STRAWBERRY HILL
Village Planning Guidance

LONDON BOROUGH OF
RICHMOND UPON THAMES

Contents

1. Introduction

The purpose of this Village Planning Guidance Supplementary Planning Document (SPD) is primarily to establish a vision and aims for planning policy for Strawberry Hill village. It will assist in defining, maintaining and enhancing the character of Strawberry Hill, and provide guidance in this regard. The SPD forms part of the wider Village Plan.

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 main part of this SPD is a series of character area assessments for the different areas of Strawberry Hill. The 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.

Strawberry Hill Village Planning Guidance SPD area

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 given an opportunity for local residents, businesses and stakeholders to be genuinely involved in defining the important features, as well as the opportunities and threats, that define their local area.

The community has been involved so far through:

- 'Drop in' session - a drop in event was held in Strawberry Hill village at the Emmanuel Centre on Saturday 25th February 2017. Questionnaires were available for completion.

- A community walkabout was held on Sunday 26th February 2017.

- Online consultation and questionnaire from 23rd February 2017 and 31st March 2017 (informal consultation).

- Focus group sessions with members of the Fieldend Residents Association and a LGBT focus group.

- Strawberry Hill Leader's Question Time.

- Feedback at the Youth Crime Conference.

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 works 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 which can be used to guide new development. It 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.

Strawberry Hill House

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 (revised in 2015) 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 to or link to the Thames. The River Thames section of Strawberry Hill 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 will form part of the planning policy framework upon adoption 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 has progressed its Local Plan and in December 2016 approved the "Publication" version of the new Local Plan. This is the version of the plan which the Council submitted to the Secretary of State for Examination in May 2017, following a 6 week period in early 2017 during which the public commented on the "soundness" of the plan. The Publication Local Plan takes into account responses made during public consultation in summer 2016. Throughout the rest of this document this is referred to as the "Local Plan".

The Local Plan has now reached a stage where it is given considerable weight in the decision making process, and is used in determining

planning applications. It is expected that the Local Plan will be adopted in spring 2018, at which point it will supersede all existing policies in the Core Strategy and Development Management Plan.

Alongside existing adopted planning policies, suitable references have been made to the equivalent policies in the 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 LBRuT Local Plan (2017).

This SPD relates to a considerable number of higher policies, notably:

Policy LP 1: Local Character and Design Quality

The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.

Shop fronts

The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts,

including signage and illumination, should complement the proportions, character, materials and detailing, 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 shopfront and its context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In sensitive areas, rigid and gloss finish blinds will generally be unacceptable.

Advertisements and hoardings

The Council will exercise strict control over the design and siting of advertisements and hoardings to ensure the character of individual buildings and streets are not materially harmed, having regard to the interests of amenity and public safety (including highway safety).

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1 and Policy DC7.

Policy LP 25: Development in Centres

Development in the borough's centres, as defined in the centre hierarchy, will be acceptable if it:

1. Is in keeping with the centre's role and function within the hierarchy and is of a scale appropriate to the size of the centre (also see the Spatial Strategy of this Plan).

2. Is in an appropriate location.

3. Does not adversely impact on the vitality and viability of the centre in which the

development is proposed, or another centre. When assessing proposals for development outside of existing centres, applicants will have to comply with the requirements of national policy and guidance in relation to impact assessments. For retail developments, including extensions of over 500sqm gross, the Council will require a Retail Impact Assessment.

4. Optimises the potential of sites by contributing towards a suitable mix of uses that enhance the vitality an viability of the centre.

    The full policy is set out in Appendix I. Within the existing Core Strategy (2009) the equivalent policies is Policy CP8.

Policy LP 18: River corridors

Development adjacent to the river corridors will be expected to contribute to improvements and enhancements to the river environment.

Thames Policy Area

Developments alongside and adjacent to the River Thames should ensure that they establish a relationship with the river, maximise the benefits of its setting in terms of views and vistas, and incorporate uses that enable local communities and the public to enjoy the riverside, especially at ground level in buildings fronting the river.

River Thames public riverside walk

All development proposals adjoining the River Thames are required to provide a public riverside walk, including for pedestrians and cyclists, which will contribute to the overarching aim of providing a continuous publicly accessible riverside walk.

Riverside uses, including river-dependent and river-related uses

The Council will resist the loss of existing river-dependent and river-related uses that contribute to the special character of the River Thames, including river-related industry (B2) and locally important wharves, boat building sheds and boatyards and other riverside facilities such as slipways, docks, jetties, piers and stairs.

The full policy is set out in Appendix I.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP11 and in the Development Management Plan (2011) the equivalent policy is Policy DM OS 11.

Policy LP 3: Designated Heritage Assets

The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to the historic environment of the Borough.

The full policy is set out in Appendix I.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM OS 1, Policy DM HD 1 and Policy DM HD 2.

Policy LP 4: Non-Designated Heritage Assets

The Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit, memorials, particularly war memorials, and other local historic features.

There will be a presumption against the demolition of Buildings of Townscape Merit.

The full policy is set out in Appendix I.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM HD 3.

Policy LP 45: Parking Standards and Servicing

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. For example, this will be achieved by:

Resisting the provision of front garden car parking unless it can be demonstrated that:

a. There would be no material impact on road or pedestrian safety;

b. There would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and

c. The existing on street demand is less than available capacity.

The full policy is set out in Appendix I.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM TP 9. 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 planning policy aims which have been established for Strawberry Hill which seek to achieve the following:

* Protect and enhance local shopping at Strawberry Hill Station.

* Ensure that local features and character especially for historic buildings are retained and enhanced particularly in the conservation areas at Mallard Place, Strawberry Vale, Strawberry Hill Road, Waldegrave Park and Fieldend.

* Protect existing public open space.

* Secure additional tree planting in areas of deficiency such as around Bonser Road.

* Prevent any increase in unsightly car parking in front gardens where possible through planning powers and through publicising design guidance.

* Ensure that new development is appropriate in terms of scale and materials with priority to traditional design and including sufficient car parking.

