

HAMPTON WICK AND TEDDINGTON

Village Planning Guidance

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I. Introduction

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

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

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

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

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



Hampton Wick and Teddington SPD Area Boundary

The boundary for the SPD is based on:

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

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

The community has been involved through:

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

Wider Context (Village Plans)

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

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

2. Planning Policy and Wider Context

2.1 Planning Policy Framework

National Planning Policy

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

Regional Planning Policy

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

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

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

Local Planning Policy

The London Borough of Richmond upon Thames current statutory planning policy framework is set out in adopted Plans including the Core Strategy, adopted in April 2009, and the Development Management Plan, adopted in November 2011. There is an online proposals map and a range of guidance provided through Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPG) for the area. This SPD forms part of the planning policy framework and should be read in conjunction with the Council's suite of planning policy and guidance as applicable. There is also a range of evidence base studies that the Council has undertaken which help to guide policy making.

The Council is now progressing the Local Plan Review. The public

consultation on the first draft of the Local Plan took place from 8 July 2016 until 19 August 2016. In line with national policy and guidance, the emerging Local Plan will be given weight in the decision making process according to its stage of preparation (i.e. the more advanced the preparation, the greater the weight that may be given).

It is anticipated that the Local Plan will reach the 'Publication' stage in late 2016, at which point it is anticipated that the policies and site allocations within the Local Plan will be adopted for use in determining planning applications and development management purposes.

Once the Local Plan is adopted, which is anticipated to take place in spring 2018, it will supersede all the existing policies in the Core Strategy and Development Management Plan.

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

Up-to-date information on the Council's Local Plan can be viewed at http://www.richmond.gov.uk/home/services/planning/planning_policy/local_plan.htm.



2.2 Key Planning Policies

SPDs cannot create new policies but expand on policies set out in higher plans, notably the adopted Core Strategy (CS), Development Management Plan (DMP) and Local Plan (LP), currently at pre-publication stage.

Whilst all adopted policies are applicable, those of particular relevance are:

DMP Policy DM DC 1 Design Quality

New development must be of a high architectural and urban design quality based on sustainable design principles. Development must be inclusive, respect local character including the nature of a particular road, and connect with, and contribute positively, to its surroundings based on a thorough understanding of the site and its context.

In assessing the design quality of a proposal the Council will have regard to the following:

- compatibility with local character including relationship to existing townscape
- frontages, scale, height, massing, proportions and form
- sustainable development and adaptability, subject to aesthetic considerations
- layout and access
- space between buildings and relationship to the public realm
- detailing and materials

Within the Pre-publication Local Plan, the equivalent policy is Policy LP 1.

CS Policy CP7 Maintaining and Improving the Local Environment

All new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Proposals will have to illustrate that they:

- (i) are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity;
- (ii) connect positively with their surroundings to create safe and inclusive places through the use of good design principles including layout, form, scale, materials, natural surveillance and orientation, and sustainable construction.

Within the Pre-publication draft of the Local Plan the equivalent policy is Policy LP 1.

CS Policy CP8 Town and Local Centres

Retail and town centre uses will be supported providing that it is appropriate to the role in the hierarchy of the centres, and respects the character, environment and historical interest of the area.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 25.

CS Policy CPI 1 River Thames Corridor

The natural and built environment and the unique historic landscape of the River Thames corridor within the Borough will be protected and enhanced.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 18.

CS Policy CPI3 Opportunities for All

The Council will work with all relevant agencies to reduce disadvantage, particularly in the most deprived areas of the Borough and for disadvantaged individuals, and ensure that a range of opportunities are provided that can be accessed by all residents.

DMP Policy DM OS 1 Historic Parks, Gardens and Landscapes

Parks and gardens as well as landscapes of special historic interest included in the Register compiled by English Heritage and other historic parks, gardens and landscapes will be protected and enhanced.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

DMP Policy DM HD 1 Conservation Areas – designation, protection and enhancement

Buildings or parts of buildings, street furniture, trees and other features which make a positive contribution to the character, appearance or significance of the area should be retained.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

DMP Policy DM HD 2 Conservation of Listed Buildings and Scheduled Ancient Monuments

Preservation of Listed Buildings of special architectural or historic interest and Ancient Monuments and seek to ensure that they are kept in a good state of repair.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

DMP Policy DM HD 3 Buildings of Townscape Merit

Preservation and enhancement of Buildings of Townscape Merit. The Council will use its powers where possible to protect their significance, character and setting.

Within the Pre-publication draft of the Local Plan, the equivalent policy is Policy LP 4.

DMP Policy DM TP 9 Forecourt Parking

The parking of vehicles in existing front gardens will be discouraged, especially where:

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation;
- where such parking would detract from the streetscape or setting of the property; or

- it has an impact on the surrounding environment both in terms of the loss of individual front gardens and in damaging the unity and character of groups of houses and the streetscape in general.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 45.

Policy DM OS 11 Thames Policy Area

The special character of the Thames Policy Area (TPA), as identified on the Proposals Map, will be protected and enhanced by ensuring development establishes a relationship with the river and takes full advantage of its location.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 18.

Policy DM DC 7 Shop fronts and shop signs

The Council will resist the removal of shop fronts of architectural or historic interest. The Council will expect proposals for new shop fronts or alterations to existing shop fronts to demonstrate a high quality of design, which complements the original design, proportions, materials and detailing of the shop front, surrounding streetscene and the building of which it forms part.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

A wider list of relevant policies can be found in Appendix I.

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

2.3 Planning Policy Aims

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

Hampton Wick

- The local shopping area at Hampton Wick will be protected and improved, enabling it to thrive and provide shopping and other services to meet local needs.
 - Shopfronts, signs and advertisements will maintain local character.
 - The distinctive local character of the area will be maintained and enhanced, including Hampton Wick's listed buildings and Conservation Areas. New development, including associated open space and planting, will be of high quality design which respects and enhances the distinctive local character.
 - Land will be protected for employment use, notably at Hampton Wick's Key Office Area of the High Street and Lower Teddington Road.
 - Facilities to meet community and social infrastructure needs will be sought, to help reduce inequality and support the local economy.
- The loss of housing generally, and that which meets specific community needs, will be resisted, and new housing to meet local needs will be provided on appropriate sites.
 - Hampton Wick's unique river environment will be protected and enhanced where possible, for wildlife and recreation. Open space and Areas of Metropolitan Open Land will be protected.
 - The impact of new development on the transport network will be carefully considered, and appropriate provision for parking, walking and cycling will be made. The impact of through traffic and congestion will be managed and reduced where possible, and improvements to public transport will be sought in partnership with organisations including Transport for London.
 - Front garden parking will be resisted unless there would be no harmful impact on the character of the area including the streetscape or setting of the property, as well as other considerations.

Teddington

- The role of Teddington village centre will be maintained and reinforced, providing shops, housing, services and employment opportunities for local communities as well as being a cultural focus. The restaurant sector will be supported and office space enhanced as appropriate.
- Local shopping parades at Kingston Road, Stanley Road and Waldegrave Road will be protected and improved, enabling them to provide shopping and other services to meet local needs.
- Shopfronts, signs and advertisements will maintain local character.
- The distinctive local character of the area will be maintained and enhanced, including Teddington's listed buildings and Conservation Areas. New development, including associated open space and planting, will be of high quality design which respects and enhances the distinctive local character.
- Facilities to meet community and social infrastructure needs will be sought, to help reduce inequality and support the local economy.
- The loss of housing generally, and that which meets specific community needs, will be resisted, and new housing to meet local needs will be provided on appropriate sites.
- Land will be protected for employment use, notably at Teddington's various Key Office Areas which include Teddington centre and Waldegrave Road, National Physical Laboratory and the High Street. Teddington Business Park, the National Physical Laboratory and part of Waldegrave Road are designated as locally important areas for industry and employment, where loss of industrial floorspace will be resisted.
- The impact of new development on the transport network will be carefully considered, and appropriate provision for parking, walking and cycling will be made. The impact of through traffic and congestion will be managed and reduced where possible, and improvements to public transport will be sought in partnership with organisations including Transport for London.
- Front garden parking will be resisted unless there would be no harmful impact on the character of the area including the streetscape or setting of the property, as well as other considerations.
- Teddington's open spaces and the unique river environment will be protected and enhanced where possible, for wildlife and recreation, notably the natural and historic environment of the River Thames including Teddington Lock and Trowlock Island. Areas of Metropolitan Open Land will be protected.

3. Spatial Context

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

Facilities in Hampton Wick and Teddington

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

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

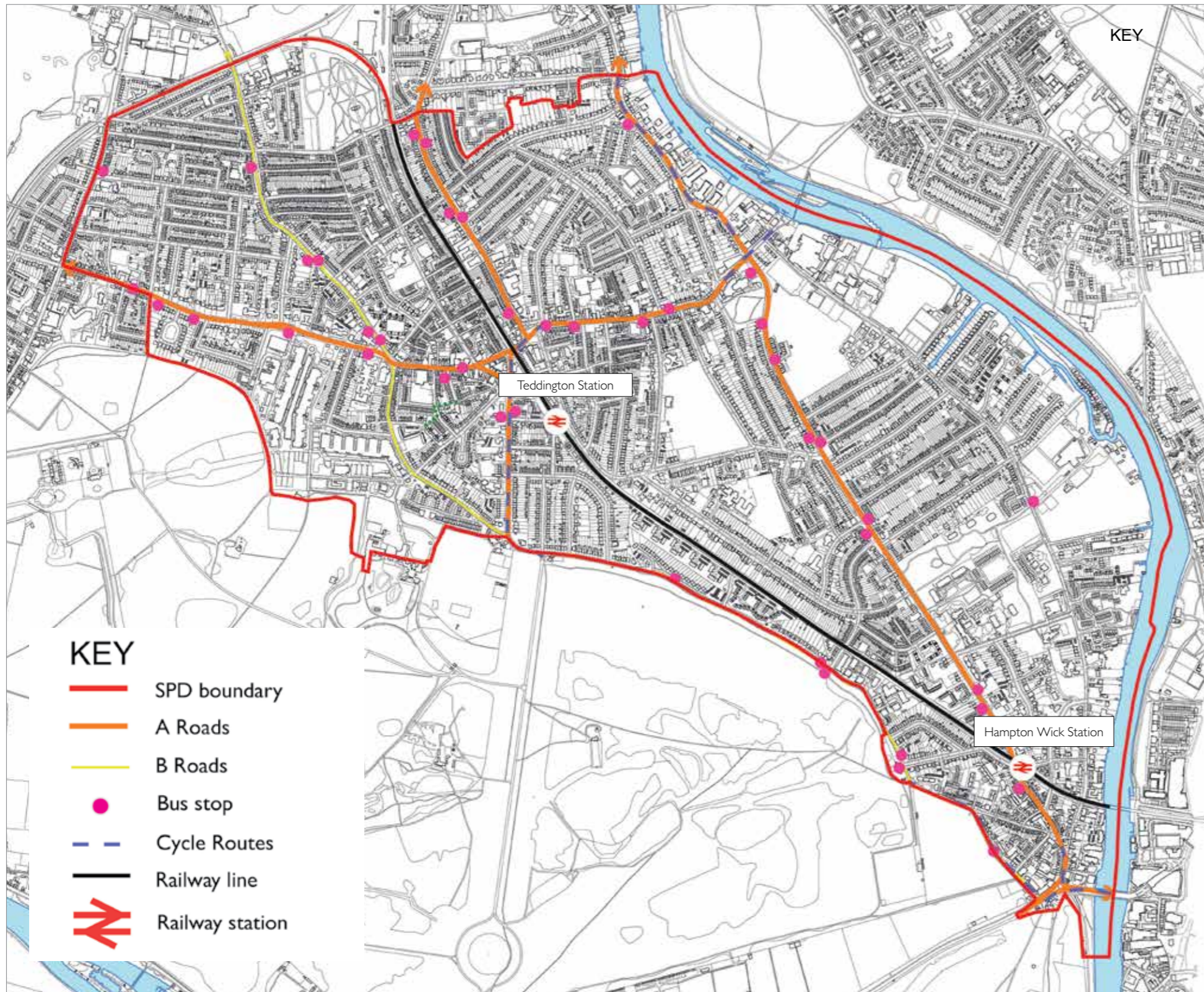
Connectivity and accessibility

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

Green Infrastructure

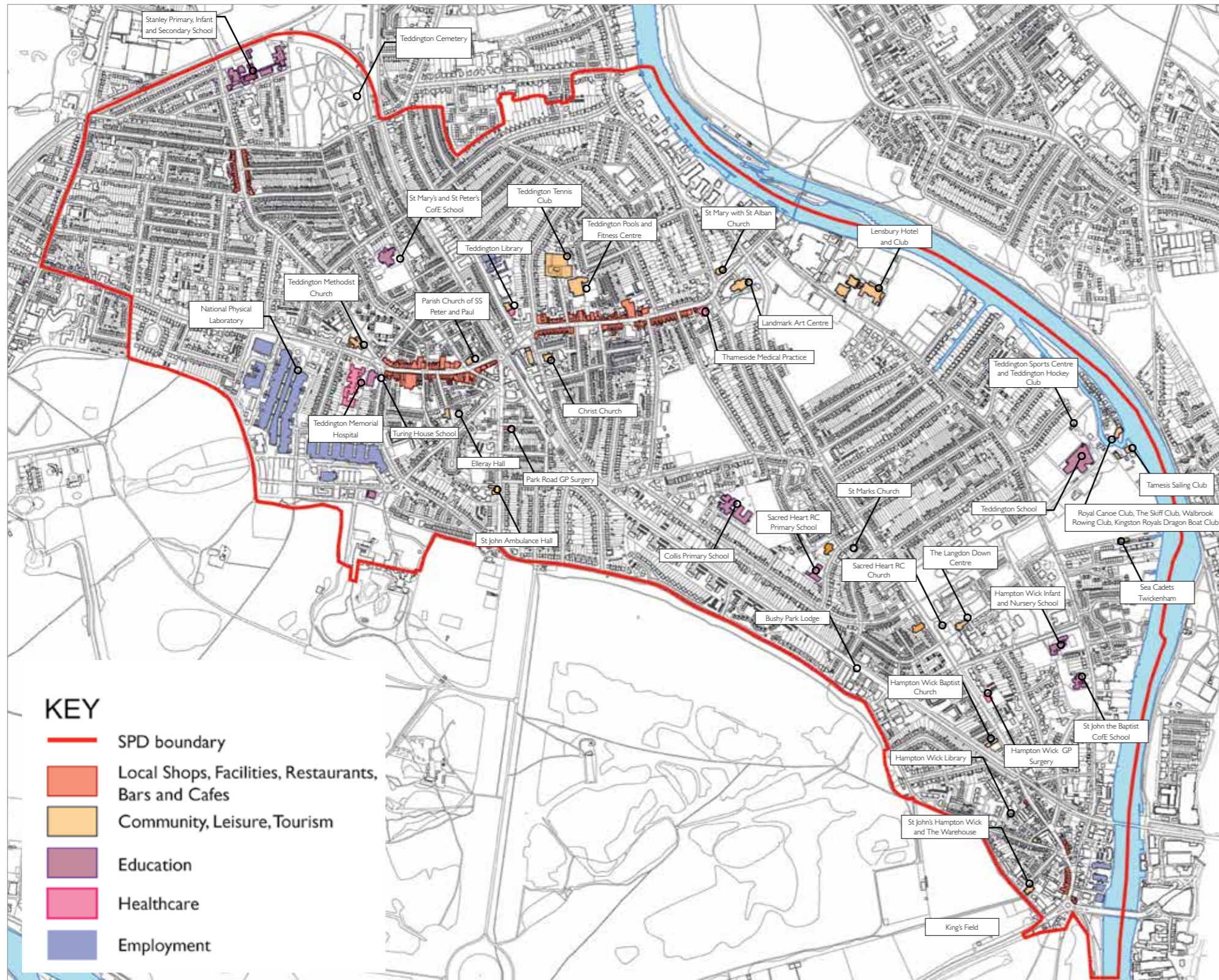
- The whole area benefits from access to Bushy Park, and within the Park The King's Field provides sporting facilities and a skate park on Church Road, managed by London Borough of Richmond.
- There are a number of significant public open spaces including Manor Road and Broom Road Recreation Grounds,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

Connectivity and Accessibility in Hampton Wick and Teddington



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Facilities in Hampton Wick and Teddington



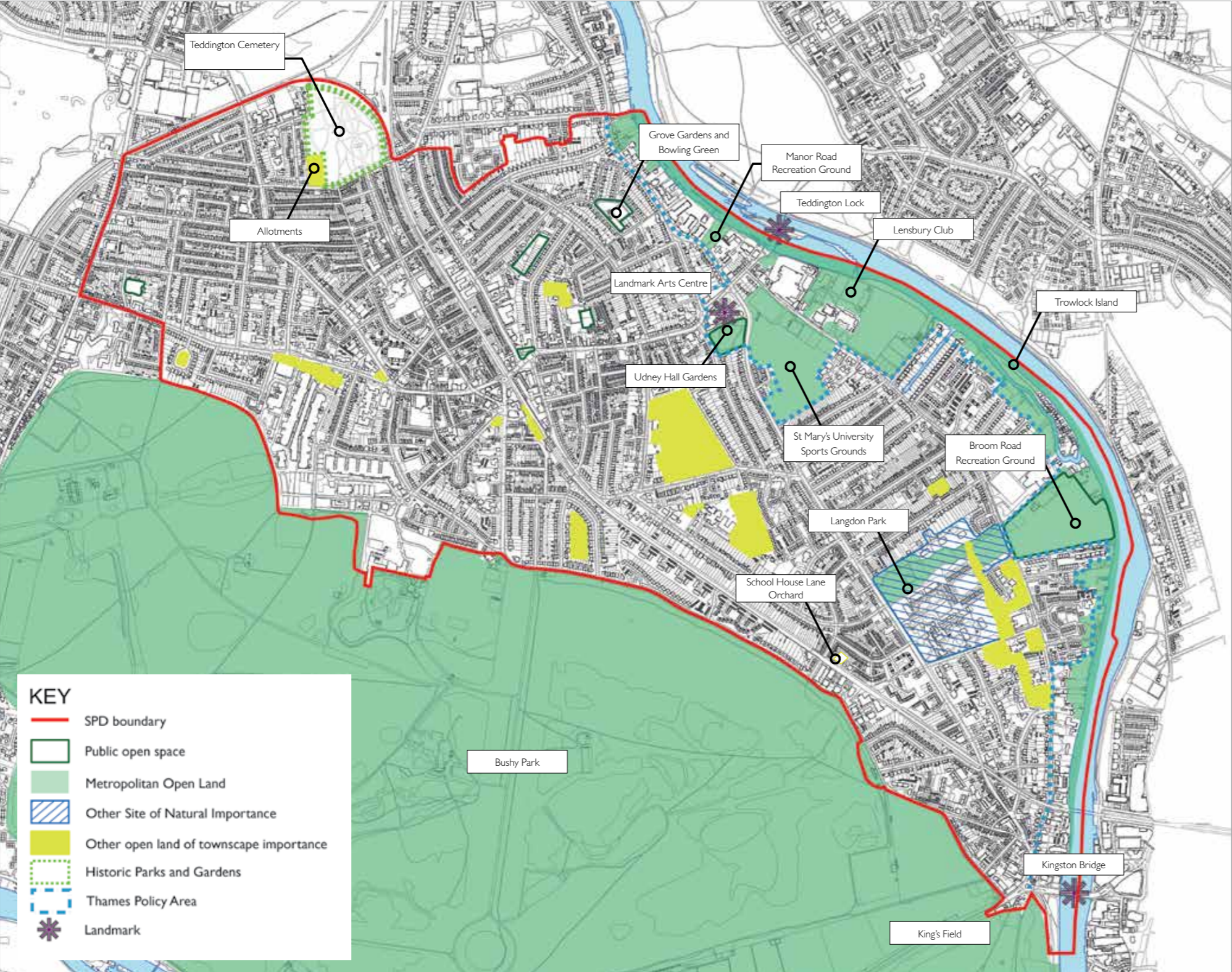
Kingston Road



The Lensbury

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Green Infrastructure in Hampton Wick and Teddington



