

CONSERVATION AREA STUDY

Kew Road no.55, Kew Gardens no.15 & Lawn Crescent no.20



Conservation areas were introduced in the Civic Amenities Act 1967 and are defined as areas 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 felling or lopping of trees above a certain size.

The objective of a conservation area study is to provide a clearly defined analysis of the character and appearance of the conservation area, defensible on appeal, to assist in development control decisions. Further, to address issues, which have been identified in the character appraisal process, for the enhancement or preservation of the conservation area.

It is hoped that the process of the study and the finished document will stimulate public participation.

KEW

There are three distinct regions within Kew. The first, around the Green, relates to the River and quay. The second, which includes most of the Botanic Gardens and all the land east towards the railway, was seen as north Richmond until the 1890s. The third area, between the railway and the Lower Mortlake Road, was until recently seen as part of Mortlake.

The study of the first area is covered by the Kew Green Conservation Area Study. The second area is covered, in four parts, by the Royal Botanic Gardens, Kew, Conservation Area and by the Kew Road, Kew Gardens and Lawn Crescent Conservation Area Studies. The Kew Foot Road and Sheendale Road Conservation Areas are the subject of a further study.

Archaeological Significance

The name Kew first came into general use in the C17. It comes from the Saxon word cayho, meaning a quay on a spur of land, but the area was inhabited long before Saxon times. Several prehistoric finds from various periods have been made on both banks of the river. The most ancient are the bones of animals including mammoth, hyena, elephant and even polar bear; but stone tools and later Iron Age and

Bronze Age vessels, tools, weapons and pottery have also been discovered. While the area within the Gardens is of Archaeological Potential Priority I, none of the land within these conservation areas is so designated.

The earliest crossings of the Thames at Kew were made on foot, with the ford being superseded much later by a ferry. The first bridge was built as recently as the 1760s. It seems unbelievable now that any part of the Thames within the Borough should be fordable, but it is believed that the river level was considerably lower in the past and it would, of course, have been subject to tidal effects.

The Great Ford at Kew features in Caesar's Gallic Wars of 54 BC, as a fenced and impenetrable crossing for the invading Romans, and later in the Anglo Saxon Chronicle of 1016, as the site of a great battle with the Danes.

The next mention of Kew comes in the 1314 Survey of the Manor of Shene, which refers to 'villeins' working for the Lord of the Manor. Royalty arrived in the area in 1358 when Shene Manor was turned into a palace by Edward III. When Henry IV settled at Shene, members of his Court sought accommodation nearby, and the Earl of Devon and Charles Somerset, the Earl of Worcester, moved into Kew. The first royal resident was Mary, sister of Henry VIII.



Detail from John Rocque map 1741-1745
(Local Studies Collection, The London Borough of Richmond upon Thames)

Later the Hanoverian kings took up residence, most famously King George III, the 'Farmer King' and his Queen, Charlotte, who raised their 10 children at Kew Palace and neighbouring buildings.

DEVELOPMENT OF THE AREA

Arrival of the Railway

The railway arrived in 1869, following the completion of the bridge over the Thames in 1868. Originally it was operated by the London and South Western Railway and later the District Line Underground. Joseph Hooker, director of the Botanic Gardens, wanted the station to be sited opposite the Temperate House so he lowered the wall at this point in preparation. The LSWR unexpectedly built it 600 yards to the north (which actually served the residents of Kew



158 Kew Road

better, who were at that time clustered around the Green) but the gap in the wall in line where it would have gone still remains. The station was 'in the middle of nowhere', at the edge of the Leyborne-Popham market gardens, and the only road near the station was Sandy Lane (renamed Sandycombe Lane in 1884) incorporating Broomfield Road. Another public entrance to the Gardens was required, and this was provided by John Gardner Dillman Engleheart, a local estate owner, who financed the building of the gate and Kew Gardens Road. The entrance is known as Cumberland Gate, after earlier residents of Kew, the Dukes of Cumberland.

The number of public visitors to the Gardens increased from 28,000 in 1845 to 1,244,000 in 1883, thanks largely to the railway; and many of those who came as visitors sought residences in the area. The two large landowners, the Selwyns and the Englehearts, had anticipated this demand and were already building houses on their estates.

The houses

Almost all the buildings we see today in these conservation areas date from between 1870 and 1890. There are few older buildings, and the three houses which predated this flurry of building, Ivy Lodge, Rose Cottage and Pagoda Cottage, all on the Kew Road, have gone. Most of the land had been in arable use, with market gardens to the eastern side of the railway.

Engleheart was responsible for the houses on the southern end of Kew Road, including Sheendale Road, and a long line of houses on the east side of Kew Road. He was developing Kew Gardens Road in the early 1880s. The area remained fashionable and early residents included a number of artists and photographers.

Selwyn meantime was responsible for the large houses in Kew Road and smaller cottages off Sandycombe Lane, with Elizabeth Cottages, parallel to and of a similar scale to Victoria Cottages. These Sand/Blind Lane (later Victoria) Cottages, had been home to farmworkers since the 1830s, and were surrounded by market gardens and sheep meadows.