* Reduce the impact of through traffic and congestion.

* Ensure that grass verges, street trees and other vegetation are retained and that front garden parking is limited.

3. Spatial Context

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

Facilities in Strawberry Hill

- The main focus for local shops is around Strawberry Hill station on Wellesley Road and Tower Road. In addition, central Twickenham offers a wide variety of shops and services for the residents of Strawberry Hill.

- Schools in the area include St. James Catholic Primary School and the Archdeacon Cambridge's Church of England Primary School. There are also several independent schools.

- The area is home to St. Mary's University.

- Healthcare facilities within the area are primarily local doctor and dentist surgeries. The nearest walk-in NHS health centre and hospital is just to the south of the area in Teddington.

- Radnor Gardens is the main public open space serving the area. It offers a riverside park, children's play area, bowling green and cafe. St. Mary's University has a wide range of sporting facilities which are used by local sports clubs. Strawberry Hill golf course is also within the area.

- Local churches in Strawberry Hill include the Church of St. James.

- The area is home to the world famous Strawberry Hill House.

Connectivity and accessibility

- Strawberry Hill station at the centre of Strawberry Hill village provides access to the mainline rail network.

- The key main roads serving the area are the A310 linking south to Kingston and north to central Twickenham, and the A311 Hampton Road running along the western edge of the area.

- Bus services are focused along these two main routes (routes 290, 267, 281 and R70 along Hampton Road and R68 along Cross Deep/ Strawberry Vale) with a further route running along Waldegrave Road (route 33).

- A path exists along the River Thames at Radnor Gardens, however much of the river edge in Strawberry Hill is inaccessible to the public.

- There are currently no dedicated cycling routes through Strawberry Hill. However, there are on-road Local Cycle Network routes along Cross Deep / Strawberry Vale.

Green Infrastructure

- Radnor Gardens forms the main public open space serving the area and also provides the main section of publicly accessible waterside along this stretch of the River Thames.

- The gardens of Strawberry Hill House are open 7 days a week and accessible free of charge, and form an important green lung in the heart of the area.

- Play areas are located at Radnor Gardens, Wellesley Road and Stanley Road.

- St. Mary's University Grounds represent a large green space in the area.

- The green corridor along the rail line provides a wildlife corridor, linking a range of spaces including Strawberry Hill golf course and Heath Gardens allotments.

- Strawberry Woods is a newly created natural woodland play area.

Historic assets

- There are several listed buildings / structures in the area - Strawberry Hill House, St. Mary's University Chapel, the underground passage at Radnor Lodge, and the 'Chapel in the Wood'. Strawberry Hill House is internationally famous as Britain's finest example of Georgian Gothic revival architecture. Its grounds are also designated as a Historic Park and Garden.

- A significant number of other buildings are designated as buildings of townscape merit reflecting the history and character of the area.

Connectivity and accessibility in Strawberry Hill
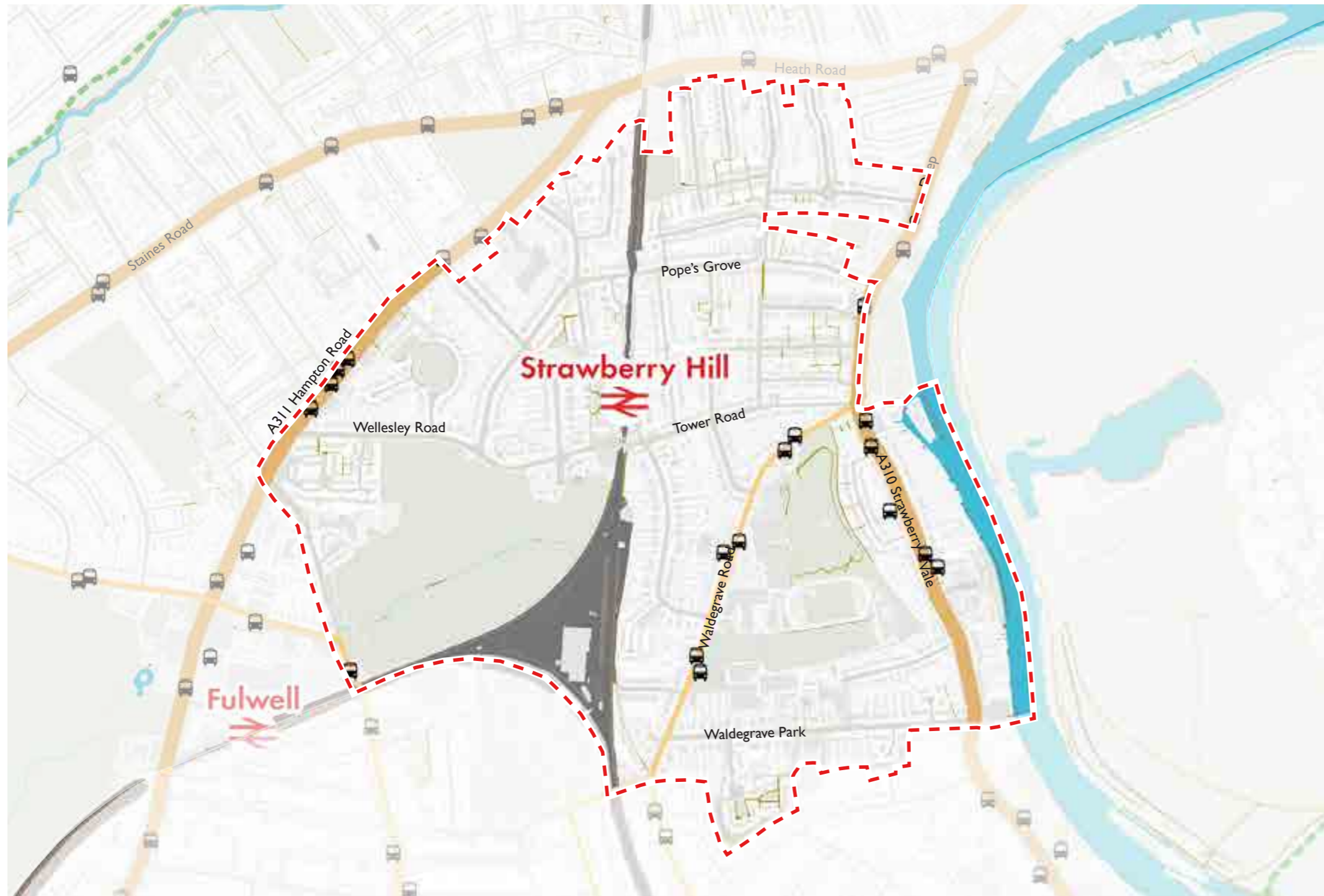
Plan showing the connectivity and accessibility in Strawberry Hill