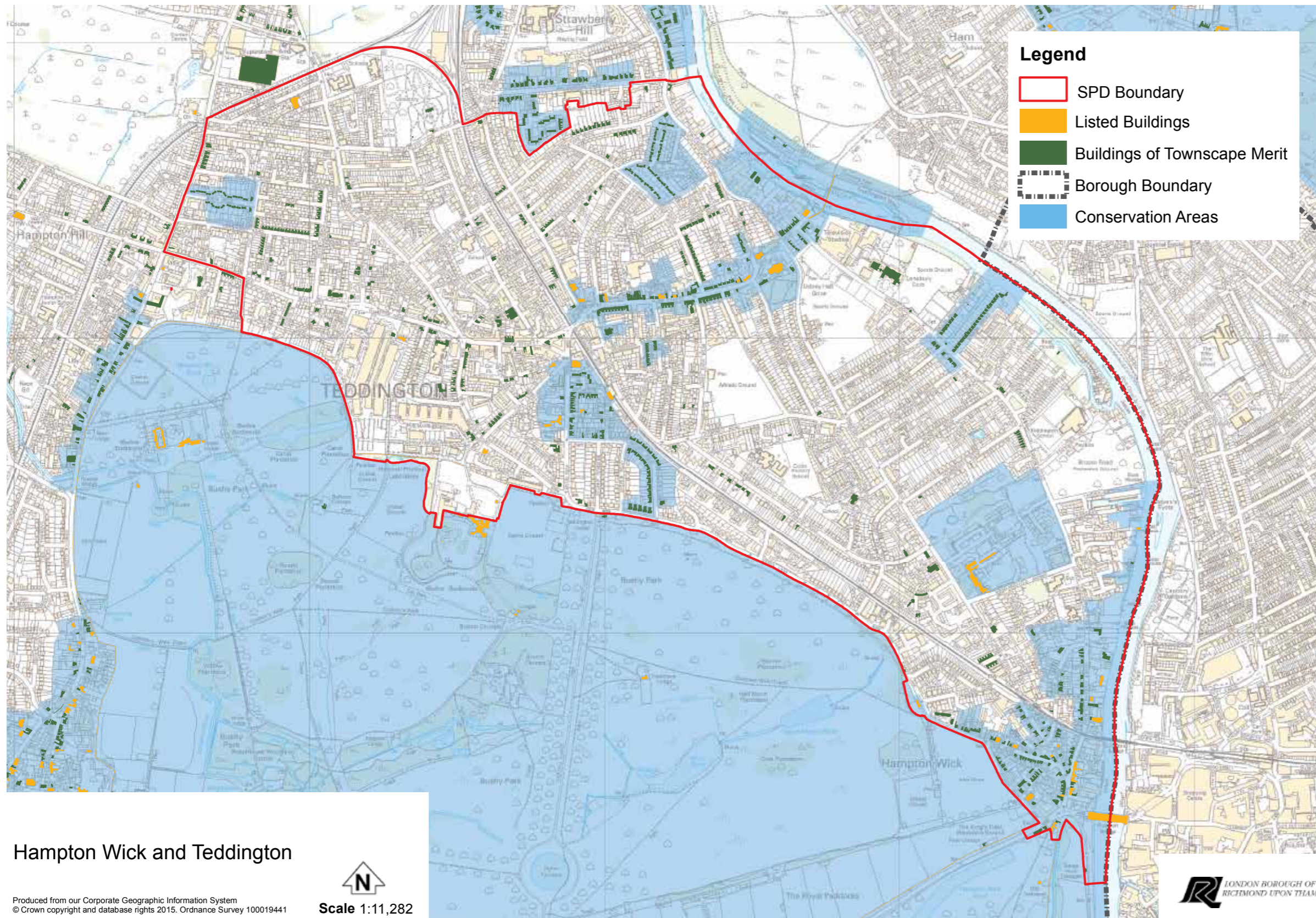
St Mary's University Sports Grounds



Teddington Bowling Club

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Historic Assets in Hampton Wick and Teddington



Hampton Wick and Teddington

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Scale 1:11,282



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

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

4. Vision for Hampton Wick

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

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

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

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

Hampton Wick - a Pen Portrait

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

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

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

5. Vision for Teddington

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

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

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

Teddington - a Pen Portrait

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

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

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

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

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

6. Objectives

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

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

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

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

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

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

Local Policy Context – to identify those statutory policies (Core Strategy and Development Management Plan and emerging Local Plan) which are essential to addressing local issues and those in the emerging Local Plan.

7. Character Area Assessments

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

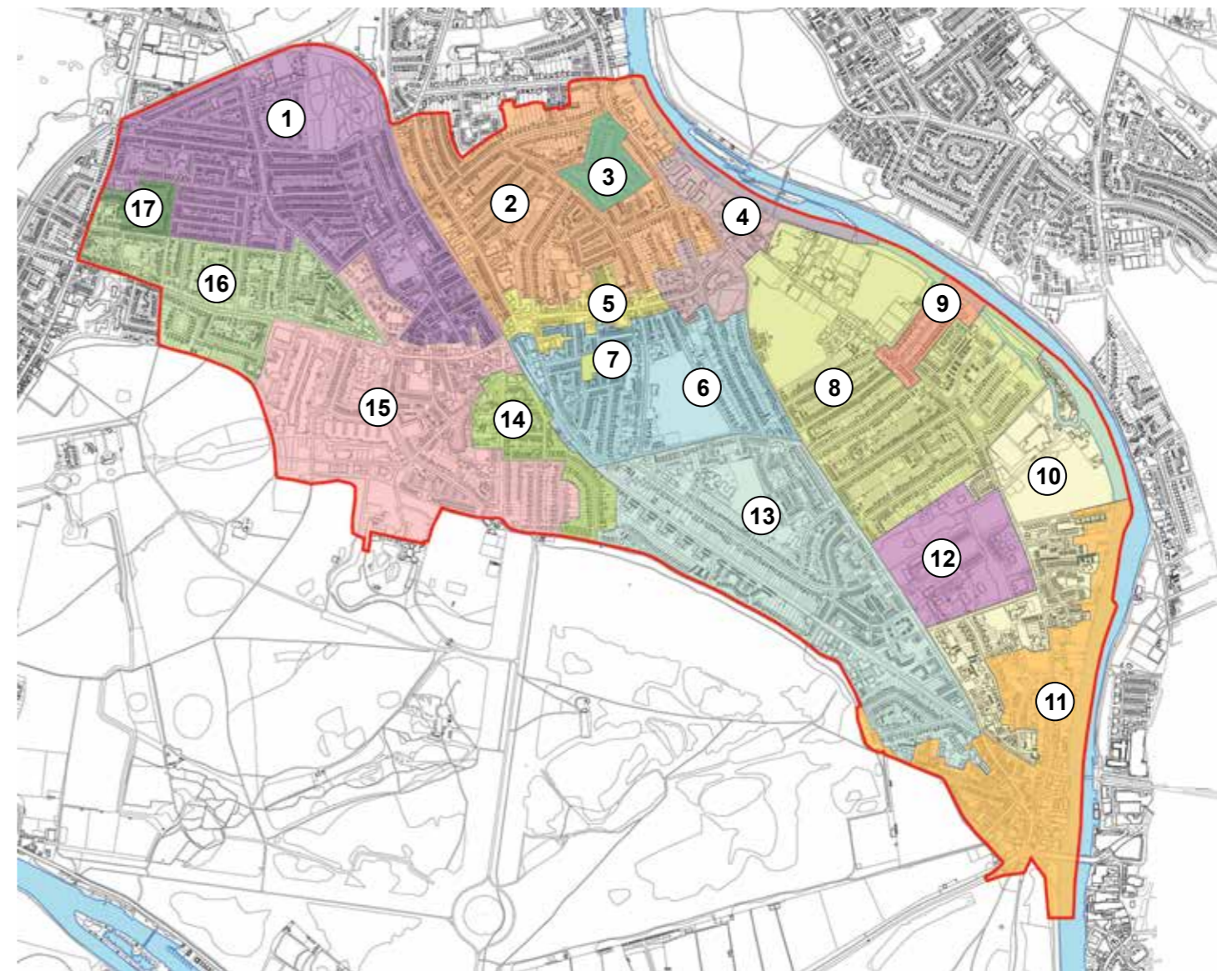
The character area assessments sub-divide Hampton Wick and Teddington into a smaller set of sub areas, some of which are further sub-divided.

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

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

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

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Character Area Plan

Character Area I:

Stanley Road north

Character Summary

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

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

The area has quite a consistent character that comes from the repetition of fairly modest mid to late nineteenth century terrace housing. This is generally in mixed stock brick with red brick dressings, with or without canted bays (e.g. Church Road, (north part) Fulwell Road, Luther Road, Railway Road, Royal Road, Sydney Road, Victor Road, Somerset Gardens and Walpole Crescent). Other roads are more mixed (Connaught and Walpole Roads and Shacklegate Lane).

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

The area also includes quiet culs-de-sac of later, post-war housing, in a modern, flat-roofed idiom, more loosely planned, but with traditional materials, including brick, in response to the local character (e.g. Boucher Close and Prince's Close). Sutherland Grove is also in a modern, brick idiom and includes a six storey tower block, Treherne Lodge, which is prominent in the surrounding townscape.

The southern part of Church Road, beyond Somerset Road, stands out as having quite a mixed character, sometimes varying from one plot to the

next. Toward the southern end the character is more apparent and comes from the frequent use of mixed stock brick with red brick dressings. Here, the Teddington Baptist Church complex, with some high quality red brick buildings, has a positive street presence. The silver birch trees here also add to the distinctive character.

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

Dominant Materials and Features

Characteristic features and materials include: mixed stock brick with red brick dressings, canted bays, red brick, render, pitched roofs with clay tiles, slate roofs and sash windows.

Threats from Development

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

- Poor quality pavements (e.g. tarmac is often mixed with paving slabs on the same road).

Opportunities

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



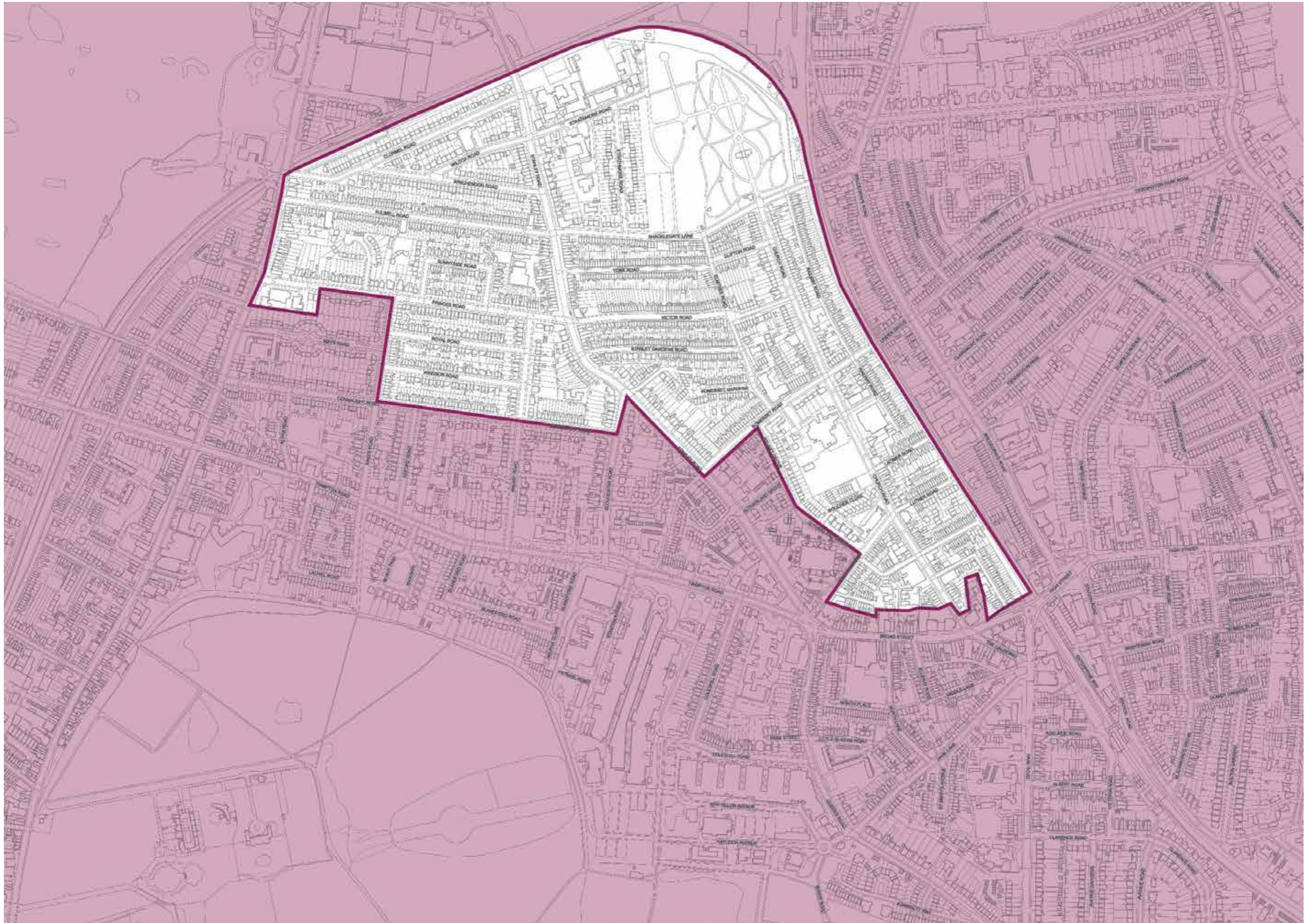
Windsor Road



Railway Road



Teddington Cemetery



Character Area 1: Stanley Road north

Character Area 2:

Cambridge Road and surrounds

Character Summary

Cambridge Road forms the spine of this character area, extending north from Teddington High Street towards Strawberry Hill. The character area also surrounds The Grove Conservation Area.

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

Cambridge Road and surrounds

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

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

Elmfield Avenue is also noticeably eclectic in the character of its housing. Toward the north end is a group of several Victorian houses that are surprisingly only one storey tall, which may relate to the former existence of an 'old gravel pit' (as shown

on the 1894 Ordnance Survey map). To the east is Vicarage Road, which gives access to two sports facilities, a swimming pool and tennis club, neither of which are prominent due to their secluded location and low buildings.

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

Twickenham Road

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

Further south along Twickenham Road, the character of the housing is more mixed, including mid nineteenth century terraces in mixed stock

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

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



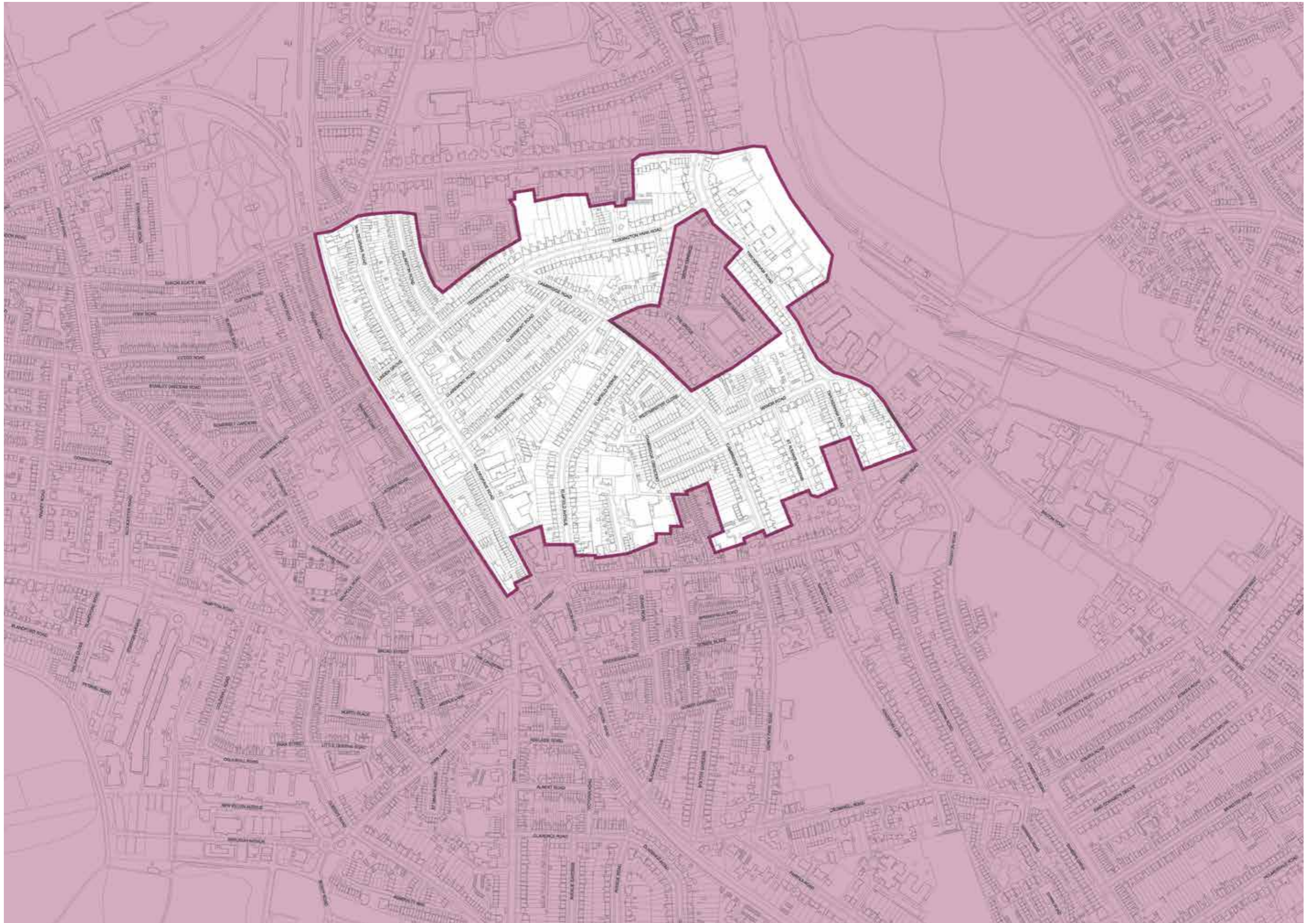
Manor Road



Teddington Park



Elmfield Avenue



Character Area 2: Cambridge Road and surrounds

Character Area 3:

The Grove Conservation Area

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

Character Summary

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

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

Grove Terrace and The Grove

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

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

Grove Gardens

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

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

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

Dominant Materials and Features

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

Threats from development

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

Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity, particularly the interesting continental cottage style that defines the area.
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.
- Coordination of colour and design and improvement in quality of paving around much of the Conservation Area.

Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm

Conservation Area Study: http://www.richmond.gov.uk/ca_studies_26_web.pdf



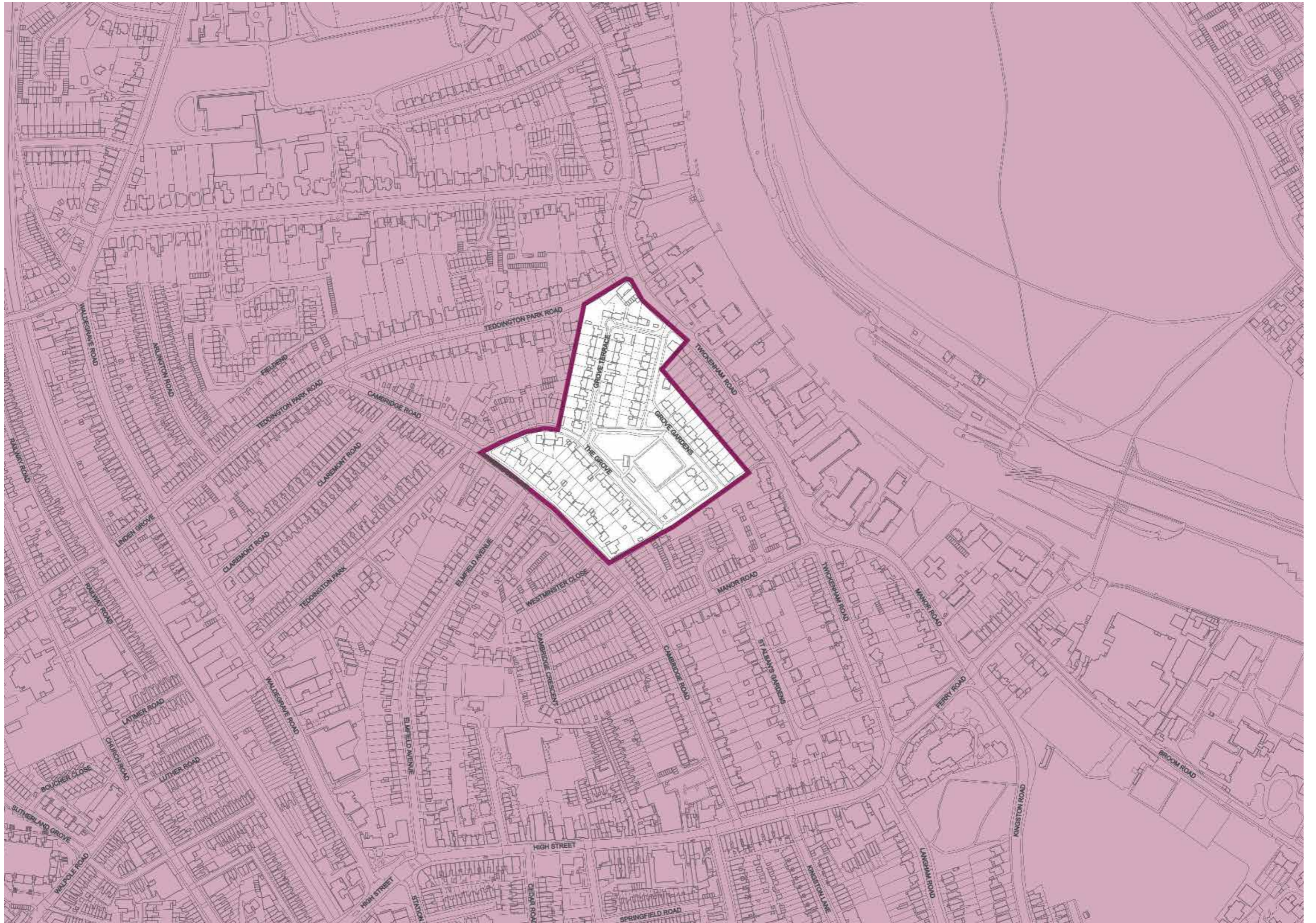
Grove Gardens



Grove Terrace



Grove Gardens



Character Area 3: The Grove Conservation Area

Character Area 4:

Teddington Lock Conservation Area

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

Character Summary

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

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

Riverside

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

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

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

High Street (eastern end)

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

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

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

Dominant Materials and Features

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

Threats from development

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

Opportunities

- Improvement and protection of river and landscape setting.
- Unattractive fencing along the boundary of St Mary's Churchyard could be improved.
- Areas identified for environmental improvement include: Ferry Road Flood Wall, Udney Park Gardens and approach to footbridge from Ferry Road.

Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm

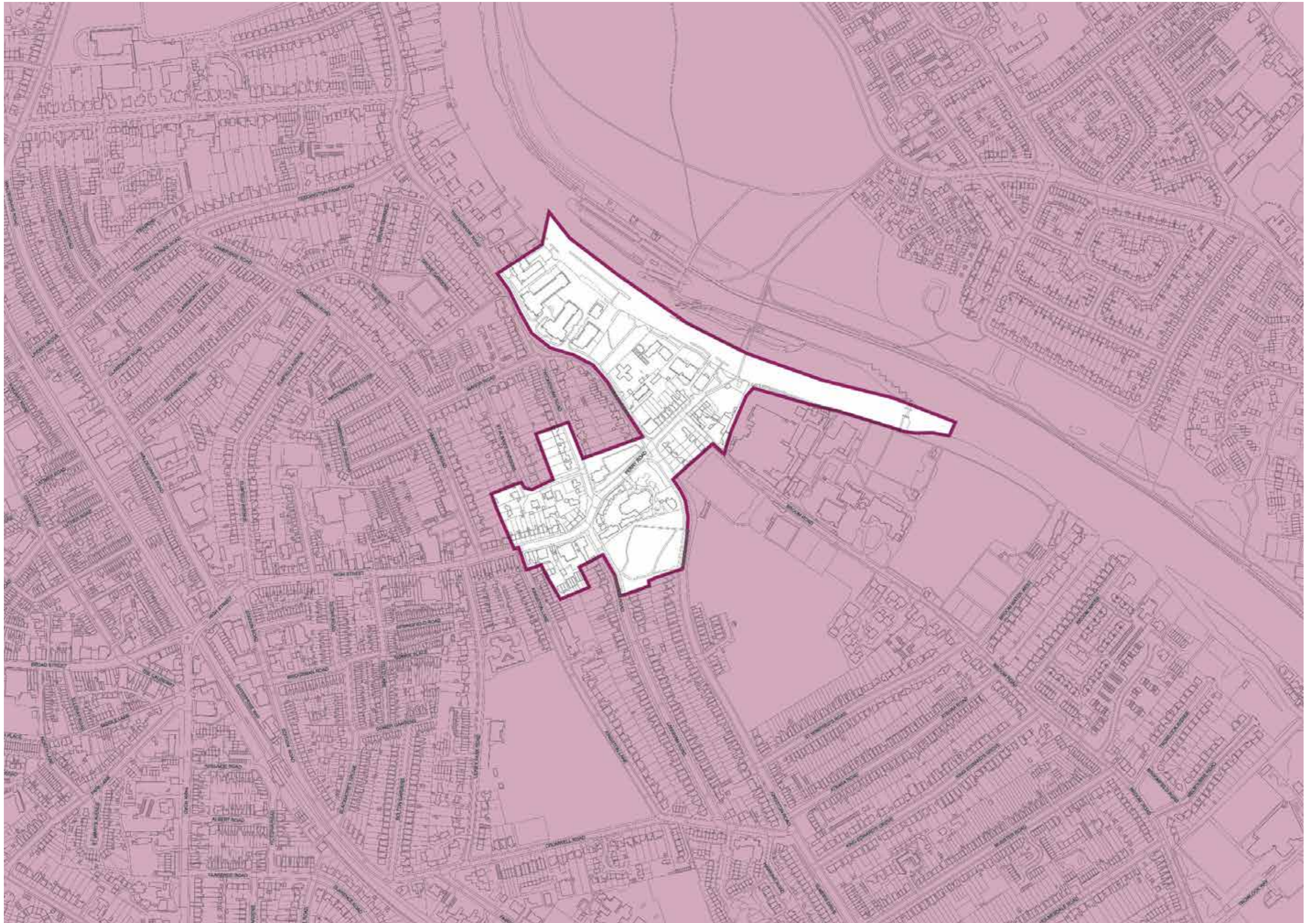
Conservation Area Study: http://www.richmond.gov.uk/teddingtonlock_highststudy27_37.pdf and http://www.richmond.gov.uk/teddington_lock_and_high_st_study_27_37p_map.pdf



Landmark Arts Centre



Ferry Road



Character Area 4: Teddington Lock Conservation Area

Character Area 5:

High Street (Teddington) Conservation Area

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

Character Summary

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

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

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

Off the High Street, Watt's Lane is a distinctive group of tightly packed modest terraced cottages that enclose this historic lane behind small

front gardens and boundary walls. Glimpses up the narrow traditional streets and both Watt's and Wade's Lanes add further interest to the streetscene.

Dominant materials and features

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

Threats from Development

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

Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.
- Coordination of colour and design and improvement in quality of street furniture and pavements.
- Improvement of highways conditions and pedestrian convenience and rationalisation of existing signage and street furniture.
- Retain and improve the quality of shopfronts and advertisements.

Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm

Conservation Area Study: http://www.richmond.gov.uk/teddingtonlock_highststudy27_37.pdf and http://www.richmond.gov.uk/teddington_lock_and_high_st_study_27_37p_map.pdf



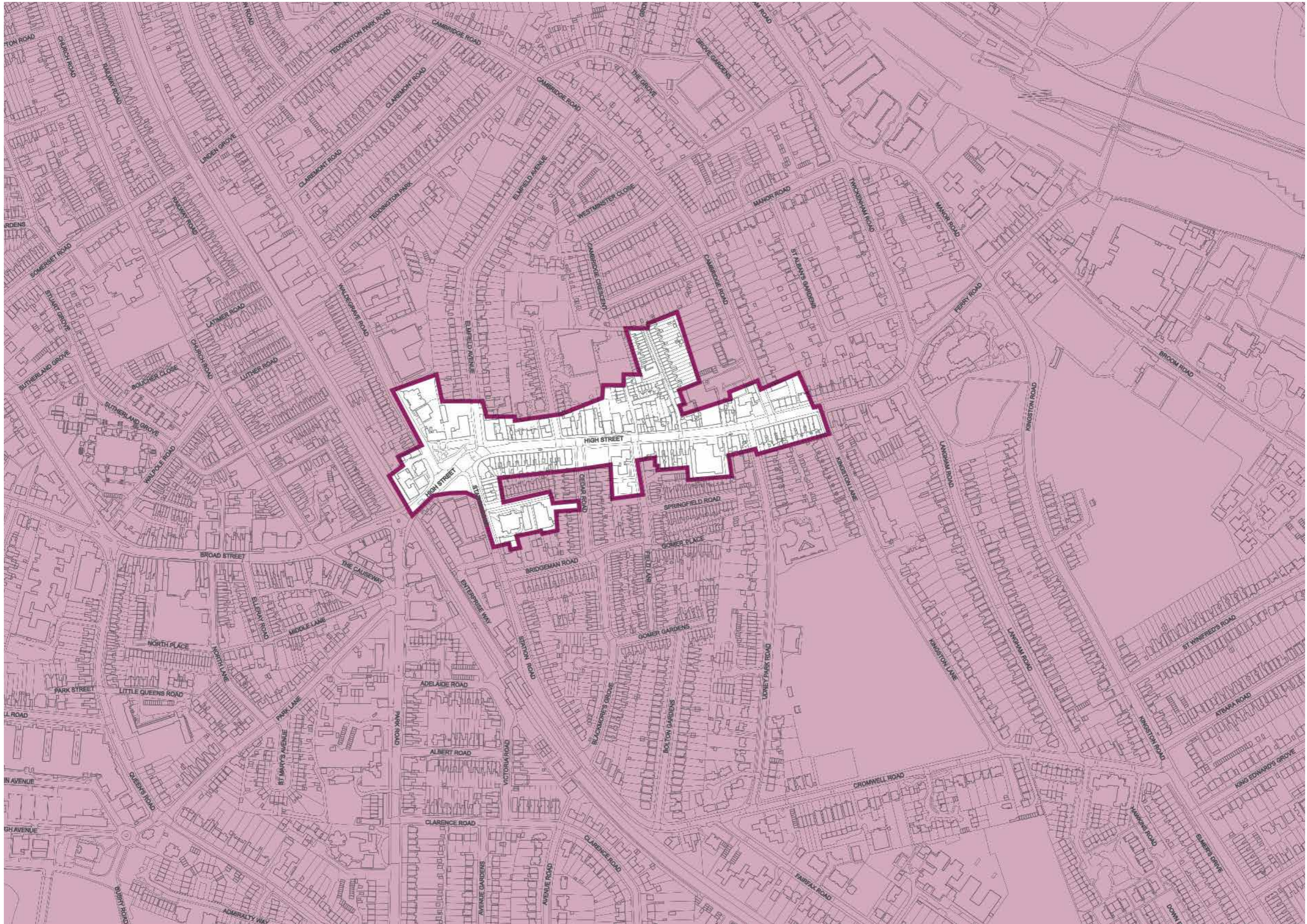
Teddington High Street



Teddington High Street



Teddington High Street



Character Area 5: High Street (Teddington) Conservation Area

Character Area 6:

Udney Park Road and Surrounds

Character Summary

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

Udney Park

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

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

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

Udney Park is one of the largest green spaces in the area. It was formerly the Teddington Sports Ground of Imperial College, University of London. No houses back onto the fields; its perimeter is thus kept clear and views onto and across the fields are maintained and can be appreciated by residents and visitors to the area alike. The playing fields have been designated an Asset of Community Value.

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

Station Road

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

Gomer Gardens

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



Gomer Gardens



Cedar Avenue



Udney Park Road



Character Area 6: Udney Park Road and aurrunds

Character Area 6:

Udney Park Road and Surrounds

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

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

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

Character Area 7:

Blackmore's Grove Conservation Area

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

Character Summary

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

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

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

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

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

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

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

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens for forecourt parking.
- Coordination of colour and design and improvement in quality of street furniture and flooring.
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture.

Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm

Conservation Area Study: http://www.richmond.gov.uk/ca_studies_39_web.pdf



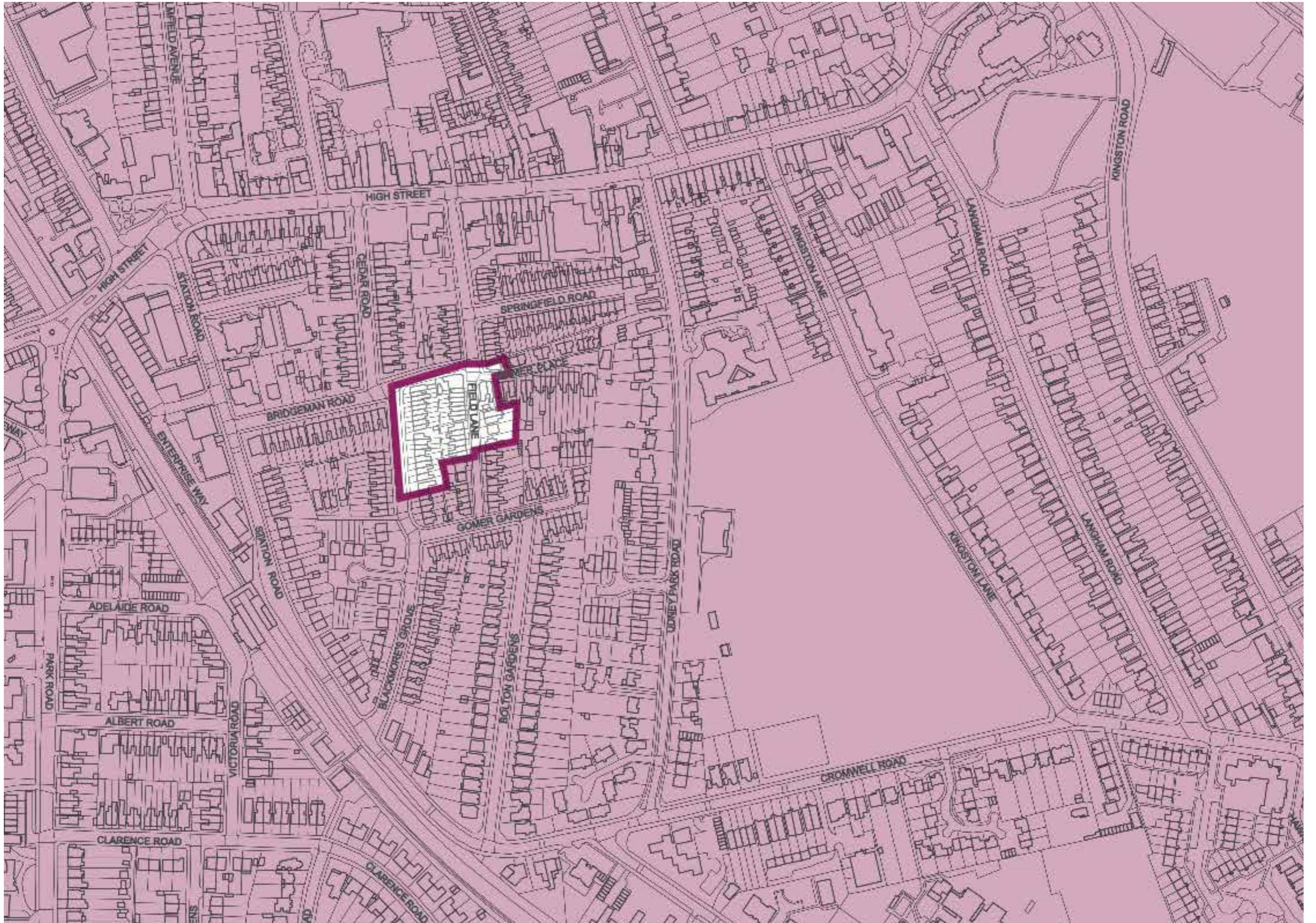
Blackmore's Grove



Field Lane



Blackmore's Grove



Character Area 7: Blackmore's Grove Conservation Area

Character Area 8:

Broom Road and Kingston Road

Character Summary

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

Teddington Lock playing fields

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

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

Kingston and Broom Road

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

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

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

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

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



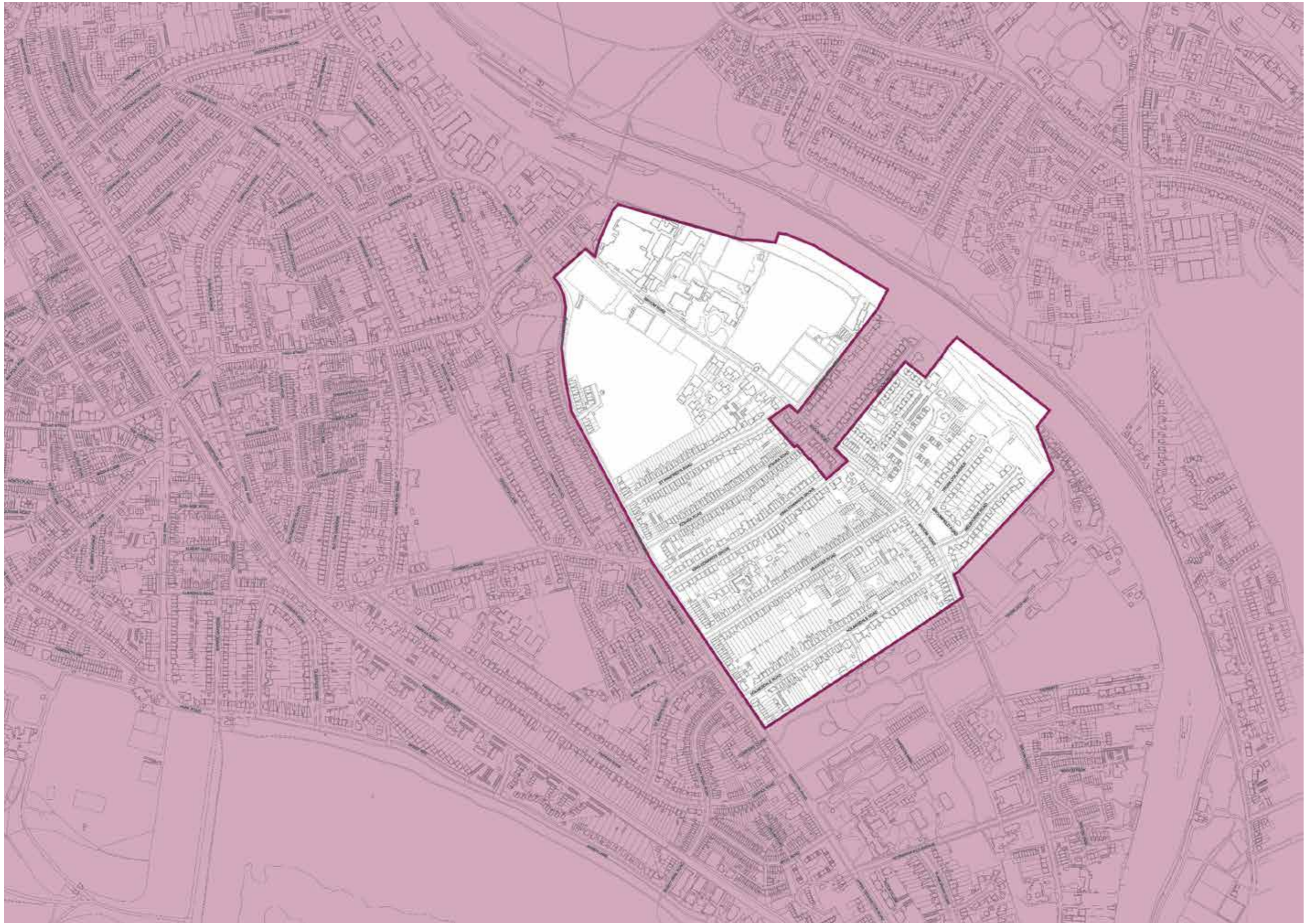
Atbara Road



King Edward's Grove



Bucklands Road



Character Area 8: Broom Road and Kingston Road

Character Area 8:

Broom Road and Kingston Road

Bucklands Road

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

Trowlock Avenue and Melbourne Road

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

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

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

Character Area 9:

Broom Water Conservation Area

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

Character Summary

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

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

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

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

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

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

The White House Boathouse

A Grade II Listed Building boathouse (referred to as the White House Boathouse) performs the role of a terminal feature of the inlet sited at the end of the creek. The outlook south along the inlet towards the boathouse is considered to be an 'important' view. The Conservation Area was extended in 2003 to include The White House Boathouse and its grounds.

Dominant materials and features

Characteristic materials and features include: mixed stock brick, yellow brick, traditional timber windows, white painted bays and porches, steeply gabled or hipped roof, decorative barge boards and prominent chimneystacks.

Threats from Development

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

Opportunities

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

Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm

Conservation Area Study: http://www.richmond.gov.uk/ca_studies_28_web.pdf



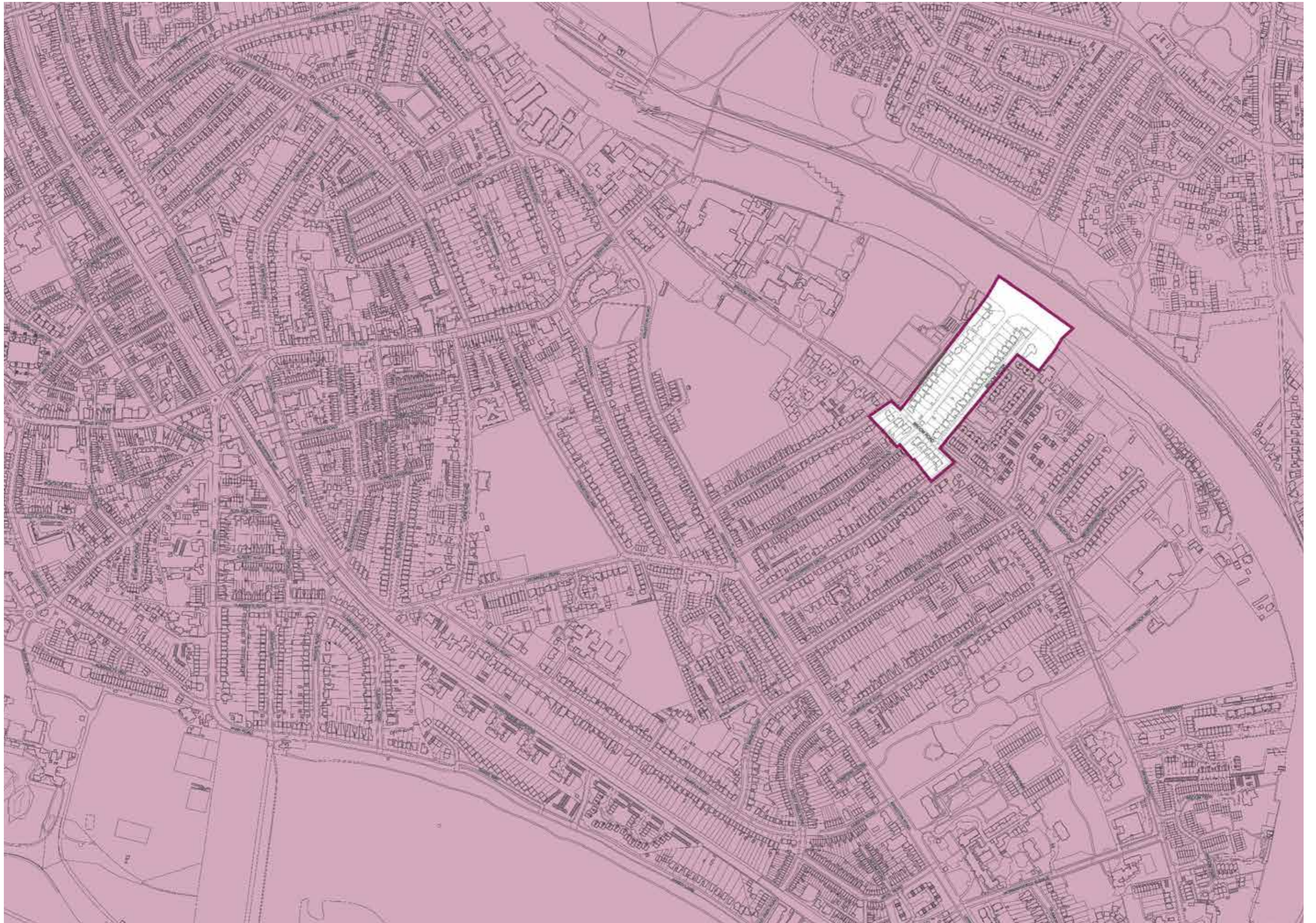
Broom Water West



Broom Water West



Broom Water



Character Area 9: Broom Water Conservation Area

Character Area 10:

Teddington School, Fairways and Glamorgan Road

Character Summary

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

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

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

Teddington School

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

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

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

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

The Fairways

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

Glamorgan Road

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

Trowlock Island

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

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



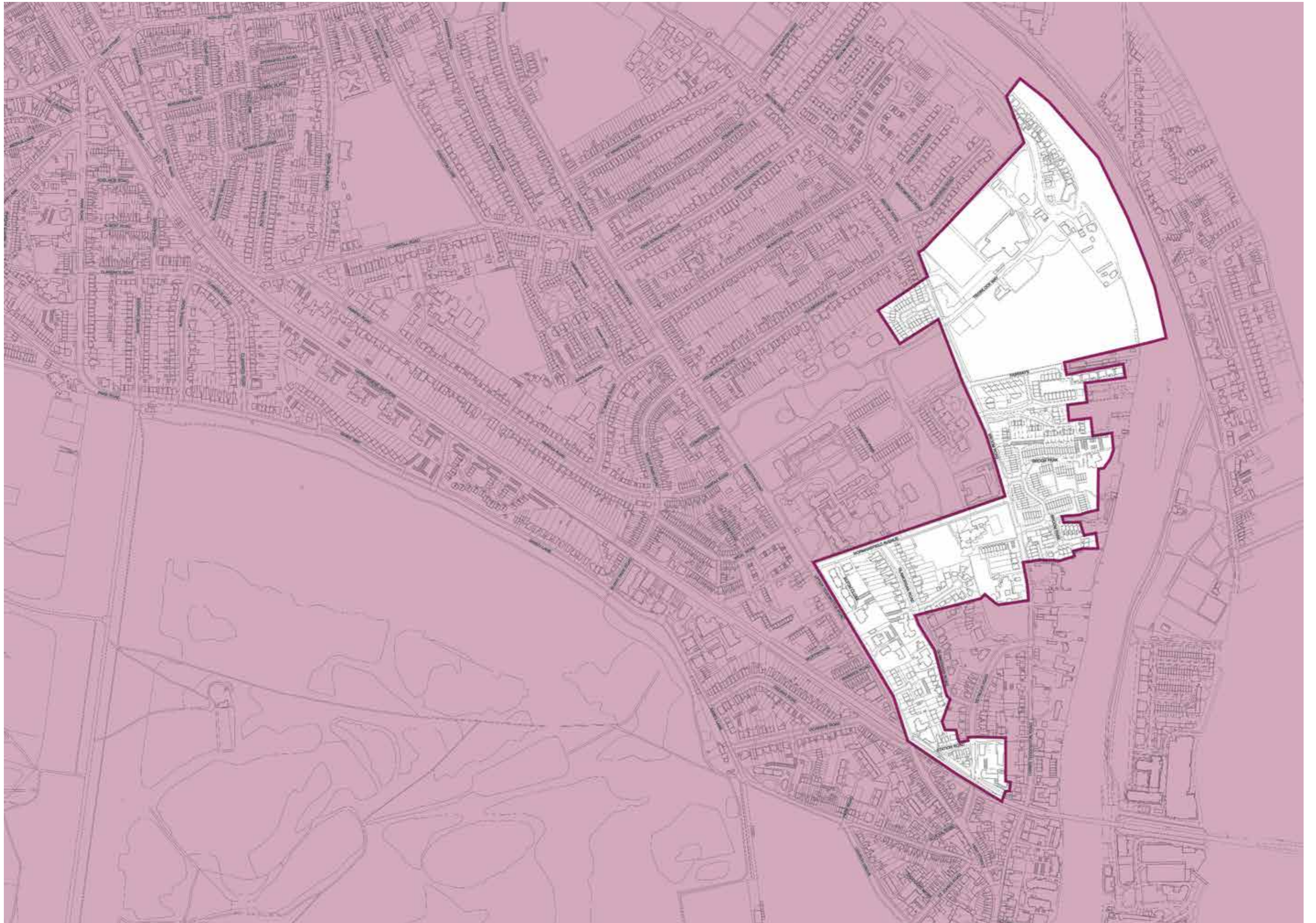
Glamorgan Road



Broom Park



Upper Teddington Road



Character Area 10: Teddington School, Fairways and Glamorgan Road

Character Area 11:

Hampton Wick Conservation Area

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

Character Summary

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

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

The Village Core

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

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

Riverside

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

Bushy Park Edge

The character of this area is defined by the high brick wall of Bushy Park on the western edge of Hampton Wick and the relationship between the wall and the houses opposite on Church Grove and Park Road. Mature street trees along these roads reinforce this edge. Two important areas of open space include the War Memorial Garden and the entrance to Home Park which is lined with eighteenth century Grade II Listed houses. The St John's Church spire on Church Grove is a key local landmark and the buildings on this road



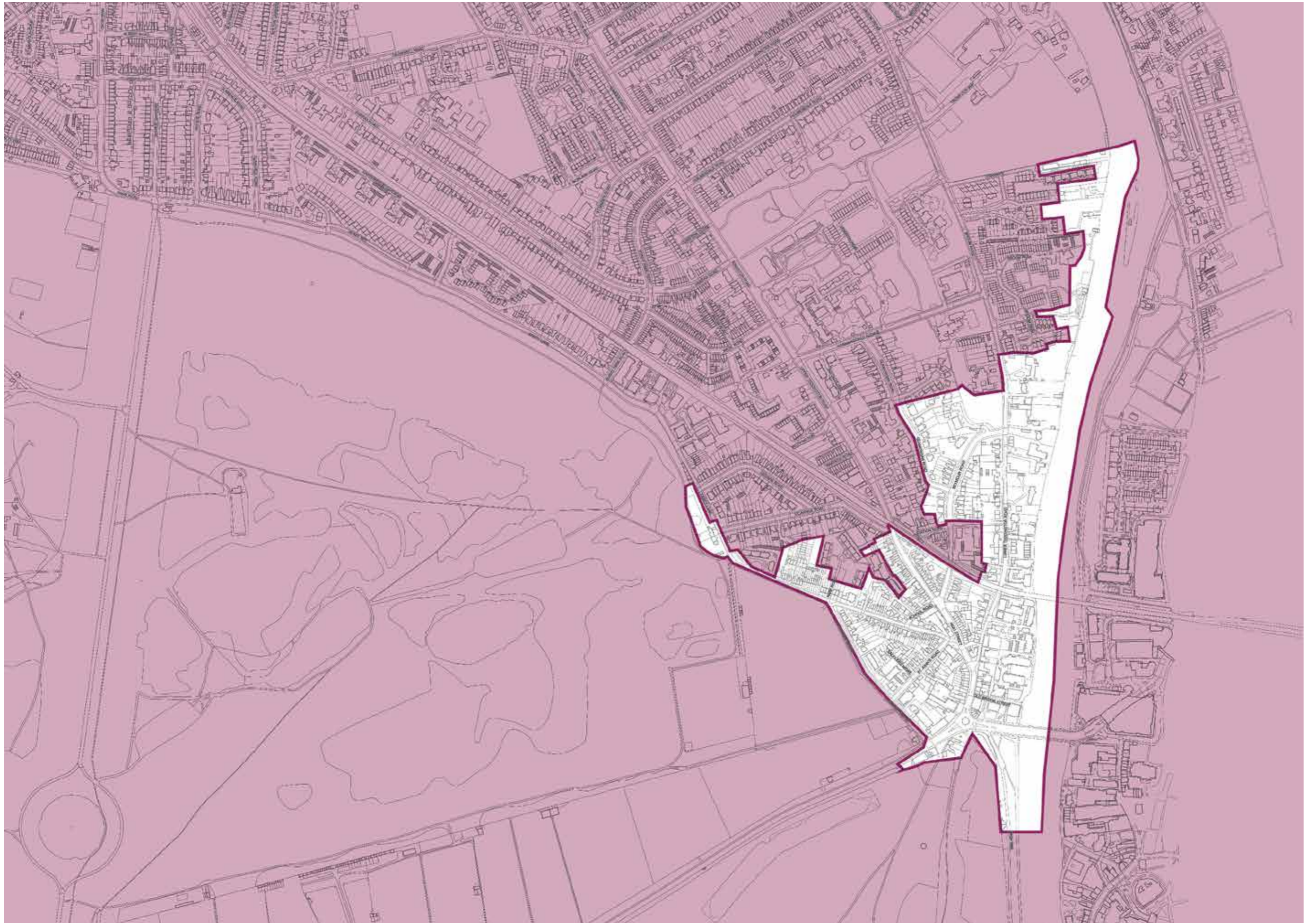
Lower Teddington Road



Hampton Wick High Street



St John's Road



Character Area 11: Hampton Wick Conservation Area

Character Area II:

Hampton Wick Conservation Area

vary in character and style but are united by their materials. The northern end of Park Road forms a part of the Bushy Park edge and contains an important and attractive terrace of eighteenth century cottages between numbers 52-68 that date back to the 1700s. The cottages are on narrow plots with deep front gardens which are densely planted, resulting in a screen of vegetation along the street edge. Hedges and wooden picket fences mark the front boundary creating a rural character. The Thatched House and Bushy House Grade II Listed buildings are also of architectural merit.

