provide a welcome contrast to the bulk and mass of the industrial brewery buildings opposite.

An important and interesting reminder of Mortlake's industrial past is a two storey workshop building in yellow stock brick lying to the rear of no. 37. Eight bays of large 36 light, iron framed factory windows face Waldeck Road and a hoist survives to the rear at first floor level. A faded painted sign on the brickwork facing west advertises the Mortlake Billiard Club - a reminder of bygone Mortlake pursuits. Waldeck Road is a narrow, pavementless lane which ends in a charming group of modest C19th cottages, Waldeck Terrace (nos. 1-12 incl.) which face each other across a narrow path. Small front gardens separate the cottages and provide a splash of colour during summer months, however the boundaries and front paths are in need of repair.

To the north west corner of the Green are two public houses. On the brewery side of Lower Richmond Road is the Jolly Gardeners, an early C20th town pub. Opposite, and in contrast is the Jolly Milkman, more suburban in style with roughcast gables and steep pitched roofs. Together these buildings form a definite entry point into the Green area. Next to the Jolly Milkman and in a complementary style, is a short terrace of four houses with distinctive large front tiled gables projecting from the elevation at first floor level, and sitting on bay windows at ground floor level.

Problems and pressures

The problems and pressures affecting the conservation area are shown on the Analysis Map.



Lodge Avenue

3.3 Queen's Road Conservation Area

Character appraisal

Half of this conservation area is occupied by a 19th century cemetery bounded to its west by the tight pattern of two storey terraced cottages; unusually some face only onto narrow pedestrian alleyways. The conservation area takes its name from the one traditional road which runs through it. The whole area is contemporary with the majority of the housing in the village area of Mortlake and is separated from it by the railway line of 1846.

Painted iron railings form the boundaries to Old Mortlake Cemetery which is a six acre squarish plot of ground founded in 1854. A path running between Avenue Gardens and South Worple Way cuts across it, diagonally north to south. The best view of the cemetery is obtained from the railway from where the neatly laid out and well tended lines of graves can be seen to best effect. The graves are for the most part uninteresting but a group of mature horse chestnut trees to the east side provide drama. These trees mark the site of the long demolished mortuary chapel. The cemetery acts as a small local park providing a welcome open space and it is the route chosen by many families who are walking to and from school in Mortlake.

The western boundary of the cemetery is formed by a wooden fence on a low brick wall for most of its length. The strong sense of enclosure is reinforced by Lodge

Avenue, a long terrace of C19th cottages which runs behind and appears over the top of the fence. In townscape terms, Lodge Avenue is of considerable importance, as only a path separates the cottages from the cemetery ensuring an intimate relationship between the two. The cottages are of yellow brick with an unbroken slate roof and are enlivened by architectural details including red gauged brick arches, triangular pediments to windows and doors, paired sash windows either side of stucco chamfered mullions with foliage capitals at both ground and first floors, and two nailhead brick bands which run the entire length of the terrace.

Rock Avenue on the west boundary of the conservation area shares similar details and form as Lodge Avenue. Unfortunately, whilst a narrow path again runs in front of Rock Avenue it does not enjoy a view over open space but simply faces onto the backs of neighbouring houses. These two terraces stand out from the earlier and less architecturally detailed buildings in the Queen's Road conservation area.

Queen's Road is a quiet residential road lined by terraces of modest C19th cottages built in brick with shallow pitched slate roofs. The simple unaffected architectural character of the Queen's Road properties has in some instances been compromised through additions and alterations, in particular to the form of the windows. The yellow brick is relieved by flat red brick arches over windows and semi circular openings over doors. Small front gardens with low fences and walls defining their edges survive in most cases.

The most interesting part of the road is where the road bends, narrowing slightly, at the junction with Princes Road. An important local landmark at this point is the former Queen's Arms pub, which still retains its original decorative glazed tiles. The building acts as the focus for



Former Queen's Arms pub

the area as the railway severs Queen's Road from Mortlake village. Opposite are two small, shops (one of which now has permission for residential use) with charming timber shop-fronts which contribute greatly to the character of the area at this point. Adjacent to the pub is a more unusual terrace of cottages, nos. 30-

52(even); their doors open directly onto the pavement and the roofs are concealed behind a high brick parapet giving these narrow cottages a slightly odd but interesting appearance. The Old Coach House (no. 52a) with gothic windows and ornate steep barge boarded gable and porch is an architectural oddity within the area and contributes to the interest of this section of Queen's Road.