KEY

- ⬚ SPD boundary
- ⇌ Rail station
- 🚏 Bus stop
- --- Dedicated cycle route
- — Main road
- — Local road
- — Minor road
- ▪▪▪ London Loop walking route

Facilities in Strawberry Hill
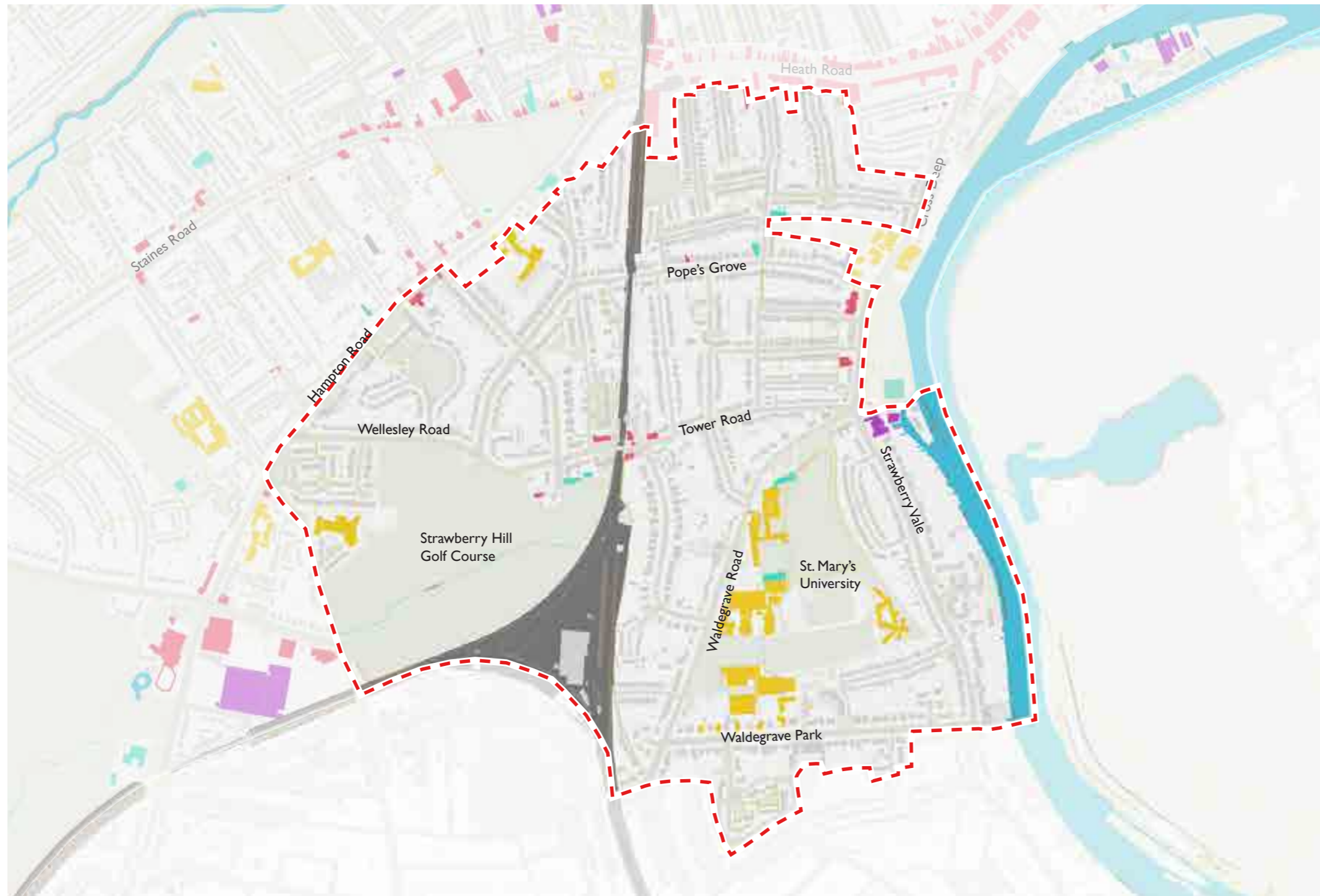
Plan showing the local facilities in Strawberry Hill

KEY

- ▪▪▪ SPD boundary
- Local shops, facilities, restaurants, bars and cafes
- Community, leisure, culture and tourism
- Education
- Employment
- Healthcare

Green Infrastructure in Strawberry Hill

Plan showing the green infrastructure in Strawberry Hill
The definitive boundaries in relation to the designations shown can be viewed on the Council's Proposals Map. The areas are correct at the time of publication.

KEY

- - - SPD boundary

☐ Other Site of Nature Importance

☐ Other Open Land of Townscape Importance

☐ Historic Parks and Gardens

☐ Metropolitan Open Land

▲ Landmark

Historic Assets in Strawberry Hill

Plan showing the historic assets in Strawberry Hill
Note that Archaeological Priority Areas are recorded on the Council's Archaeological Constraints Map.
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 publishing this document. For the most up to date information please see the Council's website.

KEY

- - - SPD boundary
Listed building
Building of Townscape Merit
Conservation Area
Historic Parks and Gardens

4. Vision for Strawberry Hill

5. Objectives

The Vision for Strawberry Hill is that it will continue to be a safe and attractive residential area. The local centre and railway station will be enhanced to create a real 'heart' to the area, whilst its valued open spaces will provide opportunities for all ages. Parking will be managed to support the community and its facilities and to create a safer place for people to walk and cycle. St Mary's University and Strawberry Hill House will bring benefits to the local community and disadvantages will be minimised.