The Selwyn nephews who inherited the estate named many of the roads, with Selwyn and Pagoda Roads marking the extent of their uncle's house and gardens. Hatherley and Fitzwilliam were family friends, Holmesdale was an estate they owned elsewhere, Branstone referred to a parish the family had once owned, and Lichfield Road referred to the bishopric one of them held. Lichfield Road became the main route between the station and Gardens, when in 1889 the Leyborne-Popham Estate agreed it could be extended across their land to complete the link. The vista between the station and the Gardens thus created is an important feature of the conservation area.



Station Approach

The churches

The population expanded so rapidly that the local schools and churches were vastly oversubscribed. A site on Sandy Lane was donated for the erection of St. Luke's Church, a corrugated iron church with a small classroom, but this was soon outgrown. Then the Selwyns provided a plot on Kew Road, on the site of the old Pagoda House (then Selwyn Court, the family home), in 1895, for Christ Church. About the same time, they provided the site for the new St. Luke's and its Rectory in Avenue Road, at the heart of their development and of a suitable scale among the large detached villas it serves. The little corrugated iron church was moved across Sandycombe Road and a small brick school built on the old church site. The old school is now St. Luke's House Education Centre. The corrugated iron church, which appears to be a temporary structure, has in fact been in use for almost a century, from 1892 until the 1980s, as a Social Club, which entertained many important visitors, including prime ministers and royalty - Queen Mary and King George VI with Queen Elizabeth, the Queen Mother. It is still in use, currently as a martial arts club.



Victoria & St. John's, 275 Sandycombe Road

The shops

For the first 15 years the station was isolated with shops some distance away on Sandycombe Lane and Kew Green. The first wooden lock-up shops around the station appeared in the late 1880s.

Industry

The industrial works along Station Avenue are of considerable historical importance as the site of the invention of artificial silk known as viscose, and later, rayon. They have now been redeveloped for mixed business and residential use.

The area suffered badly from bomb damage during the Second World War. Many residents of the larger houses moved out, and most boundary railings were removed for the war effort. This was very detrimental to the appearance of the boundaries and only very few railings have since been replaced.

Later development includes the erection of blocks of flats on the sites of large Victorian houses, but these have been kept in scale to a modest three or four-storeys in height.



8 Station Parade (former NatWest Bank)

KEW ROAD

Location and Population

The Kew Road Conservation Area, which was designated on 20.9.1988, includes all the buildings fronting Kew Gardens Road and Royal Botanic Gardens between Broomfield Road and Christ Church Road with the exception of nos. 234-240, which are in the Kew Gardens Conservation Area. It abuts the Kew Green Conservation Area to the north, Kew Foot Road Conservation Area to the south, and the Royal Botanic Gardens Conservation Area to the west. The intention of the designation was to protect properties fronting the Gardens. The conservation area was extended on 23.9.1903 to include an exceptional group of late-Victorian and Edwardian houses at the northern end of Pagoda Avenue, just off Kew Road.

Kew Road links Richmond with Kew Green. The area is predominantly residential, with fine, imposing, detached houses set in mature gardens, interspersed with modern low-rise blocks of flats and town houses. Some larger houses are now used as private schools. There are some good wrought iron and wooden benches located to the eastern side of the road.

Special Interest

Whilst the surviving Victorian buildings are of considerable merit, the overriding quality of the conservation area stems from the linear relationship between the street frontages and the wall to the Royal Botanic Gardens. This is bound together by the mature planting in the Gardens overhanging along the broad footpath, and in private gardens. The linear nature is reinforced by original walls, pedestrian gates and piers. This relationship, and hence the intrinsic character of the area, would be seriously diminished by the loss of



Wall of Royal Botanic Gardens opposite 204 Kew Road

existing planting, walls and gates, and the creation of hardstandings in place of front gardens.

The obvious difference between the original buildings and many of the modern replacements is the latter's horizontality and lack of detail. The Victorian properties have a wealth of detail, including decorative bargeboards, balustrading and segmental bays. Strong features include the prominent

Detail from Thomas Richardson's map of 1771 'The Royal Gardens of Richmond & Kew with the Hamlet of Kew'



(Local Studies Collection, The London Borough of Richmond upon Thames)



9 Pagoda Avenue

gables and chimneystacks found on many properties, which contribute to a varied and broken skyline. This should be taken into account when alterations are proposed. The removal of chimney stacks and pots and the insertion of large dormers to front or side elevations should be resisted.