Seymour Road, Glamorgan Road and Lower Teddington Road

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

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

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

Dominant Materials and Features

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

Threats from Development

- Development pressure which may harm the balance of both the river and landscape dominated setting, and the obstruction or spoiling of views, skylines and landmarks.
- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Loss of front boundary treatments and front gardens for car parking.
- Lack of coordination and poor quality of street furniture and pavements.
- Domination of traffic and poor pedestrian safety leading to clutter of signage and street furniture.
- Loss of original or quality shop fronts and unsympathetic alterations and advertisements.

Opportunities

- Improvement and protection of river and landscape setting.
- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.
- Coordination of colour and design and improvement in quality of street furniture and pavements.
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture.
- Retain and improve the quality of shopfronts and advertisement.
- Areas identified for environmental improvement include: The Swan PH car park, Hampton Wick Railway Station and Bridge, Environs of Junction High St and Lower Teddington Road.

Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm

Conservation Area Study: http://www.richmond.gov.uk/hampton_wick.pdf

Character Area 12:

Normansfield Conservation Area

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

Character Summary

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

The Conservation Area consists of nearly 20 acres of grounds and the retained boundary wall fronting Lower Teddington Road/Kingston Road is a key feature of the site which has protected the original cast-iron railings. A Grade II* Listed theatre from 1877 is of key importance to the site which is now occupied by the Langdon-Down Trust.

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

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

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

- Improvement and protection of the landscape setting.
- Preservation, enhancement and reinstatement of historic buildings, architectural quality and unity.

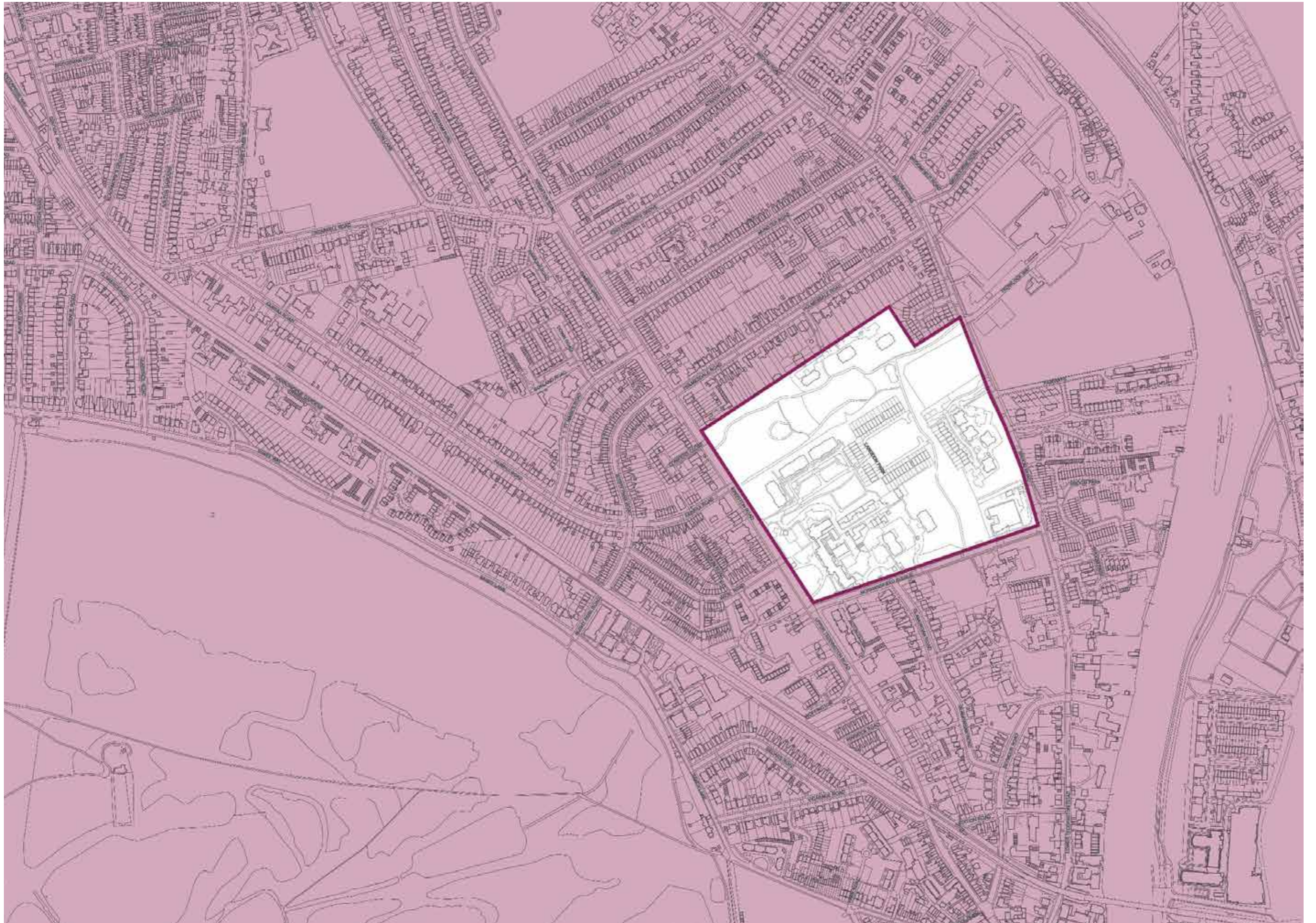
Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm



Mary Crellin House, Langdon Park



Normansfield Avenue



Character Area 12: Normansfield Conservation Area

Character Area 13:

Sandy Lane and surrounds

Character Summary

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

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

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

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

boundary walls and gates which appear slightly incongruous.

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

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

Warwick Road

Warwick Road, a cul-de-sac off Upper Teddington Road near Hampton Wick railway station, stands out as a complete late-Victorian development. This



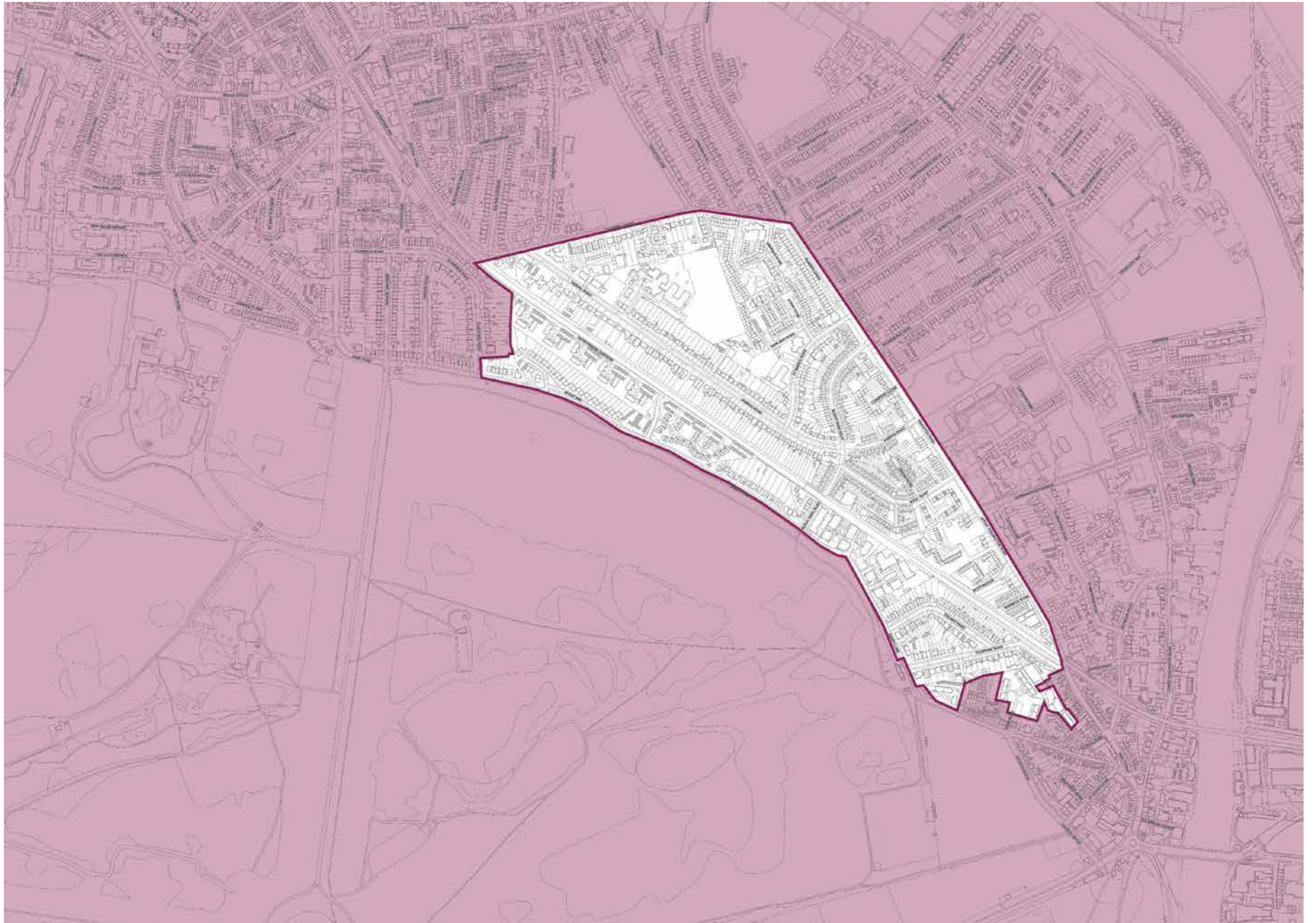
Warwick Road



Harrowdene Road



Kingston Road



Character Area 13: Sandy Lane and surrounds

Character Area 13:

Sandy Lane and surrounds

short terrace of houses was built in 1901. As built, the elevations were of red brick with elaborate terracotta mouldings above and pilasters to the side of the porches, as well as terracotta string courses, window heads of the first-floor and eaves brackets. The eaves are slightly curved and rendered in pebbledash. There are canted bay windows which have plain sash windows at ground-floor level, and round-headed sash windows at first-floor level. Each house has a black and terracotta tiled path and small front garden. Since built, a small number of houses have had the brickwork rendered over and one house has a large dormer window addition: these detract from the strong character of the street.

Vicarage Road

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

Sandy Lane

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

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

Character Area 14:

Park Road (Teddington) Conservation Area

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

Character Summary

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

Park Road

The oldest part of the Conservation Area is defined by the straight and wide vista along the treed avenue of Park Road. The road is lined on the west side by substantial detached eighteenth century houses set in generous mature grounds with trees. These are impressive villas of two to three storeys of brick or render with shallow hipped slate roofs. Other large but more modern buildings, such as the grand Park Lodge Hotel, complete the scene.

Around Teddington Station

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

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

Clarence Road South

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

Dominant Materials and Features

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

Threats from development

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

Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.

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

Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm

Conservation Area Study: http://www.richmond.gov.uk/ca_studies_22_web.pdf



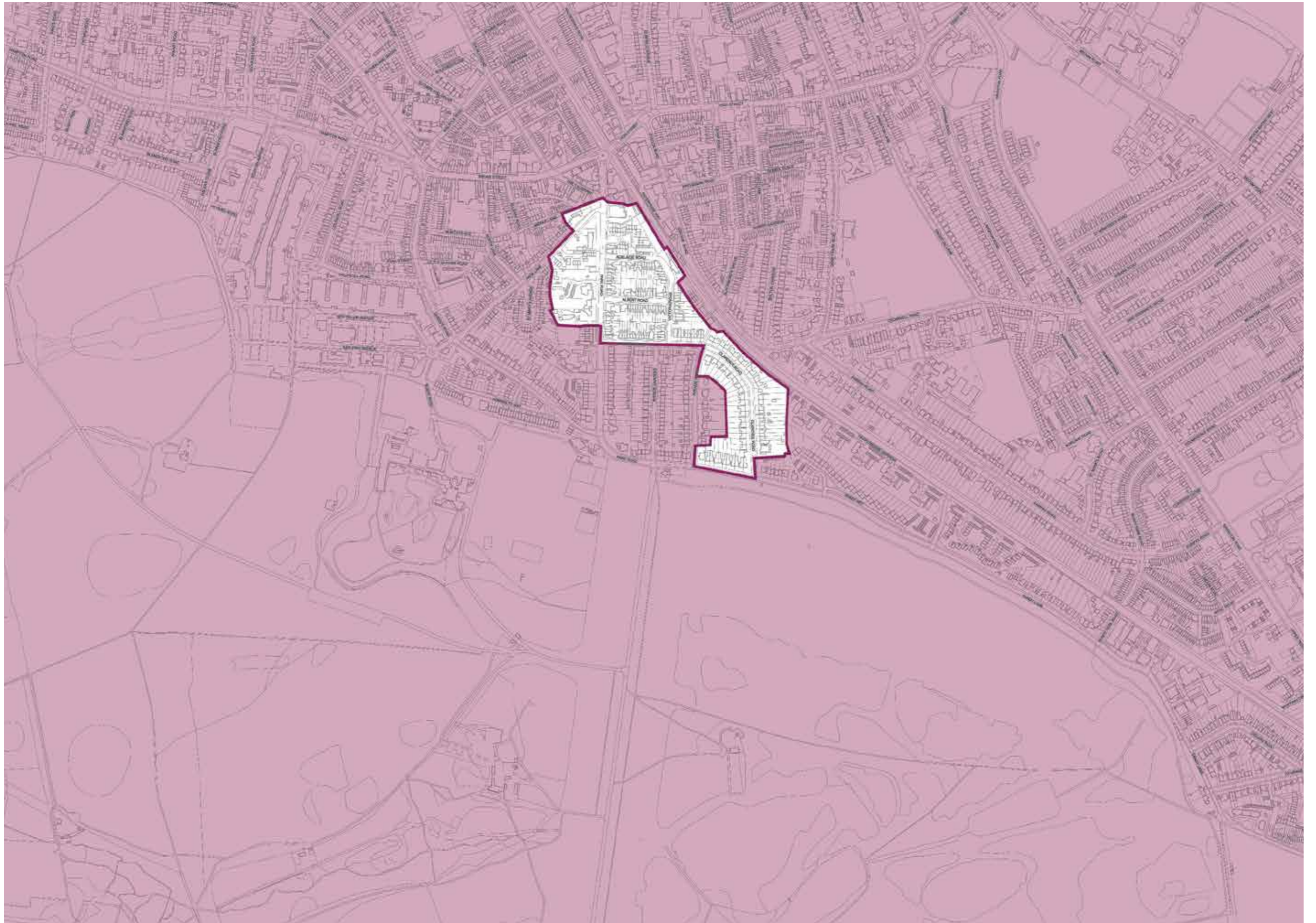
Clarence Road



Park Road



Albert Road



Character Area 14: Park Road (Teddington) Conservation Area

Character Area 15:

Broad Street and Queen's Road

Character Summary

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

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

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

On the south side of Queen's Road, the late twentieth century Admiralty Way development is planned around car access, not addressing the street, but the character of the housing is based on traditional models and features shaped gables, in

brick and stucco and with sash windows.

Abutting the Park Road Conservation Area, Avenue Road and Avenue Gardens, which were built in c. 1920s, have a consistent character, with semi-detached housing, again in a mixture of red brick and stucco, also with hung tiles in places and bay windows and gables. The windows are timber casements, often featuring leaded lights. The front gardens have mature planting, though some have been paved for car use; the front boundaries have brick dwarf walls with taller brick piers. Also c. 1920s in date is St Mary's Avenue, a planned housing estate with terraces and semi-detached houses grouped around a cul-de-sac with a planted central lawn. The houses have a cottage aesthetic with pebble-dash (overpainted with white paint in places), clay-tiled, hipped roofs and external shutters that have been colourfully painted. The front gardens are typically defined by timber fences or privet hedges.

National Physical Laboratory

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

- Improving the poor-quality (tarmac) pavements, e.g. around North Lane.