The Strawberry Hill 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 other public realm decisions.

Local Policy Context - to identify those statutory Local Plan policies which are essential to addressing local issues. (See paragraph 2.3 above and Appendix 1)

Strawberry Hill is a leafy residential area with a mix of large older homes and twentieth century infill houses and flats with local shops close to the station.

The area is dominated by Strawberry Hill House and the related open spaces. The River Thames and Radnor Gardens, which is an attractive riverside open space, lie to the east of the area.

St Mary's University College is a major institution at the heart of the area.

The vision is that Strawberry Hill will continue to be an attractive residential area. The local centre and the open spaces will be celebrated and enhanced.

The area around the station will be improved to create a 'heart' to Strawberry Hill and the impact of through traffic will be reduced where possible. The public realm in and around the station and the local centre will be enhanced to prioritise pedestrians and support the success of the centre and its role in the community.

Parking will be managed to balance the needs of residents and visitors, to allow residents to access local facilities and enjoy nearby open areas and the riverside. Cycling and walking will be encouraged, with the safety and attractiveness of routes improved and new cycle parking facilities provided at key points.

6. Character Area Assessments

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

The character area assessments sub-divide the village 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 designated 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

Photographs from around Strawberry Hill

Character Area plan

Character Areas

Character Area 1: South of the Green
Character Area 2: Shaftesbury Way and surrounds
Character Area 3: Wellesley
Conservation Area 4: Pope's Avenue
Character Area 5: Bonser Road and surrounds
Conservation Area 6: Strawberry Hill Road
Character Area 7: Heath Road south
Character Area 8: Michelham Gardens
Character Area 9: St. Mary's University and surrounds
Conservation Area 10: Waldegrave Park
Character Area 11: Clavering Close and surrounds
Conservation Area 12: Fieldend
Conservation Area 13: Mallard Place
Conservation Area 14: Strawberry Vale

Character area 1:
South of the Green

Character Summary

This area is to the south of Twickenham Green Conservation Area and encompasses Vicarage Road, the northern end of Pope's Avenue, Grange Avenue, parts of Walpole Road, and the southern side of Hampton Road.

Originally developed in the early Victorian era, this area has seen significant redevelopment and now includes a variety of building types and styles. Walpole Road is a leafy tree-lined avenue dating to the late 19th century. Large semi-detached properties are set back behind front gardens, many of which are now used for off-street parking. The houses are of red brick laid in flemish-bond, with attractive turned wooden railings framing the porch entrance. The gables and prominent chimneys contribute to the uniformity of these Victorian houses.

The houses on Walpole Road contrast greatly with modern apartment blocks like Gifford Lodge on Pope's Avenue, replacing the original Gifford Lodge which was destroyed by a fire in 1963.[1] The block is three-storeys constructed in yellow brick and white render, with neoclassical detailing.

Houses at Vicarage Road, Grange Road and the northern end of Pope's Avenue are typically inter-war semi-detached pairs constructed in red brick and stucco, with hipped roofs, bow bay windows and gables with mock-tudorbethan detailing. The

houses step back from the road with car parking in front, enclosed by various boundary treatments, including hedges and low brick walls.

Kenliworth Court and Audley Court on Hampton Road are examples of inter-war housing, constructed in the 1930s, with a distinctive 'garden city' feel. The blocks are built in red brick laid in flemish-bond with a distinctive red brick band running across the middle, arranged around a central green space. They are set back from the road and enclosed by hedges and a low brick wall.

Carpenter's Court replaced the Carpenters Almshouses which had been built on land purchased in 1840 by The Carpenters Company, providing accommodation for ten people from the poorer members of the Company.[2] The Court was built in the 1950s and consists of 53 flats set within extensive grounds and hidden from the road by shrubbery and a high brick wall. The T-shaped block has a flat roof and consists of four-storeys of yellow brick with exterior entrances at each level accessed from balconies.

The area has maintained strong street patterns whilst the interior of blocks have been redeveloped, and many properties enjoy pleasant views north-west across Twickenham Green, particularly those along Vicarage Road. The majority of the area is residential, although there are a small number of shops and businesses fronting Hampton Road.

Dominant Materials and Features

Key features include red brick, London stock brick and render, flemish-bond brickwork, large mature street trees, front gardens, wooden railings, prominent chimneys.

Threats from Development

- Replacement of historic windows and doors with those of modern materials or designs that diverge from the original opening style and glazing type.

- Loss of front gardens for car parking.

Opportunities

- Improve the public realm, especially the footpaths.

- Encouraging the reinstatement of front gardens.

- Encouraging the reinstatement of original architectural details.

- Reinstatement of traditional shopfronts. Advice on replacing shopfronts is contained in the Council's 'Shopfronts' SPD (March 2010).

1912 Ordnance Survey

1973 photograph of 22-24 Walpole Road

1 http://www.twickenham-museum.org.uk/detail.php?aid=388&cid=40&ctid=4

2 http://www.jakthehat.com/CCRA/Background.html
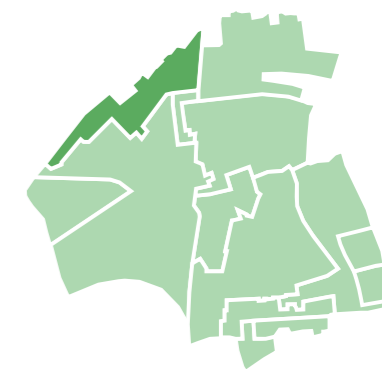
Carpenters Court