PROBLEMS & PRESSURES

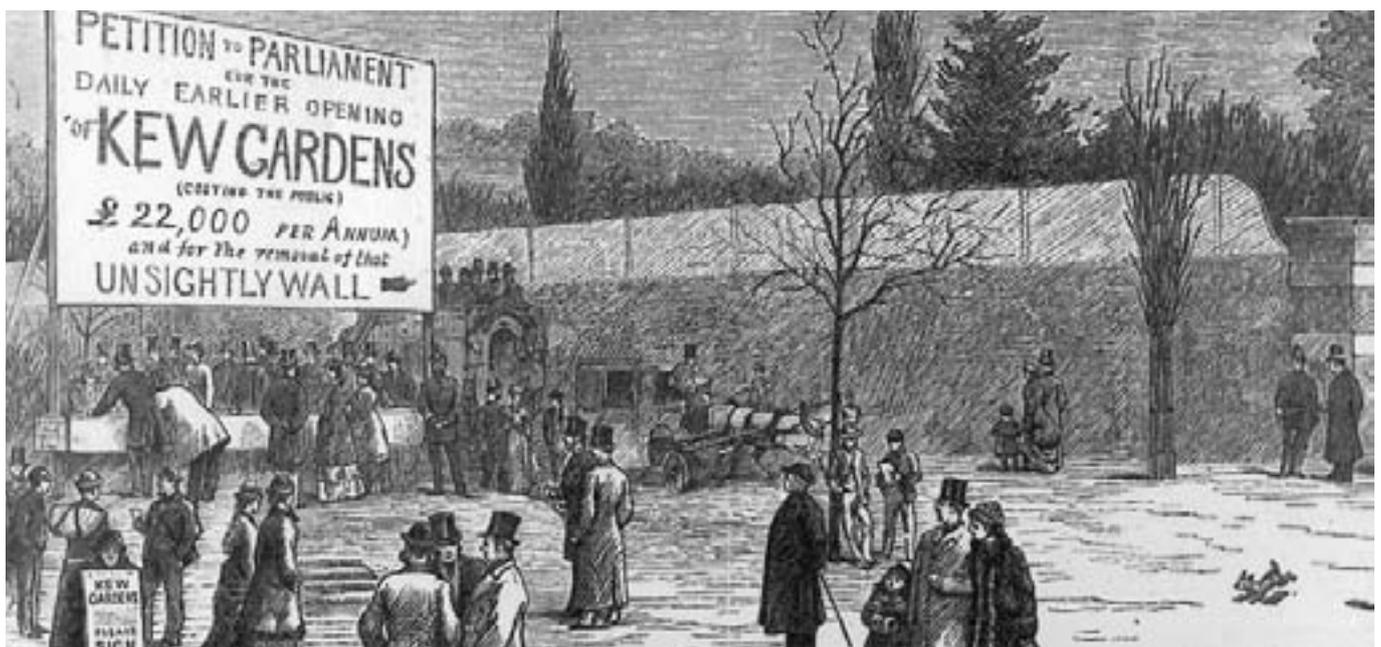
On the west side of Kew Road bordering the Old Deer Park, the post and rail fencing protecting the historic ha-ha has been damaged and requires repair. There is a lot of scope for the reinstatement of missing detailing to houses and replacing with good quality features.

PROPOSALS

Environmental improvements have been made throughout the conservation area. Generally, the pavements and road surfaces in the conservation area are in good condition, the roadside grass verges are well tended and the various fences, hedges and walls are well maintained. The overriding impression is of mature greenery on both sides of the road lining an attractive route; this is appropriate for the setting of the Royal Botanic Gardens, both as entrance to the Borough from Chiswick in the north (via Kew Bridge and Kew Green) and an approach to the Gardens from the south. The daytime parking on the bus lane in Kew Road for the patrons of the gardens appears to be working well. Virtually all residents of properties along Kew Road have good views into the Old Deer Park and/or Kew Gardens.

The following buildings are to be designated Buildings of Townscape Merit

- 1, 3, 6-12 (evens), 17 and 19 Pagoda Avenue



The Victorian press reaction to the campaign for longer opening hours at Kew Gardens – and for the lowering of ‘that unsightly wall’. (Local Studies Collection, The London Borough of Richmond upon Thames).



Kew Gardens Station (West side) forecourt

KEW GARDENS

Location and Population

The conservation area is located between Kew Road and Sandycombe Road and includes Station Approach, Station Road and Kew Gardens Station itself. It was originally designated (as Lichfield Road Conservation Area) on 14.1.1969 and extended on 7.9.1982 to include properties in Station Approach, including The Royal Parade. It was further extended on 14.6.1988 to include an area bounded by Holmesdale Road, Kew Road, Ennerdale Road, Branstone Road, Sandycombe Road, Victoria Cottages, Hatherley Road, The Avenue and Broomfield Road, and extended yet again on 26.10.1998 to encompass Station Avenue. The irregular conservation area boundary would have been more easily defined with simpler boundaries, were it not for the many new developments of flats and townhouses in the area.

The conservation area in detail

The architectural character of the area is predominately late Victorian, with some early C20 additions, and a number of contemporary buildings. In keeping with the 'fin de siècle' the original buildings do not favour a particular style but enjoy a wide variety of exuberant detailing including intricate barge boarding, ornamental ridge tiles, decorative corbels and terracotta panels; the roofs are treated in a similarly flamboyant style and the roof lines include gables, finials and turrets.