A highly attractive group of three roughcast cottages survives at 67-71 (odd) Queen's Road just outside the southern boundary of the Conservation Area. This virtually unaltered group is of good quality and relates to the properties within the conservation area to the north, rather than to the houses to the south.



Spur footbridge

The grander 1868 two storey Agate Terrace (nos. 37-44 incl. South Worple Way) facing on to the railway features a parapet cornice and window and door surrounds in stucco. As a local landmark at the end of Queen's Road the spur railway footbridge of 1902 is an exceptional semi-circular iron structure providing a vital pedestrian connection between the Queen's Road area and Mortlake. It is heavily used, particularly at school times, and an undoubted feature of interest in the local scene. Both it and the footbridge connecting Church Avenue with Church Path are rather drab in appearance. As in Mortlake village the boundary fence to the railway line of concrete panels is a poor termination to a number of the roads and paths from north to south which it truncates.

Joining the conservation area and adjacent to it are Princes Road and Trehern Road which continue the same type of urban form - long terraces of modest cottages. Princes Road contains matching terraces with ground floor bay windows which possess an unusual circular section and slender timber mullions. Similar mullions are found in the design of the cottages in Trehern Road. The Trehern Road terraces feature a continuous porch at ground floor level and some interesting architectural detail in terms of joinery and decorative masonry. Princes Road is terminated by a small disused graveyard which contains a number of large trees. The graveyard has been established on appeal as open land of townscape merit and it provides a welcome and significant patch of greenery within this densely developed urban area.

Problems and pressures

The problems and pressures affecting the conservation area are shown on the Analysis Map.

4. Riverfront Design Guidance

Policy Context

The River Thames is a resource of regional and national importance as well as being an important local resource. There are often competing pressures for use of the riverside environment and it is part of the Council's duty to ensure that the river and its environs are managed for the benefit for all its users. This study includes design guidance for the Mortlake riverfront which has been prepared within the context of other policy documents concerned with the River Thames and its environs, and its wider role as regional resource. The guidance is complementary to and should be read in conjunction with these documents. The Riverfront Design Guidance is shown in the centre of this document on pages 9 & 10.

5. Detailed Proposals

Detailed proposals for the preservation and enhancement of the character and appearance of the conservation areas are shown on the Proposals Map.

Summary

For the study to be successful **everyone** involved in property ownership, tenancy and management in both the public and private sector needs to contribute to achieving the implementation of the detailed proposals. Many proposals fall outside the Council's control and it should be noted that **current financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement.** The Council will strictly apply Unitary Development Plan policies, and as opportunities arise, pursue the detailed proposals listed in the study in order to preserve, and where possible, enhance the special interest of the conservation areas.

Maps

The Analysis Map shows relevant UDP designations, identifies the problems and pressures the areas face and provides an urban design analysis of the area, identifying both positive and negative aspects of the areas' character. This map is complementary to the study text and is important in identifying graphically the character of the area.

The Proposals Map lists specific proposals for the preservation and enhancement of the conservation areas and shows the proposed conservation area extensions, new BTMs and Article 4(2) Directions now implemented as part of the study.

The River Front Design Guidance map illustrates the important aspects of the character of the river front and contains policies for the preservation and enhancement of this character.

Buildings of Townscape Merit

The Schedule of Buildings of Townscape Merit is a local list, introduced in 1982, compiled to recognise the value of those buildings which make a positive contribution to the streetscape but have not been included on the statutory list of buildings of architectural and historic interest. It is hoped that by drawing attention to the historic, architectural and townscape interest of such buildings, owners, developers and others will regard them more carefully when considering any proposals for alteration, extension or replacement. In a conservation area permission will not normally be given for the demolition of Buildings of Townscape Merit (BTMs). The Council has produced a planning information leaflet on BTMs which is available free of charge.

Residential property

What the Council can do, and Article 4(2) Directions

The Council is able to control new development through its powers under the planning acts. There is a range of guidance leaflets available on development requiring planning permission. If you are in any doubt about the need to obtain permission for intended works, you should contact the Planning and Building Control Department at the Civic Centre.