View north along Pope's Avenue

Gifford Lodge

Popes Court

View from the south towards the Green

Walpole Road
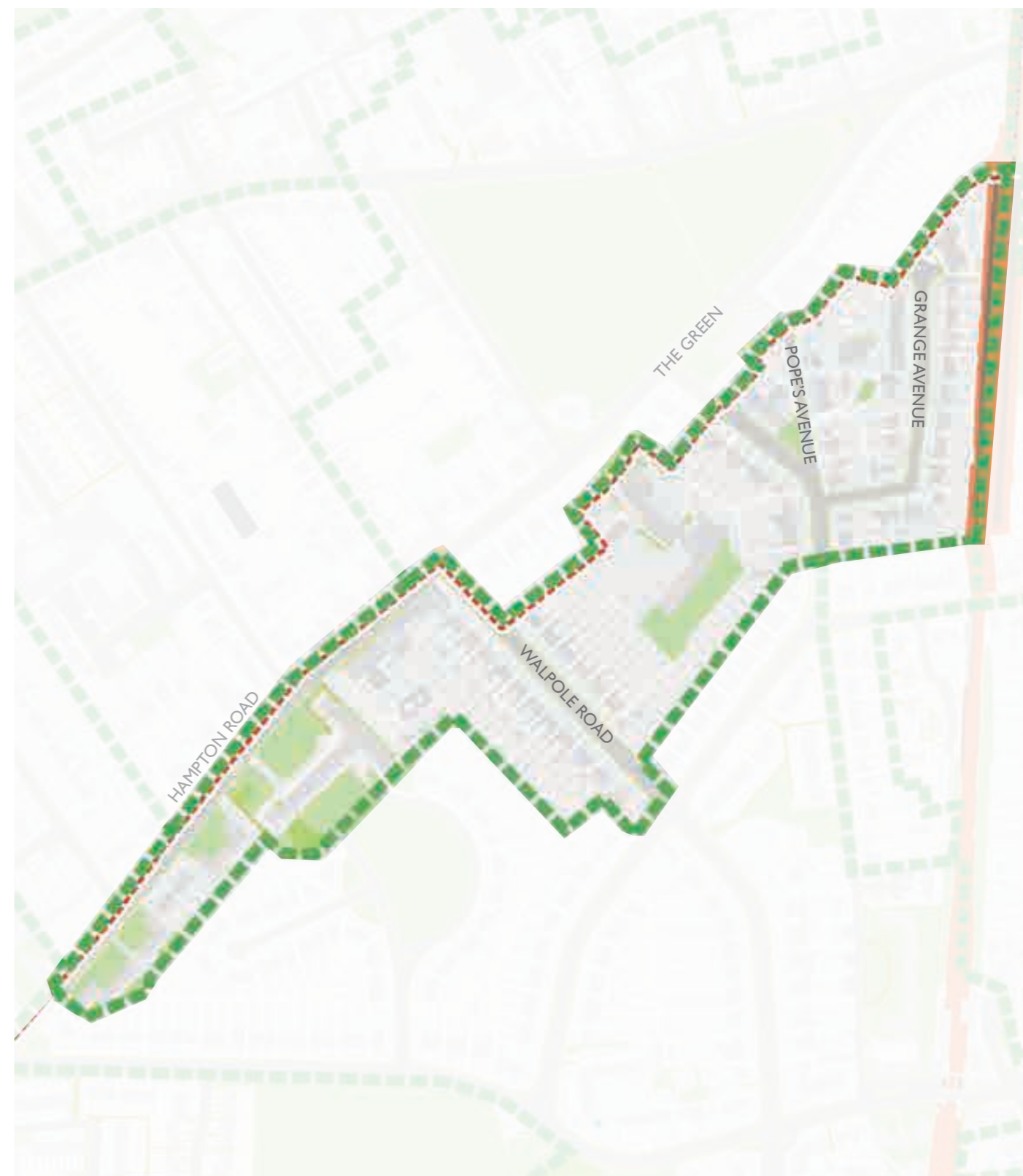
Character area boundary

Character area 2:
Shaftesbury Way and surrounds

Character Summary

The character area is bounded by Hampton Road, with Stanley Road to the west, and Wellesley Road to the north with Strawberry Hill golf course forming its eastern edge.

The area was formerly home to Wellesley House, which was built c.1850, and later became the Metropolitan & City Police Orphanage in 1874. [1] Between 1937 and 1971, the site was occupied by Fortescue House School, and many boys from the Police Orphanage stayed on and joined the pupils from Fortescue House. The main buildings were demolished and the land redeveloped with housing in 1971, known as Fortescue Park. [2]

Fortescue Park includes Shaftesbury Way, and is a residential cul-de-sac of three-storey townhouses, dating from the 1970s and accessed from Wellesley Road. It is enclosed and intimate, fostering a sense of community with bespoke three-storey town houses. The townhouses are laid in simple dark brick or yellow brick, contrasting with white windows and mouldings. Casement windows imitate sash windows, and curved door canopies are an interesting feature. The properties are accessed via exterior steps above garages and a plain brick parapet conceals a low pitched roof. Colourfully painted doors, large trees and extensive landscaping contribute to a pleasant street-scene.

On the former site of Fortescue House Schools is also St. James Catholic Primary School and grounds, a modern new school development with distinctive curved forms. A pavilion is located to the south, and the grounds are enclosed from Wellesley Road by a high green fence. On the eastern edge is Wellesley Road play area, open to the public.

The aptly named Golf Side is a small estate located on the north-western side of Strawberry Hill Golf Course. It is comprised of three and four-storey blocks of flats and town houses, built in the 1970s.

Dominant Materials and Features

Key features are casement windows imitating sash windows, distinctive curved door canopies, flat roofs, large trees and planting, dark brick, white windows and mouldings, extensive grounds.

Threats from Development

- Loss of street trees.

Opportunities

- Selective tree and shrub planting to improve visual amenity and biodiversity, especially along the boundary of the playing fields.