The character to the west of Sandycombe Lane is predominately residential and suburban with a fine mature

landscape, formed by a mixture of street trees and planting in gardens. Station Parade and Station Approach together form a largely late Victorian shopping area. The curious single storey retail units immediately adjoining the station itself and all the shops in this area are regarded as key or secondary shopping frontages, and the individual properties make a valuable contribution to the townscape, providing levity to an otherwise high density Victorian layout. The station itself is one of the few surviving C19 stations on the North London Line. It is of two-storey brick construction with prominent round-headed window openings.

Station Avenue, which is approached through an archway under the first floor of a building, consists of a cul-de-sac of well detailed late Victorian workshops. These form a cohesive group with Station Approach and the station buildings. The site is important as it housed the first known production site for viscose in the world; therefore it is of considerable industrial archaeological interest. The redevelopment of this area has now been successfully completed and it remains an area of much architectural merit and therefore worthy of careful and considered treatment.

Large three-storey mostly stock brick houses predominate on Sandycombe Road, many with interesting original details such as decorative bargeboards, porches and ironwork. 365-373 (odds) and 300-306 (evens) have complex cast-iron details over their porches and chinoiserie style fenestration. 305-331 (known as Victoria Parade) and the houses in North Avenue are unusual early maisonettes with

chinoiserie style details and are contemporary with the Station Parade development. All these shops are regarded as key or secondary shopping frontage. To the east is an area of smaller properties of similar age, which also have many original features such as ornamental bays, decorative chimneystacks and rendered window details. Much of the area has a strong and easily identifiable character and sense of place and includes Buildings of Townscape Merit. It is proposed to bring these buildings and also Lonsdale Mews into the conservation area.

Broomfield Road is a tree-lined street consisting of substantial red brick, double fronted Edwardian houses, some with interesting roof features. The removal in two instances of decorative cast-iron work from the roofs is very detrimental to the appearance of the buildings. The southern part of the road forms a cohesive area of significant townscape value. The concrete lamp posts are to be replaced. Many of the Buildings of Townscape Merit on this road have their original walls and gate piers; where these have needed repair/rebuilding they have been done appropriately, but no original railings or gates remain. Some chimneys have been truncated and there are some new dormers.



The Limes, 367 Sandycombe Road (detail)

The views up and down tree-lined Lichfield Road, which is the main route from the station towards the Gardens, are very attractive in both directions. It is important that this road in particular should be defended from alteration, as it provides part of the experience of a visit to the Royal Botanic Gardens for many people. The houses are mainly two-storey double fronted, detached villas with attics. Most retain their original walls and gateposts, and all these substantial houses are in good condition. Some fine stretches of wall are to be found in Ennerdale Road, and it is important that any new boundary walls should take their lead from these. The Council does not encourage the painting of brickwork, nor the reuse of second hand bricks in new walls, as they are more obviously new than plain bricks chosen to match the existing.

The planting beds on the corner of Holmesdale Road and Ennerdale Road need regular attention if they are not to be detrimental to the quality of the conservation area. Some houses in this road, like those in Broomfield Road which are similar, have lost their decorative cast-iron ridges. This makes a big difference to the appearance of these buildings. Any repairs to these roofs should include the reinstatement of original detailing. Also the attachment of satellite dishes to the finials is unacceptable.

To the west of Sandycombe Road, two parallel terraces of modest artisans' cottages (Elizabeth and Victoria Cottages) introduce a completely different atmosphere to the



Ennerdale Road near junction with Holmesdale, view southwards

conservation area. They are built to one side, the south side of their narrow lanes, and present a charming and peaceful scene. In the middle, Clarence Road is similar but the houses are later and more substantial. The roads are all culs-de-sac, so the residents are not troubled by through traffic, although their proximity to Kew Gardens Station puts them under pressure from visitor parking.

The pavement and road surface which serve Elizabeth Cottages are in poor condition and the environment of the modest terrace of cottages would be greatly improved by the introduction of setts on the road and paving slabs on the pavements. Subtle and interesting colour-washes to the stucco façades have been used, and there is no truncation of chimneys, introduction of rooflights or change of windows, with the exception of new windows at no.1. This is a shame as it is the first building visible, and may be the only one seen by a curious visitor. The use of the various and contrasting boundary treatments may be improved by the introduction of a more coherent approach to the terrace as a whole. The paving at the approach to the cottages, to the north of the Kew Gardens Hotel, is in poor condition due to the action of delivery lorries.

To the south, some of the cottages in Clarence Road have lost their cast-iron ridges, resulting in a significant and detrimental difference to the skyline. The view up to the end of the road is most attractive, culminating in a tree and further mature greenery.



Doorway, 2 Branstone Road

Yet further to the south, Victoria Cottages, unlike Elizabeth Cottages, are all much altered. Some colourwashes in this very pretty, modest terrace, are very bold, particularly at no.1. Some of the replaced fenestration is unattractive and detracts seriously from the charming row. The lane would benefit from unifying boundary fences, perhaps palings, and a new road surface, perhaps of granite setts. There is a good view west up the road.