Where there exist groups of residential properties retaining most of their original features and character, which could suffer if unsympathetic work, exempt from planning permission, were to be carried out, then the Council may make an Article 4(2) Direction after consultation with the owners. The object of Article 4(2) Directions is to control the gradual changes to houses which can occur over time without the need for planning permission but which could, if left unchecked, lead to an erosion of the character of a conservation area. Examples of such changes include the installation of PVCU windows, changes to roof materials, alterations to chimneys, rendering, small extensions, porches, removal of boundary walls and the use of front gardens for parking.

Article 4(2) Directions remove permitted development rights from dwelling houses where planning permission would not normally be required for certain development. Permitted development rights which could be removed

include; **i)** the enlargement, improvement or other alteration of a dwellinghouse, **ii)** any alteration to the roof of a dwellinghouse, **iii)** the erection or construction of a porch outside any external door of a dwellinghouse, **iv)** the provision and maintenance of any building or enclosure incidental to the enjoyment of the dwellinghouse, **v)** the provision of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse, **vi)** the installation, alteration or replacement of a satellite antenna, **vii)** the erection, alteration or removal of a chimney on a dwellinghouse, **viii)** the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure, **ix)** the painting of the exterior of any building or work, **x)** the demolition of the whole or part of a gate, fence, wall or other means of enclosure.

Article 4(2) Directions have been made affecting a number of properties in the study area. These are listed in the text on the Proposals Map. Separate detailed guidance will be published to accompany this study to assist owners of properties covered by Article 4(2) Directions.

Under present legislation residents are entitled to carry out some minor works to their houses as "permitted development". This freedom places a great responsibility on owners to consider the overall quality of the street and the area when considering alterations to their property. There is plenty of opportunity to preserve or enhance the character of the conservation area by paying attention to small details on houses. Without care, even apparently minor alterations, accumulating over time can dilute the quality of the area. Examples of this type of change are replacement of original windows with aluminium or PVCu versions or the painting of one house within a brick faced terrace.

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

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

Shop-fronts

An important objective of this study is to retain and improve the quality of shop fronts within the conservation area. The Council will seek to do this through the development control process and by designating buildings retaining original shop fronts as BTMs where appropriate.

The following shop fronts are of sufficient architectural or historic interest to justify their retention and applications for their replacement will normally be refused:

Nos. 41 and 43 Queen's Road
No. 3 White Hart Lane
No. 9 The Broadway

It is proposed that those shop fronts listed above which are not currently listed or included on the Schedule of Buildings of Townscape Merit should be added to the Schedule. Therefore, the following shop fronts should be added to the Schedule:

No. 9 The Broadway

The following are shop fronts of sufficient quality to justify restoration of missing features and alteration of minor features as opposed to wholesale replacement of the entire front:

No. 5 White Hart Lane
Nos. 4, 5, 6, 7, 8, 10 The Broadway

No. 5 White Hart Lane, nos. 4-8 incl. and no. 10 The Broadway retain a proportion of their original features. No work of alteration should be undertaken without an examination of underlying features. In 1-10 Broadway the controlling fascia depth, pilaster, ventilation grille, and side entrance, all found in No 9, provide a model for future restoration.

The shop fronts listed below are more recent and of indifferent design and proposals for their replacement would be welcomed.

No. 7 White Hart Lane
Nos. 1, 2 & 3 The Broadway
Nos. 62-72 incl. Mortlake High Street

The objective should not be to produce a slavish reproduction of a Victorian shop-front but to avoid a strident conflict between old and new frontages and to create a streetscape of some interest and continuity. Designs which respect the proportions and materials originally typical to the group will be sought.

The Council will publish separate and more detailed guidance for shop fronts within the study area, which will be issued to shopkeepers and also be available on application. This will assist in negotiations on planning applications and should guide owners and tenants

concerning repairs or minor alterations not requiring planning permission.

Whilst the appearance of shop fronts is important to the character of an area, other factors such as traffic movement, parking arrangements, environmental quality, local patronage and the economic situation all contribute towards the creation of a successful shopping area. Other proposals made within this study are intended to enhance the appearance of the shopping area.