1 http://www.childrenshomes.org.uk/TwickenhamPolice/
2 http://www.twickenham-museum.org.uk/school-details.php?school-id=2

1912 Ordnance Survey

1880s photograph showing the Metropolitan and City Police Orphanage, Hampton Road
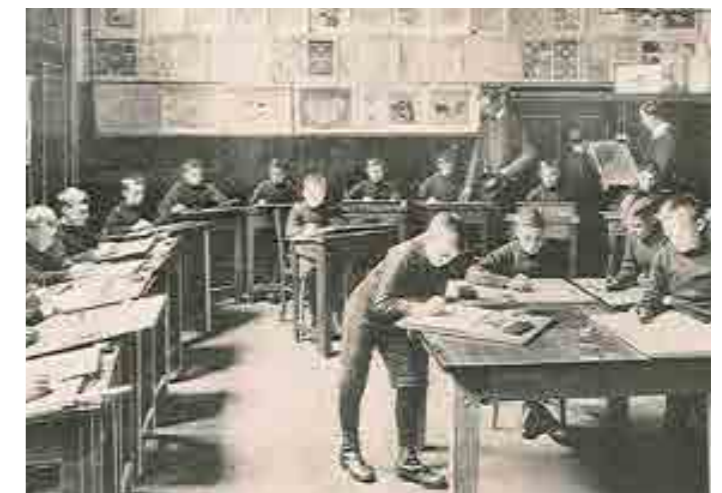
1880s photograph showing the Metropolitan and City Police Orphanage, Hampton Road
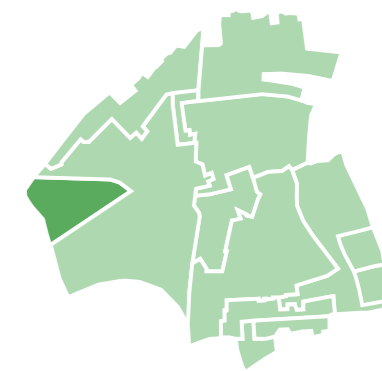
Shaftesbury Way

Golf Side

Back of Fortescue Park

Fortescue Park

St James Catholic Primary School

Playing fields at St James Catholic Primary School

WELLESLEY ROAD

SHAFTESBURY WAY

HAMPTON ROAD

STANLEY ROAD

Character area boundary

Character area 3:
Wellesley

Character Summary

The area encompasses Strawberry Hill Golf Course, Wellesley Road, Wellesley Crescent, Spencer Road and Walpole Gardens. It also includes Strawberry Hill station and surrounds. The area has been divided into three sub-areas, summarised below.

Sub-areas

Residential areas

The residential area ranges from late Victorian to inter-war streets. Each street has a strong frontage but vary between Victorian terraces and villas, inter-war semi-detached and detached houses.

Wellesley Crescent fronts onto a green space and was built on the site of a former football ground, used by Twickenham football club in the early 1900s, made up of players from a number of public schools and locals.[1] The stadium had been constructed on a remaining piece of Twickenham Common, but moved in the early 1930s. The Crescent was laid out c1935 and is characterised by its enclosed curved shape. The properties are semi-detached pairs of houses with deep roofs, constructed in brick with stucco render and paired back tudorbethan features.

Walpole Gardens was laid out in the late 19th century and is characteristic of traditional Victorian housing. The north-western strip of terraced housing along Spencer Road was laid out in the early 1900s.

Thurnby Court and Wellesley Court were constructed in c1950s. Wellesley Court is an impressive symmetrical block of flats, set back

behind a neat green hedge and landscaped green space. The buildings are characterised by white render, hipped roofs and bright blue shutters. Two archways connect the blocks and form the access through to the landscaped gardens to the rear.

Dominant Materials and Features

Key features are red brick, white render, London stock brick, red tiling and stucco, blue shutters, hipped roofs.

Strawberry Hill Golf Course

Strawberry Hill Golf Course comprises 27 acres of open grassland and trees with a 9-hole course, and opened in 1902. It remains largely unchanged except a new clubhouse which opened in 1983.[2] The club is well hidden from the road by shrubbery and large trees. It is enclosed by playing fields and Stanley Road to the west and railway sidings that form its southern and eastern edge.

Dominant Materials and Features

Key features are grassland, mature trees and water features.

Strawberry Hill Station and surrounds

The sub-area is centred around Strawberry Hill station and the parade of shops and houses along Wellesley Road and Tower Road. The area forms the local centre of Strawberry Hill. A post-office, bakery, newsagents and beauty salon front Tower Road and provide amenities for local residents. A level crossing forms the intersection between Tower Road and Wellesley Road, allowing trains

to pass through. The station opened in 1873, running on the Kingston Loop, and the booking office and platform canopies were modernised in 1935.

Modern development with retail at ground and residential above characterise the buildings around the station, although the original Victorian post office building, and station buildings still exist.

Dominant Materials and Features

Key features are red brick, tudorbethan features, canopies, mature trees, hipped roofs, casement windows, white render, gables, picket fencing.

Threats from Development

- Loss of street trees.
- Closure of shops, specifically around Strawberry Hill station.

Opportunities

The area around Strawberry Hill station currently suffers from a number of issues. On-street parking creates a congested and car dominated environment. Open space within this area is limited. Land owned by Network Rail has been allowed to deteriorate and a number of station buildings are lying empty. The pedestrian footbridge over the railway lies in close proximity to the road and is a dominant feature within the area. Signage to key destinations such as Strawberry Hill House, St Mary's University and Radnor Gardens is of a poor quality. There is a strong desire by the community of Strawberry Hill for these issues to be addressed and in doing so provide the context for creating a 'heart' to Strawberry Hill. This would be achieved through

1912 Ordnance Survey

1905 photograph taken along Tower Road of the post office, Strawberry Hill's first shop and still there today

a range of initiatives, which in combination would support this desire. Some initiatives will need the support and co-operation of other 'players' such as Network Rail. Consideration will need to be given to balancing any public realm and car parking management initiatives against the operational needs of the local businesses that are located in the area. In addition some would need to be tested from a highway and pedestrian safety perspective, and in respect of the safe operation of the rail network. Nevertheless it is

1 http://www.pitchero.com/clubs/twickenhamrfc/a/club-history-honours-38799.html

2 http://www.shgc.net/shgc/the-club/history.htm
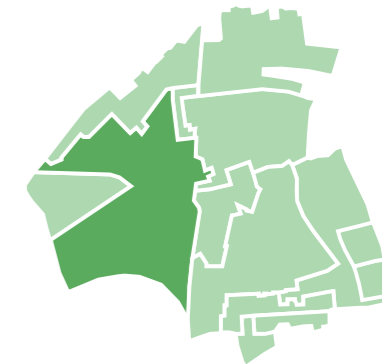
important to identify the opportunities that exist so that in the short, medium and long term these have a greater chance of being taken forward as and when circumstances and funding allow. The following initiatives would, in combination, contribute to creating this 'heart' for Strawberry Hill.