It is proposed to introduce an Article 4(2) Direction to both Victoria and Elizabeth Cottages to restrict the effect of changes to windows, doors, roofs and the creation of extensions and off-street parking.

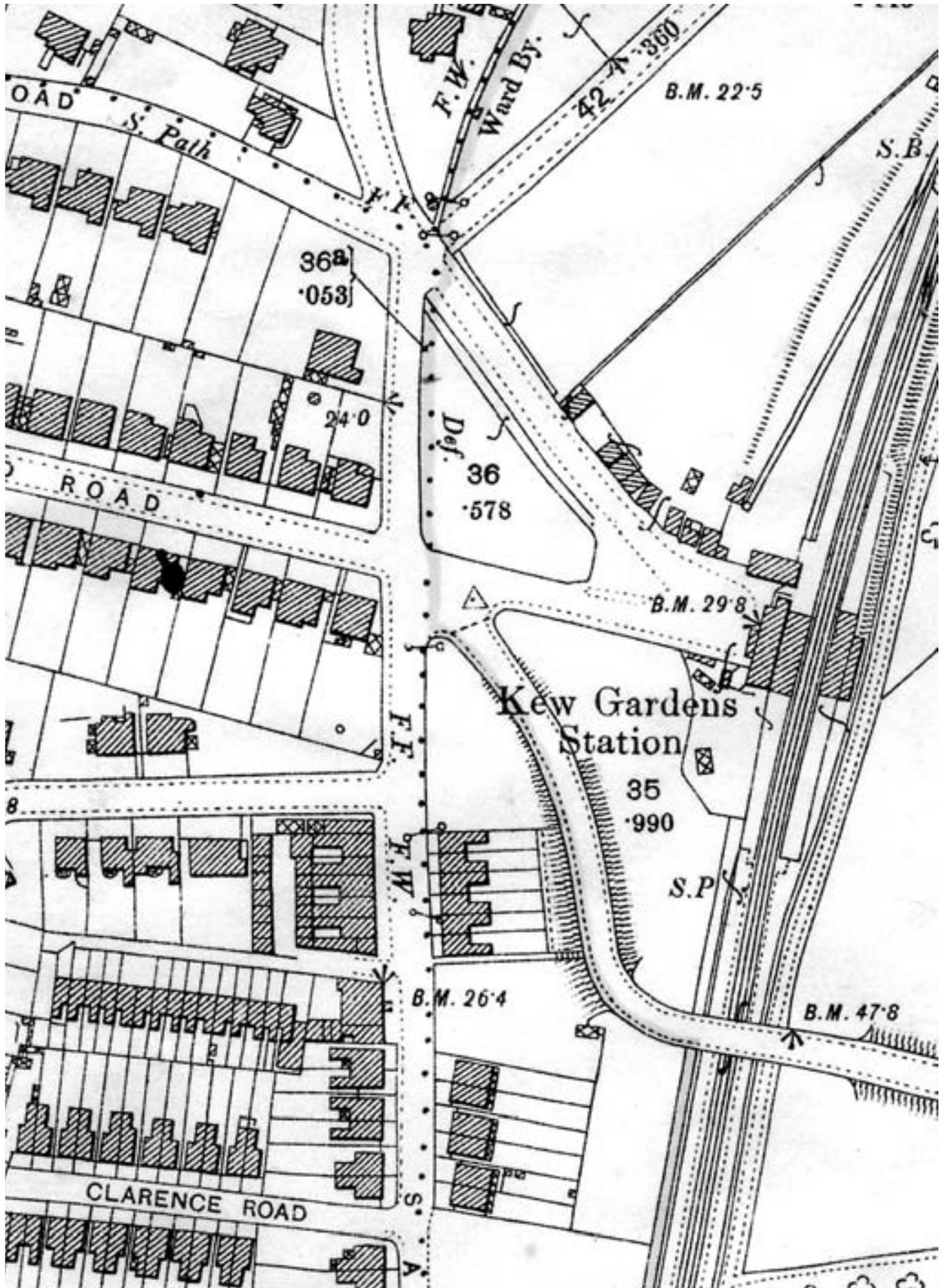
The southern boundary of the existing conservation area is very clearly defined, with large three-storey brick villas giving way to sub-Arts and Crafts semi-detached cottages of 1911. However, the estate of Victorian villas continues at Lion Gate Gardens, and it is therefore proposed to extend the conservation area south to Stanmore Road. Unfortunately applied stone cladding to no.8 Lion Gate Gardens serves to detract from the character of this group of houses. Stone cladding is unacceptable.

Key strengths of the area

- Around the station, the wide pavements, tall plane trees and cafés which create a continental environment
- The tree-lined vista between the station and the Royal Botanic Gardens
- The lively mixed shopping parades.