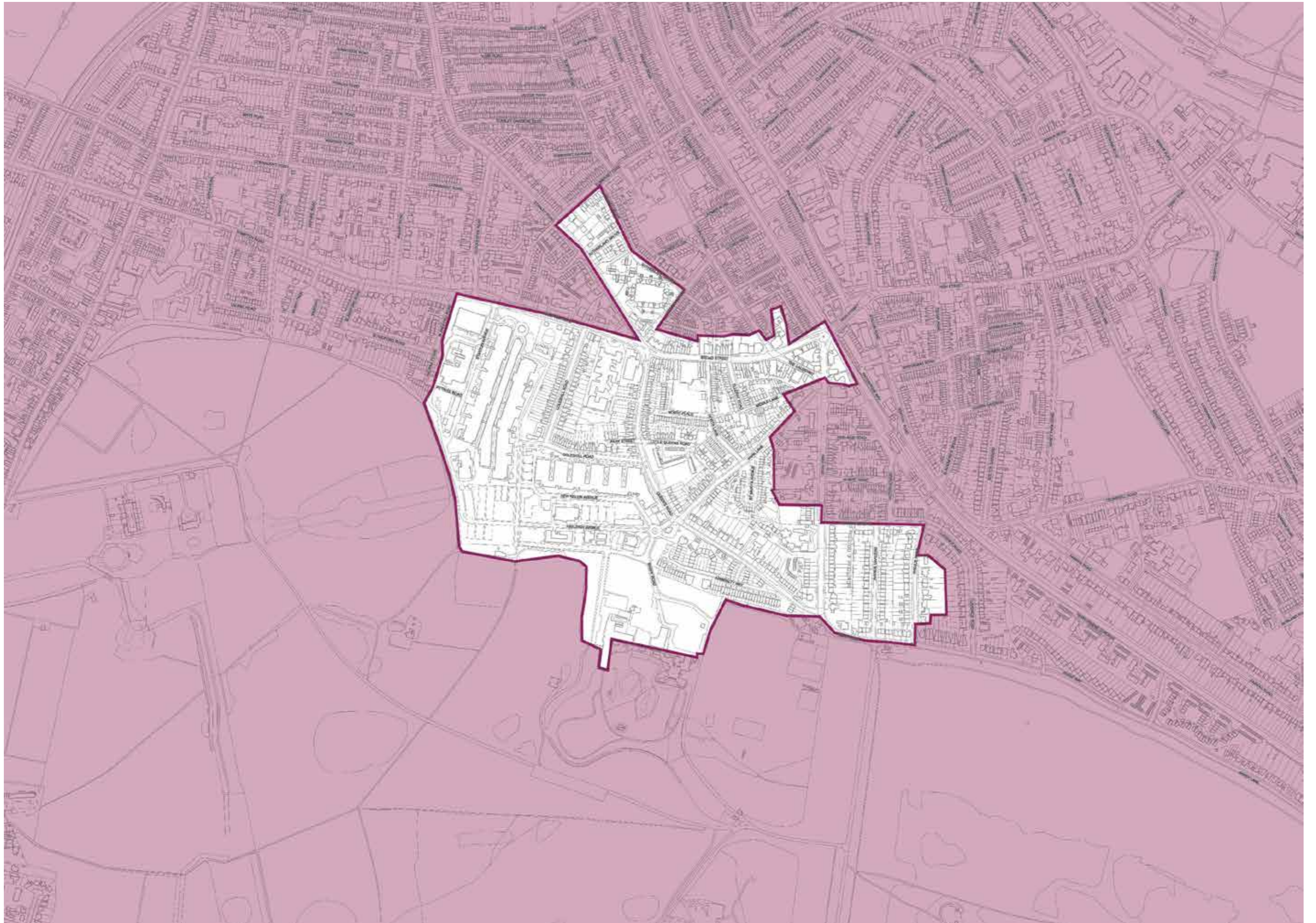
Hampton Road



Broad Street



Queen's Road



Character Area 15: Broad Street and Queen's Road

Character Area 16:

Hampton Road

Character Summary

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

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

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

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

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

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

Bushy Park Gardens

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

Dominant Materials and Features

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

Threats from Development

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

Opportunities

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



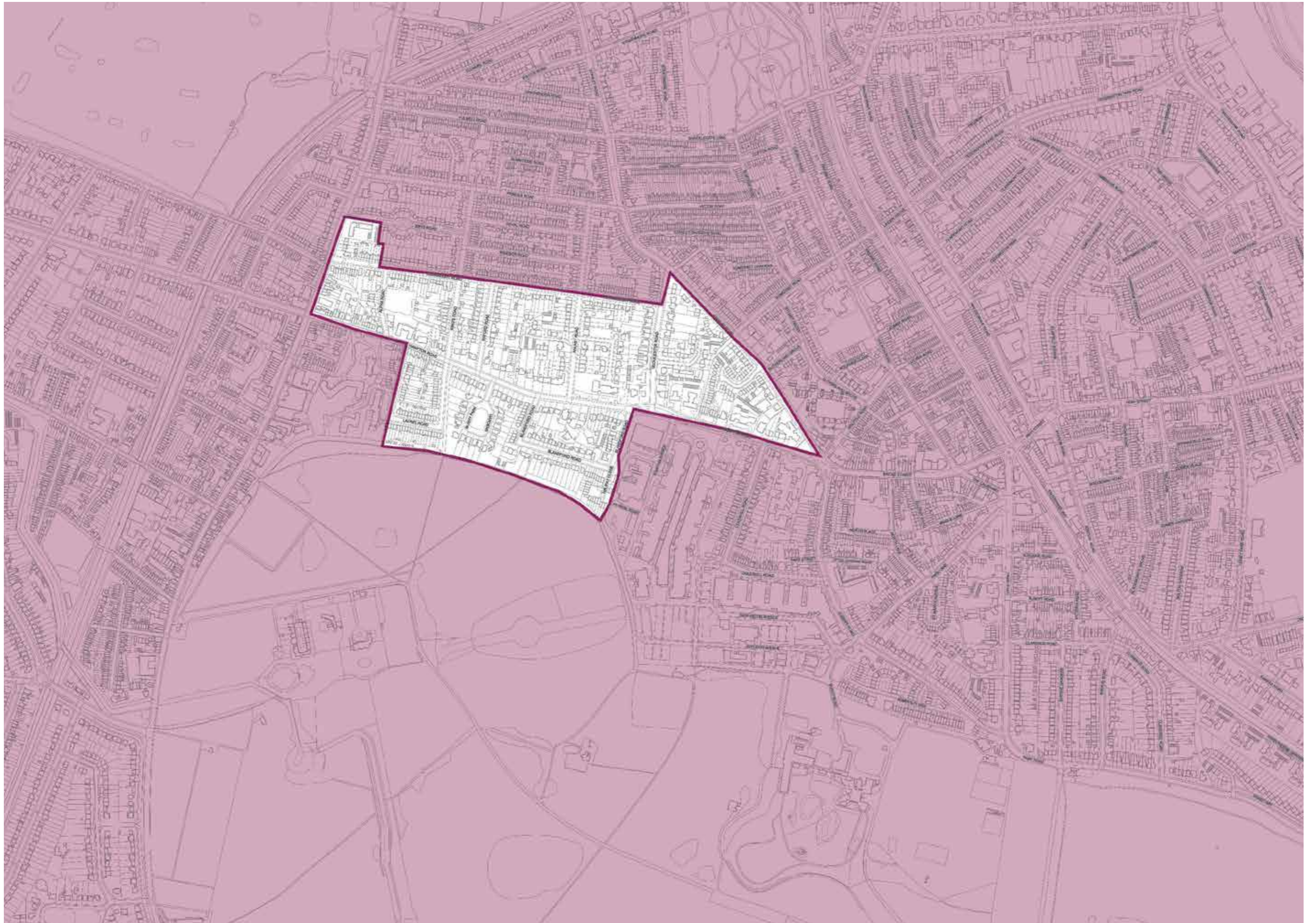
Gloucester Road



Laurel Road



Belvedere Close



Character Area 16: Hampton Road

Character Area 17:

Mays Road Conservation Area

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

Character Summary

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

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

Dominant Materials and Features

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

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

Threats from Development

- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Loss of front boundary treatments and front gardens for car parking.
- Lack of coordination and poor quality of street furniture and pavements.
- Continued degradation and alteration of existing buildings, particularly regarding the upkeep of painted render, hanging tiles and retaining existing windows.

Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.
- Coordination of colour and design and improvement in quality of street furniture and flooring.
- Encourage the reinstatement of original render wall boundaries and hedging to encourage a return to the garden village character of the street.
- Encourage the repair and upkeep of painted render frontages.

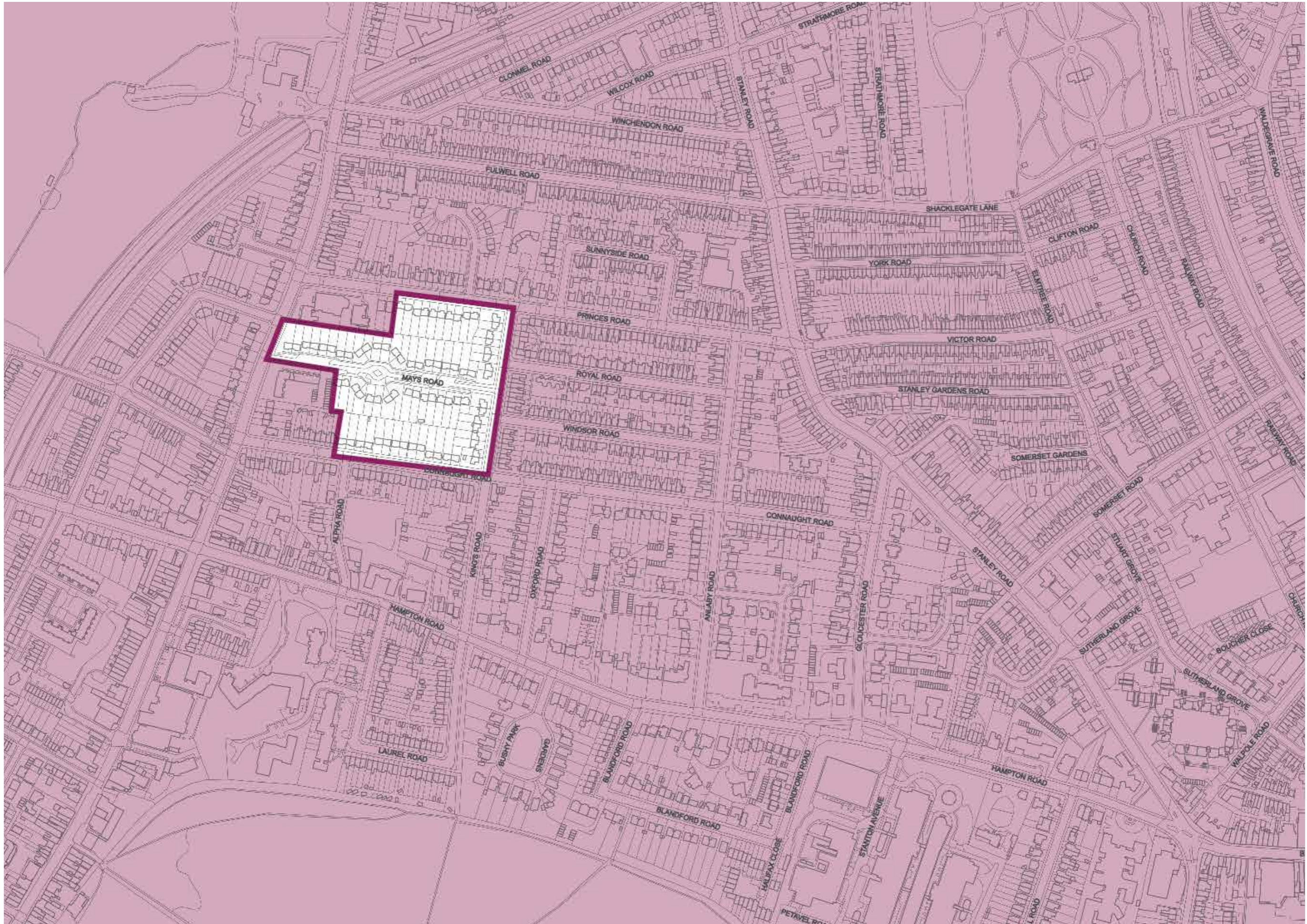
Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.



Mays Road



Mays Road



Character Area 17: Mays Road Conservation Area

8. Features and Materials

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

Materials

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

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

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

Features

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

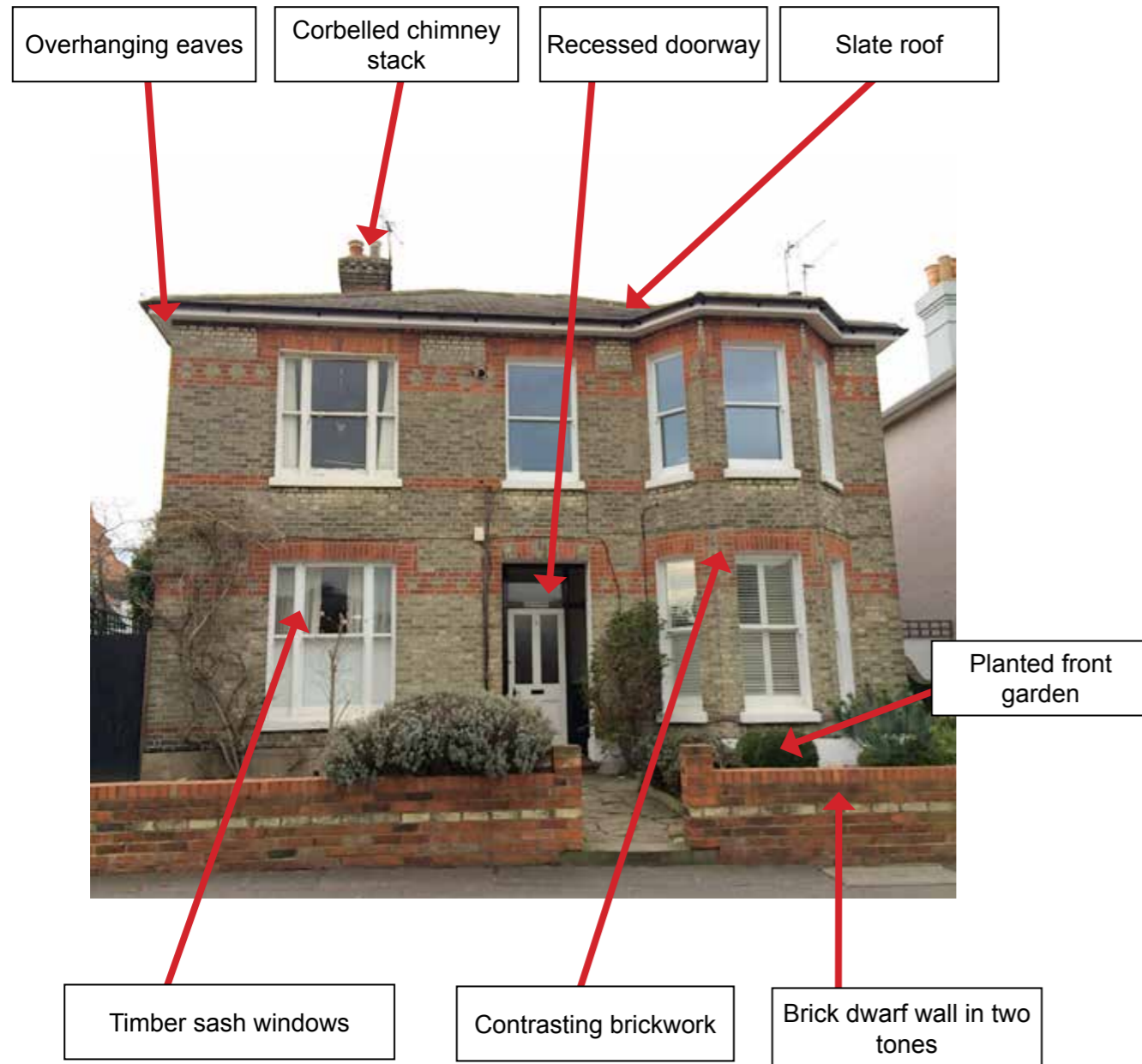
Brick was still the basic load-bearing material for most buildings during this period though decorative coloured detailing became more popular. Renders and ornament (the latter usually made from artificial stone) also become more widespread. The Borough hosts a wide array of quality Victorian housing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

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

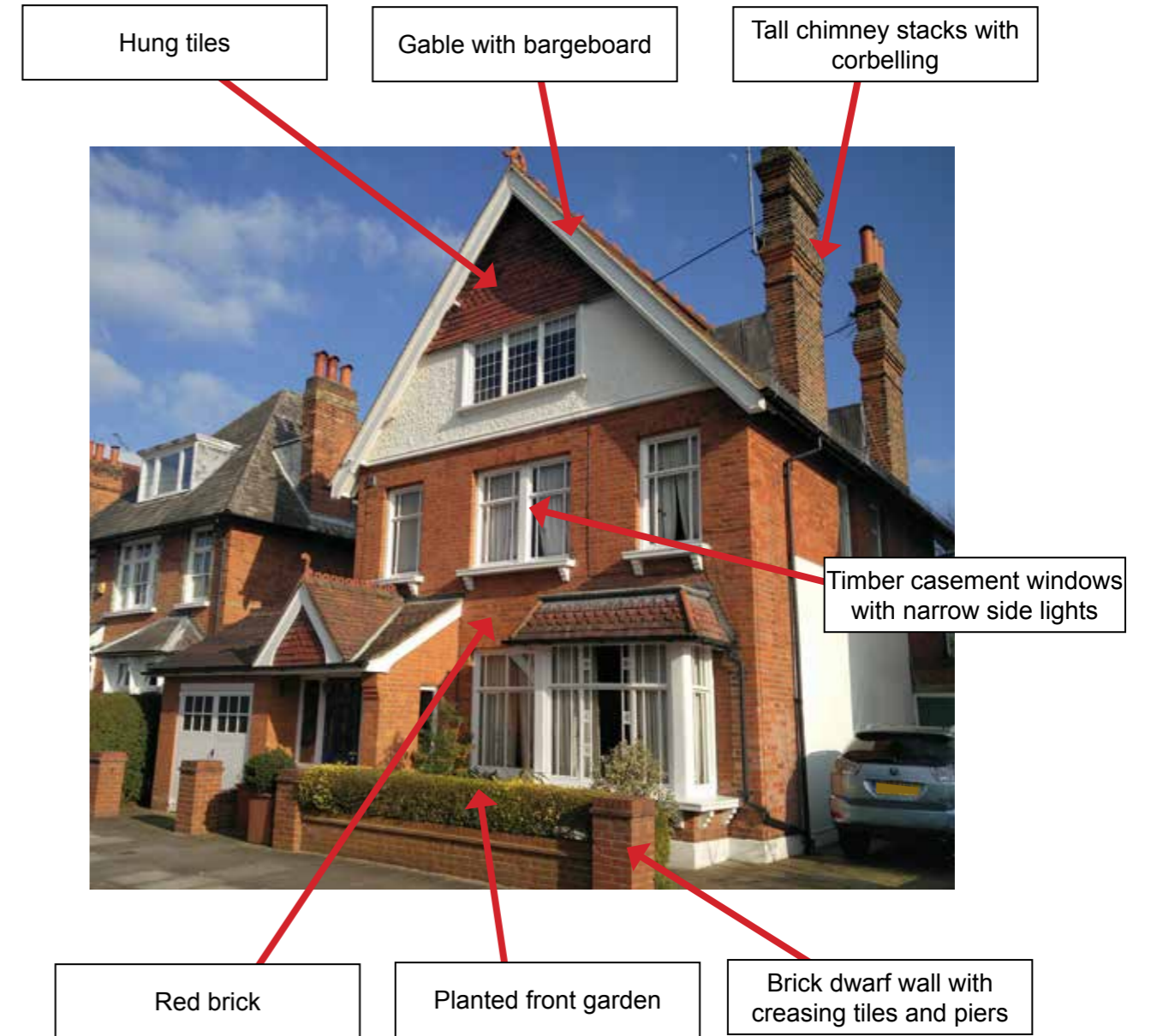
Terraces. Most have white painted render and quoining, some with retained white archway entrances and the majority retaining their original sash windows.