- Public realm improvements: potential to remove parking from outside the shops on Wellesley Road to provide outside seating to support the restaurant use, public seating, tree planting and soft landscaping; improved signage.

- Parking and Traffic within the control of the Council: raised and paved carriageway to delineated the area; potential to increase the carriage width to allow passing cars; provision of loading and dropping off points; metered parking to support short stay visits to local businesses; improved pavements with bollard perimeter.

- Network Rail Estate: land to the east of the railway station – raised and paved forecourt area to marry with the public highway works; metered parking provision; cycle storage; waiting area; loading and dropping off points; extending the width of the level crossing. Station buildings/structures: Using the Station House on the eastern platform for ticketing, toilets, waiting rooms and retail/food and drink concessions; provision of platform retail/ food and drink concessions in western platform buildings; provision of new platform canopies; provision of new footbridge set back from the street and provision of ramps up to the station platforms; removal of street frontage buildings to the western entrance.

Other opportunities

- Reinstatement of traditional shop-fronts. Advice on replacing shopfronts is contained in the Council's 'Shopfronts' SPD (March 2010).

- Explore with owners of private facilities with green space opportunities to increase public access and use.

- Increase planting along the boundary of Strawberry Hill Golf Club and Wellesley Road for enhanced biodiversity and visual amenity.

Looking west along Tower Road towards the station

Houses on north side of Wellesley Road

Character area boundary

Conservation area 4:
Pope's Avenue

Character Summary

This conservation area is to the south of Twickenham Green and to the north of Strawberry Hill Station, the railway line forming its western boundary. It includes houses on the eastern side of Pope's Avenue and on the north side of Pope's Grove. The area was designated in 1982.

Pope's Avenue is residential, characterised by villas built from the mid 19th century onwards. Initially, development centred around the junction of Pope's Avenue and Pope's Grove, but later spread south. The construction of Strawberry Hill Station in 1873 led to the rapid development of the surrounding area, changing the setting of the villas considerably.

The distinctive detached and semi-detached villas are set in substantial mature garden plots with well planted front gardens and consistent boundary walls to the street. The gaps between the buildings are an important characteristic of the conservation area. They are mostly two-storey properties, although some three-storey properties front Pope's Grove. These tend to be grander and more ornate, with moulded window surrounds, pilasters or quoins, and cornices. The variety of character along Pope's Avenue reflects the differences in early and later Victorian architecture and show the evolution of architectural taste in the 19th century,

Dominant Materials and Features

Key features are stucco or brick façades, slate roofs, cornices, pilasters or quoins, street trees and generous gardens.

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, clutter and poor quality of street furniture and flooring.

Opportunities

- Preserve or reinstate the architectural quality and unity.

- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.

- Coordinate colour and design of materials and features.

- Rationalise and improve the quality of street furniture and flooring.

Link to full Conservation Area Statement:
http://www.richmond.gov.uk/conarea40_a3_rgb.pdf