Catholic Church of Our Lady of Loreto and Saint Winefride, Leyborne Park



Kew Gardens Station, detail from Ordnance Survey map 1894-1896
 (Local Studies Collection, The London Borough of Richmond upon Thames)

PROPOSALS

It is proposed to extend the conservation area to include:

nos. 365 - 373 (odds) & nos. 296-308 (evens) Sandycombe Road
Lonsdale Mews

To the north:

Clarendon Court, 1-19, 22a, 22b, 22c, York House,
23-29 Kew Gardens Road
1-19 (odds) and 2-32 (evens) Cumberland Road,
Fiveways, Catholic Church
1-51 (odds) & 2-74 (evens) and Leyborne Lodge, Leyborne Park
Broomfield House School,
15-23 (odds) and 2, 6, 8 & 10 Princes Road,
Quintock House, 10, 11 & Broome Court, Broomfield Road

To the west:

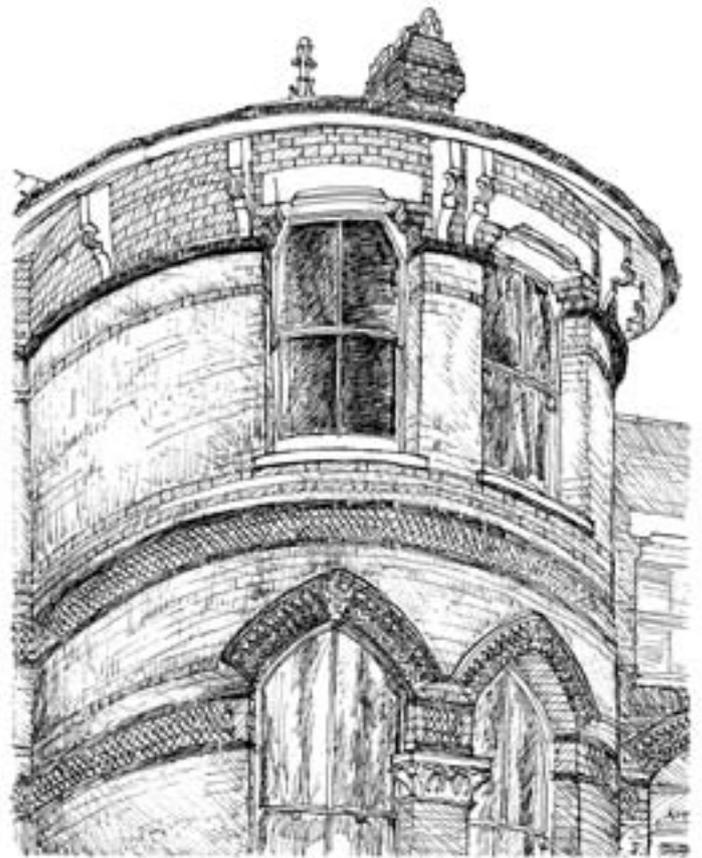
New House, Branstone Road
1, Bienvenu, Madiana, Rohan, Norheim,
The Cottage & Dinton, Hatherley Road
Voltaire, Stoneleigh Lodge &
Tunstall Court, Ennerdale Road

To the south:

204 - 240 (evens) Sandycombe Road
52-56, 58-68, 76-150 (evens) & 59-103 (odds) Ennerdale Road
46-62 (evens) & 63-67 (odds) The Avenue
2-8 (evens) & 3-9 (odds) Eversfield Road
2, 4 & 1-9 (odds) Walpole Avenue
2-10 (evens) & 13-21 (odds) Fitzwilliam Avenue
Lion Gate House & 1-19 Lion Gate Gardens



Gate House, 180 Kew Road - view from Lion Gate



Parkside, 172 Kew Road (detail)

The following buildings are to be designated Buildings of Townscape Merit:

67 & The Vicarage, The Avenue
1 & 5 Branstone Road
7, 8 and 10 Broomfield Road, overlooked in a previous survey
13 Clarence Road
11-19 (odds) & 2-32 (evens) Cumberland Road
2, 3, 5, 7 and 68 Ennerdale Road
2 & 8 Eversfield Road
1, 2 & 4 Hatherley Road (No. 1 has an unusual glass mosaic
entrance path)
1-6 and 10 Kew Gardens Road
Fiveways, 62-68 (evens)
& 43-51 (odds) Leyborne Park
6 & 10 Lion Gate Gardens
1-10 North Avenue
1-9 Royal Parade
271, 273, 275 (The Club House), 277, 285, 289 & 291, 295-301 (odds),
305, 1-7 Victoria Parade, 300-308 (evens), 365-373 (odds) &
375, 377 Sandycombe Road
Echt Lodge, Stanmore Road
Power House, Lindley Place, Station Approach
1-11 (odds) and 2-14 (evens) Station Parade
1-12 and 14-26 (incl.) Victoria Cottages

The following buildings are to lose their Buildings of Townscape Merit status:

- Nos. 2a & 2b Branstone Road as they have been replaced by new buildings

The following houses are to be subject to Article 4(2) Direction designation to protect them from the installation of replacement windows and doors:

- Elizabeth Cottages & Victoria Cottages

Note: Some of these designations and proposals may now have been implemented.