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

VICTORIAN



EDWARDIAN



8. Features and Materials (continued)

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

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

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

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

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

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

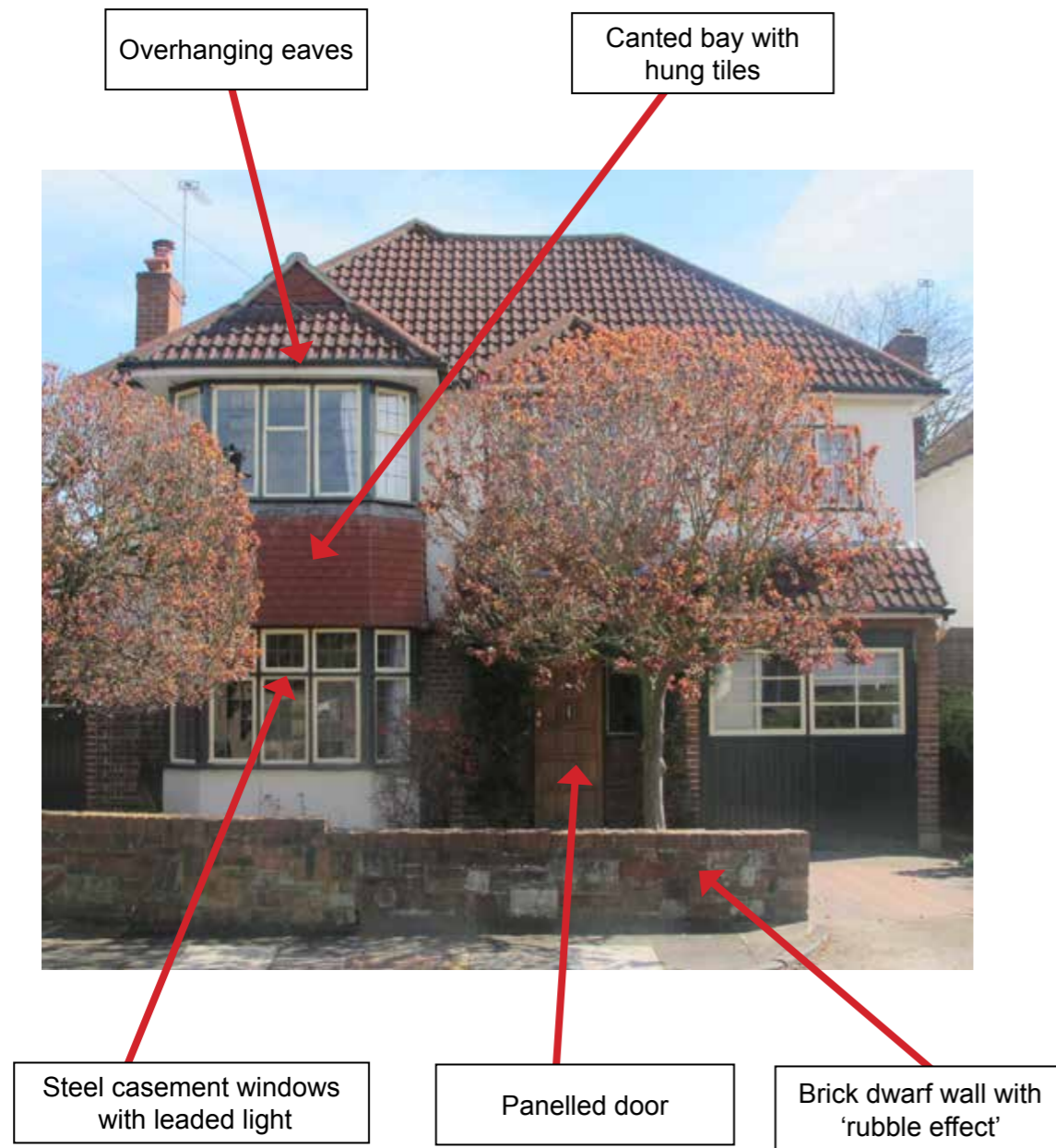
Examples of housing from this period can be found across both areas, of note the Fairways, which looks out across Broom Road Recreation Ground and encloses a small marina, and Harrowdene Gardens. Harrowdene Gardens is a purpose built estate that sits between Sandy Lane and the Railway line. Due to limited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

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

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

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

INTERWAR



POST WAR



8. Features and Materials (continued)

Victorian



Late Victorian / Edwardian



Interwar



Post War



Contemporary



8. Features and Materials (continued)

Windows

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

Timber windows:

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

Metal frame windows :

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

Window details:

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

Double-glazing and thermal efficiency:

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

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

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

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

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

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



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



White painted casement window with curved tops



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



Original painted door, flat roof canopy and white painted cornices



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



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



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



Timber door with curved glazing and ornate wooden porch surround



Lead light windows set in timber casements

9. Development Guidance

1. Teddington Telephone Exchange (Pre Publication Local Plan ref. SA5)

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

Any development proposals would need to consider the following:

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

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

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

2. Teddington Delivery Office (Pre Publication Local Plan ref. SA6)

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

Any development proposals would need to consider the following:

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

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

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

Any development proposals would need to consider the following:

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



10. Shop Front Guidance

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

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

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

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

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

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

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

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

Shutters

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

High Street, Hampton Wick

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

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

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

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

Key examples

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

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

No. 17 High Street, Hampton Wick

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

Typical key features to shop fronts, Hampton Wick



17 High Street



5 Home Park Parade

High Street, Teddington

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

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

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

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

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

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

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

Key examples

No. 28 High Street, Teddington

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

No. 45 High Street, Teddington

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

No. 148 High Street, Teddington

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

Typical key features to shop fronts, Teddington



28 Teddington High Street



45 Teddington High Street

Stanley Road, Teddington

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

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

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

which originally would have had carefully proportioned timber shopfronts.

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

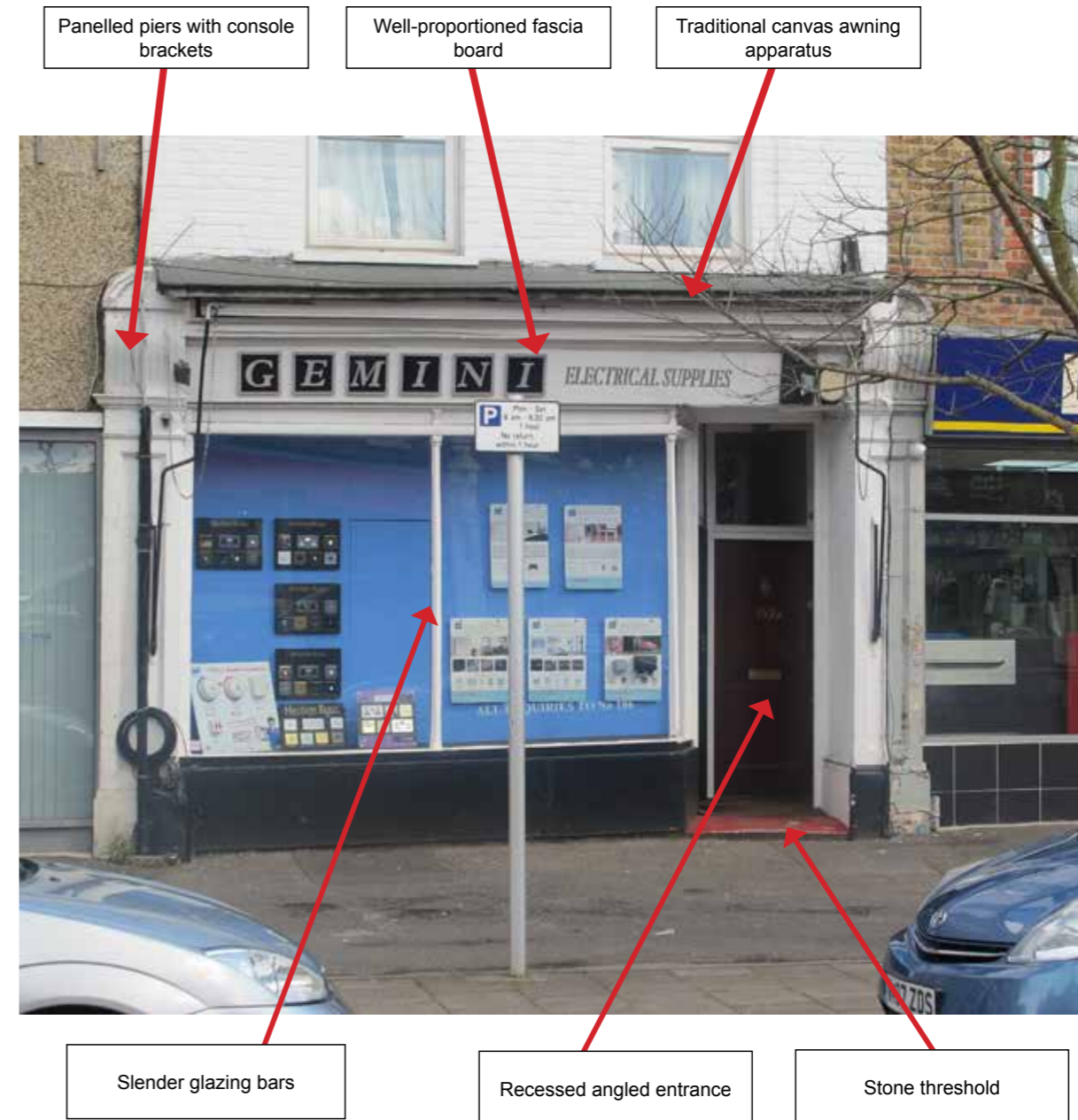
Key examples

No. 107 Stanley Road, Teddington

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

No. 186 Stanley Road, Teddington

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



186 Stanley Road

Waldegrave Road, Teddington

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

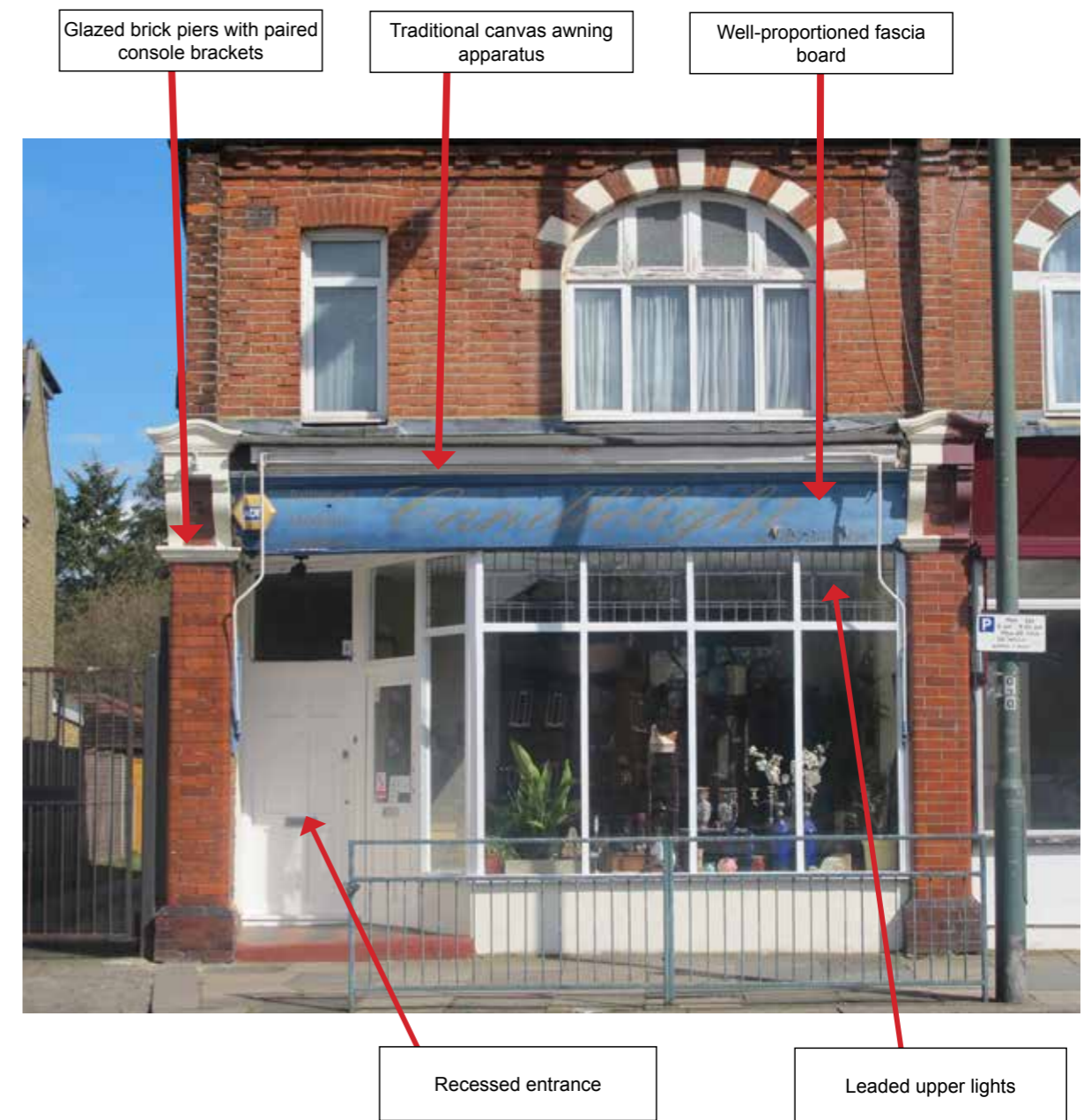
There is a two storey parade at Nos. 150-158 (even) Waldegrave Road. It is a building of two phases, the northern part in red brick with visually striking arches and gables, the southern part rendered with canted bays. However, the shops are each divided by identical piers, uniting the whole. The piers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

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

Key examples

No. 158 Waldegrave Road

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



158 Waldegrave Road

11. Forecourt Parking

The Council has an existing Supplementary Planning Document (SPD) covering 'Front Garden and Other Off Street Parking Standards' (adopted September 2006). This document provides detailed advice on the legal and design issues when creating a parking area in your front garden and access to it from the highway. Council Policy DM TP 9 (Pre-Publication Local Plan equivalent policy is LP45) also establishes the principle approach to Forecourt Parking, notably that it will be discouraged. Highway Authority permission for construction of a crossover is required in all cases, and the SPD standard will be applied to all highway crossover applications.

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

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

Conversion of front gardens for car parking can individually and cumulatively adversely impact on the appearance of an area and detract from its overall character if undertaken without careful consideration.

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

Planning Permission

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

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

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

parking (see the 2006 SPD for details).

The Council's Development Management Plan (Policy DM TP 9) generally discourages front garden parking because of the impact on the appearance of the street and loss of vegetation and biodiversity. When forecourt parking is proposed, this SPD seeks to ensure it is provided in a sympathetic way.

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

Important features in Hampton Wick and Teddington

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

Boundary Walls

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

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

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

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

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

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

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

Fencing

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

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

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

Iron railings and gates

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

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

Hedges

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

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

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

Retention of existing features

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

Enclosure

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

Permeability

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

Green features

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



Boundary walls, Seymour Road



Hedges, Queen's Road



Picket fences, Church Grove

11. Flood Risk

Reducing flood risk to you and your property

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

Find out if you are at risk

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

Actions to reduce flood risk

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

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

Relevant Planning Policies

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

The policies cover all flood risk considerations, responding to the Borough's setting, which is very susceptible to flooding. Relevant local policies from the Council's Development Management Plan (Adopted Nov 2011) include the following:

Policy DM SD 3: Retrofitting

High standards of energy and water efficiency in existing developments will be supported wherever possible through retrofitting. Proposals for conversions and extensions will be encouraged to comply with the Sustainable Construction Checklist SPD as far as possible and opportunities for micro-generation of renewable energy will be supported.

Development in an area susceptible to flooding should include flood resistant and/or resilient measures to mitigate potential flood risks.

The equivalent Pre-publication Local Plan policy is LP 22.

Policy DM SD 6: Flood Risk

Development will be guided to areas of lower risk by applying the Sequential Test as set out in paragraph 3.1.35. Unacceptable developments and land uses will be restricted in line with PPS25 and as outlined below. Developments and Flood Risk Assessments must consider all sources of flooding and the likely impacts of climate change.

Where a Flood Risk Assessment is required and in addition to the Environment Agency's normal floodplain compensation requirement, attenuation areas to alleviate fluvial and/or surface water flooding must be considered where there is an opportunity. The onus is on the applicant/developer for proposals on sites of 10 dwellings or 1000sqm of non-residential development or more to provide evidence and justification if attenuation areas cannot be used.

In areas at risk of flooding, all proposals on sites of 10 dwellings or 1000sqm of non-residential development or more are required to submit a Flood Warning and Evacuation Plan.

Further detail on the policy can be found within the Development Management Plan on the Council's website: www.richmond.gov.uk/development_management_plan

The equivalent Pre-publication Local Plan policy is LP 21.

Policy DM SD 7: Sustainable Drainage

All development proposals are required to follow the drainage hierarchy (see below) when disposing of surface water and must utilise Sustainable Drainage Systems (SuDS) wherever practical. Any discharge should be reduced to greenfield run-off rates wherever feasible.

When discharging surface water to a public sewer, developers will be required to provide evidence that capacity exists in the public sewerage network to serve their development.

The equivalent Pre-publication Local Plan policy is LP 21.

Policy DM SD 8: Flood Defence

The effectiveness, stability and integrity of the flood defences, river banks and other formal and informal flood defence infrastructure within the borough will be retained and provision for maintenance and upgrading will be ensured. Setting back developments from river banks and existing flood defence infrastructure, where there are opportunities, will be encouraged. The removal of formal or informal flood defences is only acceptable if this is part of an agreed flood risk management strategy by the Environment Agency.

The Environment Agency must be consulted for any development that could affect a flood defence infrastructure.

The equivalent Pre-publication Local Plan policy is LP 21.

Flood Risk map for Hampton Wick and Teddington

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

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

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



Appendix I: Relevant Policies and Guidance

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

LBRuT LDF Core Strategy (April 2009)

Main policies that the SPD will support:

CP7: Maintaining and Improving the Local Environment

- 7.A Existing buildings and areas in the Borough of recognised high quality and historic interest will be protected from inappropriate development and enhanced sensitively, and opportunities will be taken to improve areas of poorer environmental quality, including within the areas of relative disadvantage of Castlenau, Ham, Hampton Nurserylands, Heathfield and Mortlake.
- 7.B All new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Proposals will have to illustrate that they:
- (i) are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity;
 - (ii) connect positively with their surroundings to create safe and inclusive places through the use of good design principles including

layout, form, scale, materials, natural surveillance and orientation, and sustainable construction.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

CP8: Town and Local Centres

- 8.A The Borough's town and local centres have an important role, providing shops, services, employment opportunities, housing and being a focus for community life.

Retail and town centre uses will be supported providing that it is appropriate to the role in the hierarchy of the centres, and respects the character, environment and historical interest of the area. It should be of an appropriate scale for the size of the centre and not adversely impact on the vitality and viability of any existing centre. Out of town retail development is not usually considered appropriate in this Borough in line with The London Plan consolidated with Alterations since 2004.

The Council will improve the local environment to provide centres which are comfortable, attractive and safe for all users. The historic environment and river frontage will be protected.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 25.

CPI4 Housing Standards & Types

- 14.D The density of residential proposals should take into account the need to achieve the maximum intensity of use compatible with local context, while respecting the quality, character and amenity of established neighbourhoods and environmental and ecological policies. The London Plan consolidated with Alterations since 2004 Density Matrix and other policies will be taken into account to assess the density of proposals.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 34.