Landscaping and planting

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

Implementation

The Council will implement those proposals under its control as opportunities arise and when funds become available and will give advice on grants and action that can be taken by other groups and individuals. The Council will monitor the effectiveness of any Article 4(2) Directions and the up-take of grants and will review the progress of enhancement proposals on a regular basis.

Relevant UDP policies

The main Unitary Development Plan policies relevant to this study are listed below. The UDP is available for viewing at the Civic Centre in Twickenham and at local libraries throughout the borough.

- STG2 The Environment
- STG4 Areas of Mixed Use
- STG6 Public Open Space
- STG8 Shopping
- STG11 Transport

- ENV1 Areas of Special Character
- ENV2 Protection of Views and Vistas
- ENV3 Metropolitan Open Land
- ENV5 Public Open Space
- ENV6 Other Open Land of Townscape Importance
- ENV8 Trees in town and Landscape
- ENV9 Designation of Conservation Areas
- ENV10 Protection and Enhancement of Conservation Areas
- ENV11 Preservation of Listed Buildings and Ancient Monuments
- ENV13 Protection of Buildings of Townscape Merit
- ENV16 Sites of Nature Importance
- ENV26 High Buildings

- ENV27 Shopfronts of Architectural Interest
- ENV33 Environmental Improvements
- ENV35 Forecourt Parking
- ENV42 Evaluation of Archaeological Sites
- ENV43 Development of Archaeological Sites

- HSG5 Residential in Areas of Mixed Use

- REC1 Retention and Use of Public Open Space
- REC2 Provision of Public Open Space

- SHP7 Change of Use in Secondary Frontages
- SHP8 Isolated Shops and Small Groups of Shops
- SHP9 Change of Use in Other Shopping frontages

- EMP2 Business Development

- TRN11 Area Traffic Management

- RIV1 Protection of Special Character
- RIV2 Protection of Visual Enclosure of River
- RIV3 Increasing Public Access
- RIV4 Encouragement of Recreational Use
- RIV5 Three Levels of Protection
- RIV8 Riverside Uses
- RIV12 Nature Conservation on the River
- RIV17 Riverbank and Water Pollution

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This study was approved by the Council's Planning and Transport Committee on 26 January 1998. The proposals for extensions to the conservation areas, new Buildings of Townscape Merit and Article 4(2) Directions have now been implemented.

Other publications

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

Planning Information Leaflets

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

Design Guidance Leaflets

- No. 1 Design Guidelines for Shopfronts and Shop Signs
- No. 2 Design Guidelines for Car Parking in Front Gardens
- No. 3 Design Guidelines for External Alterations to Houses
- No. 4 Design Guidelines for House Extensions
- No. 5 Trees: Landscape Design, Planting and Care
- No. 6 Guidelines for Small Housing Sites
- No. 7 Guidelines for the Siting of satellite dishes and other Communications Equipment
- No. 8 Design Guidelines: Wildlife in Gardens
- No. 9 Design Guidelines for Nature Conservation and Development
- No. 10 Security by Design

Conservation Area Studies

- Area 1: Barnes Green
- Areas 8 & 47: Twickenham Park & Queen's Road (Twickenham)*
- Area 2: Kew Green
- Area 9: Twickenham Green
- Area 10: Trafalgar Road
- Area 11: Hampton Gourt Green
- Area 12: Hampton Village
- Area 18: Hampton Wick
- Areas 24 & 49: Crown Road & Twickenham Park
- Area 25: Castelnau
- Areas 27 & 37: Teddington Lock & High Street

- Areas 30 & 31: St. Matthias & Sheen Road
- Areas 33, 35 & 51: Mortlake, Mortlake Green & Queen's Road (Mortlake)
- Area 38: Hampton Hill High Street
- Area 56: Beresford Avenue*
- Area 57: Old Deer Park

Article 4 Guidance

- Area 1: Barnes Green
- Area 18: Hampton Wick
- Areas 24 & 49: Crown Road & Twickenham Park
- Area 25: Castelnau
- Area 38: Hampton Hill High Street

Shopfront Guidance

- Area 1: Barnes Green
- Areas 24 & 49: Crown Road & Twickenham Park
- Area 25: Castelnau
- Area 38: Hampton Hill High Street

* Awaiting printing

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



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