PROPOSALS

- Ensure that parking problems in the area, especially in residential streets do not get any worse by:
 - a) resisting the loss of existing off-street parking,
 - b) ensuring that as many visitors as possible to Kew Gardens are aware that it is well served by public transport,
 - c) providing coach parking facilities, and
 - d) not allowing more restaurants if they would add to parking problemsCouncil

- Implement area traffic schemes in south Kew using measures to restrain traffic, relieve residential roads of through traffic and improve road safety
Council

- Prevent an increase in unsightly car parking in front gardens where possible through planning powers and by publicising the design guidance leaflet published by the Council
Council

- Keep and improve the present level of service on the Richmond – Stratford Line
Network Rail

- Encourage conversions of larger old houses rather than redevelopment, to avoid the problems which have arisen in the Kew Road area, where new developments do not always harmonise with the old
Council

- Protect the local shopping areas at Kew Gardens Station and Sandycombe Road
Council



Elizabeth Cottages

- Encourage restaurants, etc., in shop units in suitable locations outside key shopping frontages in the centres at Kew Gardens Station (providing this does not add significantly to the parking problems) in order to cater for visitors as well as residents and encourage the conversion of surplus shop units outside the key frontage in Sandycombe Road to residential use

Council

- Press for a reduction in aircraft and helicopter noise and oppose changes in aviation activity which would increase the scale of the problem

Council

- Secure further environmental improvements, including tidying up of car parking areas at Kew Gardens Station, which is a tourist gateway

Council

- Encourage the retention of period details on buildings and the reinstatement of missing architectural details wherever possible

Council

- Ensure the maintenance of Council-owned planting beds

Council

- To improve interchange facilities at Kew Gardens Station, including pedestrian and cycle access, cycle parking, and bus interchange information systems. To improve information, mobility and access for people with disabilities

Council/Private/Network Rail

- Replacement of concrete lampposts with dark painted steel posts

Council

- Repair/improvement of road surfaces in Station Avenue and Elizabeth Road, and pavements in Royal Parade and Elizabeth Road. Paving stones should be of traditional materials and scale, while blacktop verges may be coated with sealed gravel

Council

- Where possible, perhaps when re-roofing works are undertaken encourage the reinstatement of cast-iron 'crowns' and ridges where they have been removed

Council

- Discourage the painting of brickwork façades and the fixing of satellite dishes in prominent positions visible to the public

Council



Unicorn School, 238 Kew Road

LAWN CRESCENT

Location

The conservation area, which is situated west of Sandycombe Road and east of Ennerdale Road near the Royal Botanic Gardens, was designated on 17.9.1974 in recognition of the quality of the estate of houses around the central open space.

Special Interest

The crescent was built as a single estate circa 1900, although a few buildings to the north and south of the green appear on the 1892 Ordnance Survey map. It is composed of 20 pairs of semi-detached two-storey red brick houses located around a central enclosed garden. The properties are distinctive because of their shared detailing and the self-contained layout, an unusual elongated crescent with regular sized plots setting up a consistent rhythm. An Article 4(2) Direction was declared for nos.1-42 (excluding no.18) Lawn Crescent on 28.8.2003 and confirmed on 14.10.2003. This direction is intended to enable the Council to monitor changes, such as those to windows, doors and the loss of front boundary walls and the creation of new hardstandings to front gardens.

Important architectural features include:

- steep pitched mansard roofs containing three light casements, dormer windows and decorative bargeboards
- shared front entrances recessed under a three centred brick arch
- square bay windows with linking timber balconies
- french windows to balconies
- sub-divided transom lights and upper sashes on ground floor
- dark mortar to brickwork, with tuck pointing
- terracotta panels of foliage and floral motifs
- rough cast rendered coved eaves soffits

The well maintained and tranquil central garden is laid to grass and defined by well constructed recent perimeter railings. Trees are predominantly lime, with good specimen oak, maple and chestnut. Front garden planting is mostly flowering shrubs and occasional small ornamental trees and gardens are well defined by brick walls and timber gates. A feature of the crescent is the



Lawn Crescent looking north



37 Lawn Crescent

gaps between the buildings giving glimpses beyond the area and adding interest at street level.

PROBLEMS & PRESSURES

Generally the houses are all in good condition, although some hardstandings have been created, some windows have been replaced, particularly to mansard roof dormers, and one or two first floor timber balcony railings have been removed.

A house on which the brickwork had been painted red is apparently being allowed to 'weather-off'. It is important for the coherence of the Crescent that all deviations from original features should be resisted, and wherever possible, those missing elements should be reinstated.

Some boundary walls have been replaced and some front gardens have been sacrificed to permit off-street parking. There is clearly a need to maintain uniformity of the group, and with this in mind it is proposed to oppose the creation of new hardstandings. Similarly, any alterations to the paving should be correct in both materials and size.