CP20 Visitors and Tourism

The Council will support the sustainable growth of the tourist industry, for the benefit of the local area by:

- 20.A Encouraging the enhancement of existing tourist attractions, such as Kew Gardens, Hampton Court Palace, Ham House and the River, including sport stadia particularly those of RFU and Harlequins;
- 20.B Promoting sustainable transport for tourists to and within the borough, including the passenger services along the Thames;
- 20.C Directing new hotels to the Borough's town centres or other areas highly

accessible by public transport;

- 20.D Requiring accommodation and facilities to be accessible to all;
- 20.E Enhancing the environment in areas leading to and around tourist destinations.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 43.

Other relevant policies:

CPI0: Open Land and Parks

The open environment will be protected and enhanced. In particular:

- 10.A The Borough's green belt, metropolitan open land and other open land of townscape importance, World Heritage Site (Royal Botanic Gardens, Kew), land on the Register of Parks and Gardens of Special Historic Interest, green chains and green corridors will be safeguarded and improved for biodiversity, sport and recreation and heritage, and for visual reasons.
- 10.B A number of additional areas of open land of townscape importance will be identified, which will be brought forward through the Development Allocations DPD.

Within the Pre-publication Local Plan the equivalent policies are LPI2, LPI3 and LP 14.

CP17 Health and Well-being

- 17.A Health and well-being in the Borough is important and all new development should encourage and promote healthier communities and places.
- 17.B The provision of new or improved facilities for health and social care and other facilities will be supported. Such facilities should be in sustainable locations and accessible to all and priority will be given to those in areas of relative deprivation which are identified in Core Policy 13, an immediate need for primary health care facilities (especially doctor's surgeries) has been identified in Kew, Richmond, Whitton and Ham. Sites for larger facilities may be identified in the Site Allocations DPD.
- 17.C A pattern of land use and facilities will be promoted to encourage walking, cycling, and leisure and recreation and play facilities to provide for a healthy lifestyle for all, including provisions for open and play space within new development as appropriate.
- 17.D Existing health, social care, leisure and recreation provision will be retained where these continue to meet or can be adapted to meet residents' needs. Land will be safeguarded for such uses where available, and the potential of re-using or redeveloping existing sites will be maximised.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 30.

LBRuT LDF Development Management Plan (November 2011)

Main policies that the SPDs will support:

Policy DMTC 2 Local and Neighbourhood Centres and Areas of Mixed Use

The Council will protect and improve the provision of day-to-day goods and services in the local and neighbourhood centres of the borough (See Policy DMTC 3 'Retail Frontages'). These centres are often designated as Areas of Mixed Use and are thus seen as appropriate for a mix of uses that meet primarily local needs.

Proposals for development will be acceptable in the smaller centres if they:

- (c) Respect and enhance the heritage, character and local distinctiveness of the centre, whilst making the most efficient use of land.
- (d) Include overall improvements and enhancements of the small centres; or modernise outmoded premises.

Development should improve and maintain commercial provision in the smaller centres, without significantly expanding it.

Within the Pre-publication Local Plan the equivalent policy is Policy LP25.

Policy DMTC 3 Retail Frontages

A. Key Shopping Frontages.

Proposals that result in a loss of retail space in key shopping frontages will be generally resisted. The Council will support other uses converting to retail, subject to there being no adverse impact on the centre, and seek to retain key facilities, including Post Offices.

B Secondary Retail Frontages

Non-retail proposals will be acceptable in the secondary shopping frontages only if:

- (b) The proposed use retains a "shop-like" appearance with an active frontage and will not have a detrimental visual impact on the shop-front and respect the heritage and character of the centre.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 26.

Policy DM OS 3 Other Open Land of Townscape Importance

Other open areas that are of townscape importance will be protected and enhanced in open use.

It will be recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria must be taken into account when assessing appropriate development:

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

- 2. It can only be a replacement or minor extension of existing built facilities;
- 3. In addition to 1. or 2., it does not harm the character and openness of the open land.

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

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

The explanatory text is relevant to the SPD as set out below:

4.1.6 Other Open Land of Townscape Importance (OOLTI) can include public and private sports grounds, school playing fields, cemeteries, allotments, private gardens, areas of vegetation such as street verges and mature trees. The designated areas are shown on the Proposals Map but there will also be other areas which could be considered as being of local value to the area and townscape which merit protection.

4.1.7 In some parts of the borough, open areas, including larger blocks of back gardens, which are not extensive enough to be defined as green belt or metropolitan open land, act as

pockets of greenery of local rather than London-wide significance. Many of these are of townscape importance, contributing to the local character and are valued by residents as open spaces in the built up area. Policy DM HO 2 'Infill Development' and Policy DM HO 3 'Backland Development' also recognise the importance of gardens, which will be considered as greenfield sites. Green oases are particularly important and will be protected in areas of high density development and town centres.

4.1.8 OOLTI should be predominantly open or natural in character. The following criteria are taken into account in defining OOLTI:

- Contribution to the local character and/or street scene, by virtue of its size, position and quality.
- Value to local people for its presence and openness.
- Immediate or longer views into and out of the site, including from surrounding properties.
- Value for biodiversity and nature conservation.
- Note that the criteria are qualitative and not all need to be met.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 14.

Policy DM OS 4 Historic Parks, Gardens and Landscapes

Parks and gardens as well as landscapes of special historic interest included in the Register compiled by English Heritage and other historic parks, gardens and landscapes referred to in para 4.1.11 below, will be protected and enhanced. Proposals which have an adverse effect on the settings, views, and vistas to and from historic parks and gardens, will not be permitted.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

Policy DM HD 1 Conservation Areas – designation, protection and enhancement

The Council will continue to protect areas of special significance by designating Conservation Areas and extensions to existing Conservation Areas using the criteria as set out in PPS 5 and as advised by English Heritage.

The Council will prepare a Conservation Area Appraisal and Management Plan for each Conservation area, these will be used as a basis when determining proposals within or where it would affect the setting of, Conservation Areas together with other policy guidance.

Buildings or parts of buildings, street furniture, trees and other features which make a positive contribution to the character, appearance or significance of the area should be retained. New development

(or redevelopment) or other proposals should conserve and enhance the character and appearance of the area.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

Policy DM HD 2 Conservation of Listed Buildings and Scheduled Ancient Monuments

The Council will require the preservation of Listed Buildings of special architectural or historic interest and Ancient Monuments and seek to ensure that they are kept in a good state of repair by the following means:

1. consent would only be granted for the demolition of Grade II Listed Buildings in exceptional circumstances and for Grade II* and Grade I Listed Buildings in wholly exceptional circumstances following a thorough assessment of their significance;
2. retention of the original use for which the listed building was built is preferred. Other uses will only be considered where the change of use can be justified, and where it can be proven that the original use cannot be sustained;
3. alterations and extensions including partial demolitions should be based on an accurate understanding of the significance of the asset including the structure, and respect the architectural character, historic fabric and detailing of the original building. With alterations, the Council will normally insist on the retention of the original structure, features, material and plan form or features that contribute

to the significance of the asset. With repairs, the Council will expect retention and repair, rather than replacement of the structure, features, and materials of the building which contribute to its architectural and historic interest; and will require the use of appropriate traditional materials and techniques;

4. using its legal powers to take steps to secure the repair of Listed Buildings, where appropriate;
5. protecting the setting of Ancient Monuments and Listed Buildings where proposals could have an impact;
6. taking a practical approach towards the alteration of Listed Buildings to comply with the Disability Discrimination Act 2005 and subsequent amendments, provided that the building's special interest is not harmed, using English Heritage advice as a basis.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

Policy DM HD 3 Buildings of Townscape Merit

The Council will seek to ensure and encourage the preservation and enhancement of Buildings of Townscape Merit and will use its powers where possible to protect their significance, character and setting, by the following means:

1. consent will not normally be granted for the demolition of Buildings of Townscape Merit;

2. alterations and extensions should be based on an accurate understanding of the significance of the asset including the structure, and respect the architectural character, and detailing of the original building. The structure, features, and materials of the building which contribute to its architectural and historic interest should be retained or restored with appropriate traditional materials and techniques;
3. any proposals should protect and enhance the setting of Buildings of Townscape Merit;
4. taking a practical approach towards the alteration of Buildings of Townscape Merit to comply with the Disability Discrimination Act 2005 and subsequent amendments, provided that the building's special interest is not harmed, using English Heritage advice as a basis.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 4.

Policy DM HD 7 Views and Vistas

The Council will seek to protect the quality of views indicated on the Proposals Map. It will also seek opportunities to create attractive new views and vistas and, where appropriate, improve any that have been obscured.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 5.

Policy DM HO 1 Existing Housing (including conversions, reversions, and non self-contained accommodation)

Existing housing should be retained. Redevelopment of existing housing should normally only take place where:

1. it has first been demonstrated that the existing housing is incapable of improvement or conversion to a satisfactory standard to provide an equivalent scheme; and if this is the case:
2. the proposal improves the long-term sustainability of buildings on the site; and
3. the proposal does not have an adverse impact on local character; and
4. the proposal provides a reasonable standard of accommodation, including accessible design, as set out in Policy DM HO 4 'Housing Mix and Standards' and other policies.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 38.

Policy DM HO 2 Infill Development

All infill development must reflect the character of the surrounding area and protect the amenity of neighbours. In considering applications for infill development the following factors will be taken into account:

1. Plot width - plots must be of sufficient width to allow a dwelling(s) to be sited

- with adequate separation between dwellings;
2. Spacing between dwelling - new dwellings must have similar spacing between buildings to any established spacing in the street;
3. Height - dwelling height should reflect the height of existing buildings;
4. Materials - where materials on existing dwellings are similar, new dwellings should reflect those materials;
5. Architectural details - new dwellings should incorporate or reflect traditional architectural features;
6. Trees, shrubs and wildlife habitats- features important to character, appearance or wildlife must be retained or re-provided;
7. Impact on neighbours - including loss of privacy to homes or gardens.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 39.

Policy DM HO 3 Backland Development

There will be a presumption against loss of back gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases where it is considered that a limited scale of backland development may be acceptable it should not have a significantly adverse impact upon the following:

1. Garden land – rear garden land which contributes either individually or as part of a larger swathe of green space to amenity of residents or provides wildlife habitats must be retained;
2. Impact on neighbours – privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
3. Vehicular access or car parking – these must not have an adverse impact on neighbours in terms of visual impact, noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
4. Mass and scale of development on backland sites must be more intimate in scale and lower than frontage properties;
5. Trees, shrubs and wildlife habitats– features important to character, appearance or wildlife must be retained or re-provided.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 39.

Policy DM TP 8 Off Street Parking - Retention and New Provision

Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.

A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on street parking.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 45.

Policy DM TP 9 Forecourt Parking

The parking of vehicles in existing front gardens will be discouraged, especially where

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation; or,
- where such parking would detract from the streetscape or setting of the property; or,
- where the use of the access would create a road or pedestrian safety problem; or
- where the width of the proposed entrance will be greater than the width of a normal driveway.

For any proposal the area of impermeable paving should be minimised and soft landscaping maximised.

The Council will seek to restrict permitted development rights for forecourt parking through Article 4 directions, where important townscape or surface water flooding issues exist. The Council will have regard to the impact of forecourt parking in considering proposals to extend or convert existing residential property.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 45.

Policy DM DC 1 Design Quality

New development must be of a high architectural and urban design quality based on sustainable design principles.

Development must be inclusive, respect local character including the nature of a particular road, and connect with, and contribute positively, to its surroundings based on a thorough understanding of the site and its context.

In assessing the design quality of a proposal the Council will have regard to the following:

- compatibility with local character including relationship to existing townscape and
- frontages, scale, height, massing, proportions and form
- sustainable development and adaptability, subject to aesthetic considerations

- layout and access
- space between buildings and relationship to the public realm
- detailing and materials

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

Policy DM DC 7 Shop fronts and shop signs

The Council will resist the removal of shop fronts of architectural or historic interest.

The Council will expect proposals for new shop fronts or alterations to existing shop fronts to demonstrate a high quality of design, which complements the original design, proportions, materials and detailing of the shop front, surrounding streetscene and the building of which it forms part.

Blinds, canopies or shutters where acceptable in principle must be appropriate to the character of the shop-front and its setting; external security grilles will not normally be permitted; in sensitive areas, rigid and gloss finish blinds will generally be unacceptable;

Signage and illumination to shop fronts must demonstrate a high quality of design, which complements the character and materials of the shop front and surrounding streetscene, and does not compromise public safety. Large illuminated fascias will not normally be permitted, even if these are in the "house style" of a particular store.

New shop fronts must be designed to allow equal access for all users, and can incorporate flood protection measures where appropriate. Proposals should take account of the Councils SPD on Shop fronts and Shop Signs.

The Council will welcome proposals from groups of shops to add character to the street scene by the use of harmonious high quality design, colours and materials for their shop fronts.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

Policy DM OS 13 Moorings and Floating Structures

Existing houseboats, moorings and other floating structures are an established part of the river scene and will be protected. The River Thames is designated Metropolitan Open Land and the character and openness of the River Thames will be safeguarded from inappropriate uses.

Proposals for new houseboats including extensions to existing houseboats, moorings and other floating structures will only be permitted if they are appropriate developments compliant with Metropolitan Open Land policy. There may be exceptional cases where development is acceptable but only:

1. if it does not harm the character, openness and views of the river, by virtue of its design and height;

2. if the proposed use is river-dependent;
3. if it is a replacement of existing facilities;
4. if there is no interference with the recreational use of the river, riverside and navigation;
5. if there is adequate provision of land based infrastructure and support facilities; and
6. if the proposal is of wider benefits to the community.

Within the Pre-publication Local Plan the equivalent policy is LP 19

Policy LP 16 Trees and Landscape

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

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

Trees

1. resist the loss of trees unless the tree is dead, dying or dangerous; or the tree is causing significant damage to adjacent structures; or the tree has little or no amenity value; or felling is for reasons of

good arboricultural practice;

2. resist development which results in the damage or loss of trees that are considered to be of townscape or amenity value; the Council will require that site design or layout ensures a harmonious relationship between trees and their surroundings and will resist development which will be likely to result in pressure to significantly prune or remove trees;

3. require, where practicable, an appropriate replacement for any tree that is felled; a financial contribution to the provision for an off-site tree in line with the monetary value of the existing tree to be felled will be required in line with the 'Capital Asset Value for Amenity Trees' (CAVAT);

4. require new trees to be of a suitable species for the location in terms of height and root spread; the use of native species is encouraged where appropriate;

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

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

Landscape

1. require the retention of important existing landscape features where practicable;

2. require landscape design and materials to be of high quality and compatible with the surrounding landscape and character; and

3. encourage planting, including new trees, shrubs and other significant vegetation where appropriate.

The emerging Local Plan contains the following Policy, LPI 6, on Trees and Landscape

Other relevant policies

Policy DM OS 2 Metropolitan Open Land

The borough's Metropolitan Open Land will be protected and retained in predominately open use. Appropriate uses include public and private open spaces and playing fields, open recreation and sport, biodiversity including rivers and bodies of water and open community uses including allotments and cemeteries.

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

1. Does not harm the character and openness of the metropolitan open land; and
2. Is linked to the functional use of the

Metropolitan Open Land or supports outdoor open space uses; or

3. Is for essential utility infrastructure and facilities, for which it needs to be demonstrated that no alternative locations are available and that they do not have any adverse impacts on the character and openness of the metropolitan open land.

Improvement and enhancement of the openness and character of the Metropolitan Open Land and measures to reduce visual impacts will be encouraged where appropriate.

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

Within the Pre-publication Local Plan the equivalent policy is Policy LP 13.

Policy DM OS 11 Thames Policy Area

The special character of the Thames Policy Area (TPA), as identified on the Proposals Map, will be protected and enhanced by:

1. ensuring development protects the individuality and character, including the views and vistas, of the river and the identified individual reaches;
2. discouraging land infill and development which encroaches into the river and its foreshore other than in exceptional

circumstances, which may include where necessary for the construction of river dependent structures such as bridges, tunnels, jetties, piers, slipways etc.;

3. ensuring development establishes a relationship with the river and takes full advantage of its location, addressing the river as a frontage, opening up views and access to it and taking account of the changed perspective with tides;
4. encouraging development which includes a mixture of uses, including uses which enable the public to enjoy the riverside, especially at ground level in buildings fronting the river;
5. protecting and promoting the history and heritage of the river, including landscape features, historic buildings, important structures and archaeological resources associated with the river and ensuring new development incorporates existing features;
6. protecting and improving existing access points to the River Thames, its foreshore and Thames Path, including paths, cycle routes, facilities for launching boats, slipways, stairs etc. and encouraging opening up existing access points to the public, both for pedestrians and boats;
7. requiring public access as part of new developments alongside and to the River Thames, including for pedestrians, boats and cyclists, where appropriate;
8. increasing access to and awareness of the

river including from the town centres.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 18.

Policy DM TP 6 Walking and the Pedestrian Environment

To protect, maintain and improve the pedestrian environment, the Council will ensure that:-

1. New development and schemes protect, maintain and, where appropriate, improve the existing pedestrian infrastructure, including the Rights of Way network.
2. New development does not adversely impact on the pedestrian environment and provides appropriate pedestrian access (see Policy DM TP 3 'Enhancing Transport Links').
3. New development and schemes improve the safety and security of the pedestrian environment where appropriate.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 44.

Policy DM TP 7 Cycling

To maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities, see Policy DM TP 3 'Enhancing Transport Links' and Policy DM TP 8 'Off Street Parking -

Retention and New Provision'.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 44.

Relevant SPDs/SPGs

- Design Quality SPD Adopted Feb 2006 www.richmond.gov.uk/spd_design_quality_doc_lowres-2.pdf
- Front Gardens and other Off-street Parking Standards SPD Sept 2006 www.richmond.gov.uk/spg_supplementary_planning_guidance_draft_approved.pdf
- Residential Development Standards March 2010 www.richmond.gov.uk/spd_residential_development_standards_2010_final_version_30_11_10.pdf
- Shopfronts SPD March 2010 www.richmond.gov.uk/cg_shopfronts_cal_lr.pdf
- Small and Medium Housing Sites SPD Feb 2006 www.richmond.gov.uk/spd_small_and_medium_housing_sites.pdf
- Design Guidelines Leaflets 3 and 4: House Extensions and External Alterations. Adopted Sept 2002. Reformatted with minor updates July 2005. Based on UDP policies www.richmond.gov.uk/a4_houseext_design_web_adpt-2.pdf
- Design Guidelines leaflet 11: Shopfront Security. First published 1997 and Reformatted with minor updates July 2005. Based on UDP policies www.richmond.gov.uk/shopsfront_security.pdf

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

Thames Landscape Strategy (2012 refresh). This can be viewed at www.thameslandscape-strategy.org.uk

The Council's policy on tree management is set out at: www.richmond.gov.uk/tree_policy.pdf