PROPOSALS

All buildings within the conservation area which front Sandycombe Road and effectively frame the entrance to Lawn Crescent are to be designated Buildings of Townscape Merit

- nos. 242 – 268 (evens) Sandycombe Road



Lawn Crescent, detail from Ordnance Survey map 1894-1896.
 (Local Studies Collection, The London Borough of Richmond upon Thames)

GENERAL GUIDANCE

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 proposals. The Council will strictly apply Unitary Development Plan policies and also the detailed proposals listed in the study in order to preserve or, where possible, enhance the special interest of the conservation area.

The proposals generated by this study affect the following:

- Public areas including common land, parks, highways and paths owned by the Council or other statutory bodies
- Private houses. Some alterations may require planning permission and are therefore ultimately controlled by the Council but some alterations will be classed as 'permitted development' and will be under the control of the householder. The Council issues a number of design guides which can be helpful when alterations or extensions are being considered (see page 19)

NOTES TO OWNERS AND OCCUPIERS OF BUILDINGS

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 such changes include the installation of PVC-u windows, changes to roof materials, alterations to chimneys, rendering, painting or cladding in an otherwise brick faced street, removal of boundary walls and the use of front gardens for parking.

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 Environment Directorate for advice. Of particular concern are proposals for dormer windows (see below) 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.

DORMER WINDOWS

Dormer windows, if used inappropriately, can have a detrimental impact on a building's original form, and collectively may affect the quality of the overall group. The use of dormer windows and rooflights to the front elevations both detract from the already intricate detailing of the façades and compete with the gable roofs. Flat roofed dormers are particularly unsympathetic when adjacent to the steep gabled roofs. If dormers or rooflights are to be built, they should be positioned to the rear of the roof and designed in keeping with the building.



293 Sandycombe Road



Doorway detail, side of 1 Station Parade

FORECOURT PARKING

The creation of hardstandings is in many cases achieved without consideration of its effect on the surrounding environment. With a little thought the visual impact of such parking can be reduced. London Borough of Richmond upon Thames provides a leaflet entitled 'Design Guidelines for Car Parking in Front Gardens' upon request.

LANDSCAPE 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 landscape and trees which are available free of charge.

ACKNOWLEDGEMENT

The co-operation and input of all individuals and organisations who took part in the consultation process for this study is gratefully acknowledged by the London Borough of Richmond upon Thames.

This study was approved by the Council's Cabinet Member for Environment and Planning on 1st April 2004.

Note: Some of the designations and proposals may now have been implemented.

The illustrations were produced by Howard Vie.

The illustration on the front cover is 1,3,5,7 Station Parade general view westward.

OTHER PUBLICATIONS

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

Supplementary Planning Documents

Borough Tree Strategy
Design Quality
Public Space Design Guide
Small and Medium Housing Sites
Sustainable Construction Checklist

Conservation Area Studies and Appraisals

Studies and Appraisals for the other conservation areas in the Borough are available or are in preparation.

Planning Information Leaflets

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



62 Leyborne Park



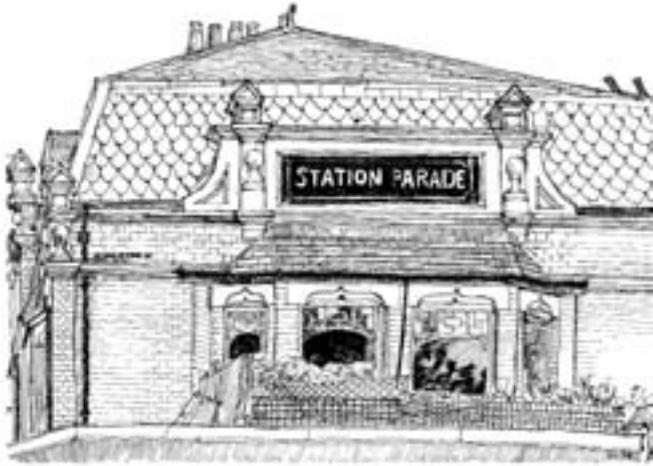
Unicorn Gate, Kew Gardens

Design Guidance Leaflets

- no.1 Shopfronts and Shopsigns
- no.2 Car Parking in Front Gardens
- no.3/4 External Alterations to Houses & House Extensions (combined)
- no.5 Trees: Landscape Design, Planting & Care
- no.6 Small Housing Sites
- no.7 Siting of Satellite Dishes and other Communications
- no.8 Wildlife in Gardens
- no.9 Nature Conservation & Development
- no.10 Security by Design
- no.11 Shopfront Security

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

Planning Information & Design Guidance leaflets can be viewed on the public website: www.richmond.gov.uk



2 Station Parade (detail)

If you need this leaflet in Braille,
large print, audio tape,
or another language,
please contact us on 020 88917322
or minicom 020 88316001

Civic Centre 44 York Street
Twickenham TW1 3BZ

website: www.richmond.gov.uk

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:

Farsi

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

Arabic

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

Punjabi

LONDON BOROUGH OF RICHMOND UPON THAMES

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