1864 Ordnance Survey
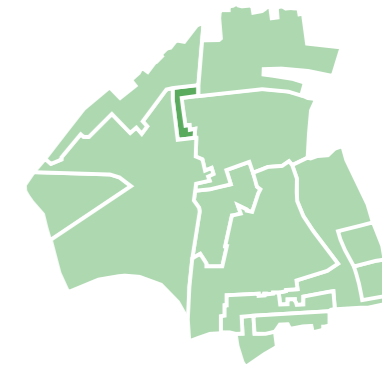
53-57 Pope's Avenue

11 Pope's Grove

7 Pope's Grove

5-7 Pope's Grove

Looking east along Pope's Grove

5 Pope's Grove

THE GREEN

POPE'S GROVE

SPENCER ROAD

POPE'S AVENUE

TOWER ROAD
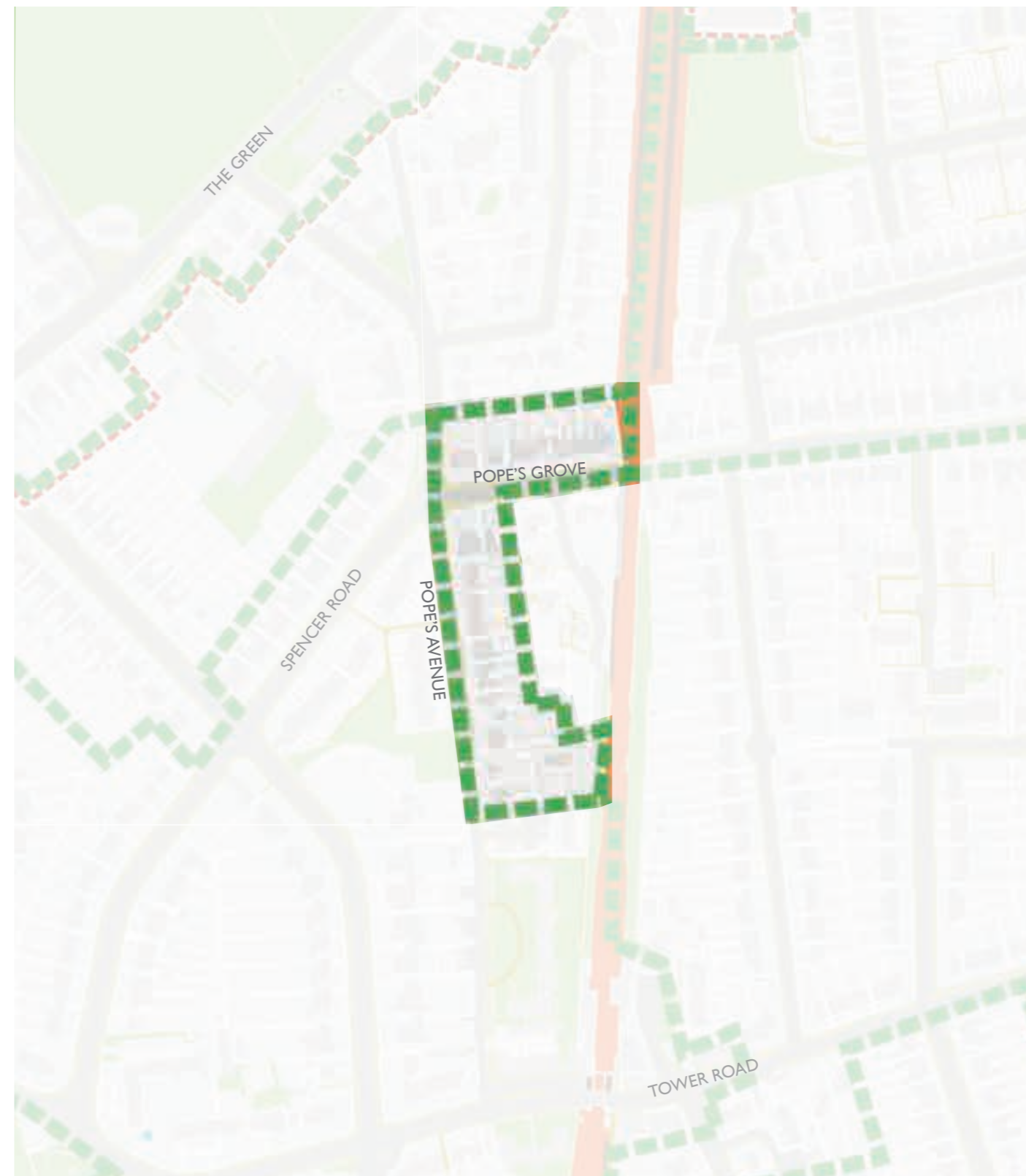
Conservation area boundary

Character area 5:
Bonser Road and surrounds

Character Summary

This character area takes in the central area of housing in Strawberry Hill south of Pope's Grove and east of the rail line. Pope's Grove was the earliest road laid out in the area, shown on Ordnance Survey maps in 1865. The rest of the land was farmland or extensive grounds belonging to Crossdeep House and Orchard Lodge. Radnor Road follows the line of a track shown on the 1865 map, perpendicular to Pope's Grove.

Cross Deep House was located at what is now the junction at Riverview Gardens and Cross Deep. The house was built in 1724 and demolished in 1906. By 1912, development to the east of the area was underway, and Holmes Road, Bonser Road and Riverview Gardens had been laid out with Edwardian terraces and semi-detached properties. The terraces on Bonser Road are of red brick laid in flemish-bond, with gables and box bay windows, tudorbethan features and small balconies with ornate railings. The properties are enclosed by small front gardens behind low brick walls and black railings.

Pairs of semi-detached houses front Holmes Road, similar to Bonser Road with their gables and bay windows, but distinctive for their tile porch canopies and ornate pilasters on either side of the sash windows. Pockets of infill development along the roads disrupt the uniformity of character.

Larger semi-detached properties are arranged along Orford Gardens, Waldegrave Gardens and Radnor Road. Prior to the development of this

area, the land was occupied as a football ground, which may have been used when the Twickenham Football Club were no longer allowed to use Twickenham Green for matches and training.[1]

These larger pairs of semi-detached houses are mainly from the inter-war period. The properties are set back from the road with varied boundary treatments, including low brick walls and hedges; most front gardens have been lost to off-street parking. The properties tend to be characterised by deep roofs, constructed in brick with stucco render and paired back tudorbethan features.

The 1959 Ordnance Survey shows allotment gardens located between Orford Gardens and Radnor Road, with Waldegrave Gardens extending through the middle to Pope's Grove. This was later to be replaced by Abbottsmede Close in the 1960s, which consists of short red brick terraces with machine made pantiles and casement windows. The properties step back from the road at varying lengths, with garages, forecourt parking and short lawns adjacent.

Alexander Close was laid out around the 1960s and is comprised of three-storey blocks of flats set within landscaped gardens with large mature trees, lawns and hedges, which also frame the entrance to the Close. The blocks have a simple architectural design constructed in red brick with flat roofs and casement windows.

Streets in the area are predominantly rectilinear and the larger street blocks include large rear gardens.

1 http://www.pitchero.com/clubs/twickenhamrfc/a/club-history-honours-38799.html

Dominant Materials and Features

Key features are red and brown brick, single/double height bay windows, slate roofs, street and garden trees, white render, grass verges, mock Tudor decoration and random rubble boundary walls on corners, low brick walls and railings.

Threats from Development

- Loss of front gardens and rear gardens.
- Removal of street trees.
- Loss of architectural detail.

Opportunities

- Encourage the reinstatement of architectural features.
- Selective tree planting.

1864 Ordnance Survey
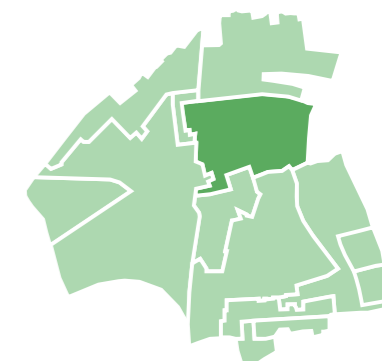
Holmes Road looking west

Pope's Grove at junction with Cross Deep

Bonser Road

Cross Deep west side

Alexander Close

Radnor Road footpath looking north

POPE'S GROVE

HOLMES ROAD

ORFORD GARDENS

RADNOR ROAD

BONSER ROAD

CROSS DEEP

RIVERVIEW GARDENS

TOWER ROAD

STRAWBERRY HILL STATION
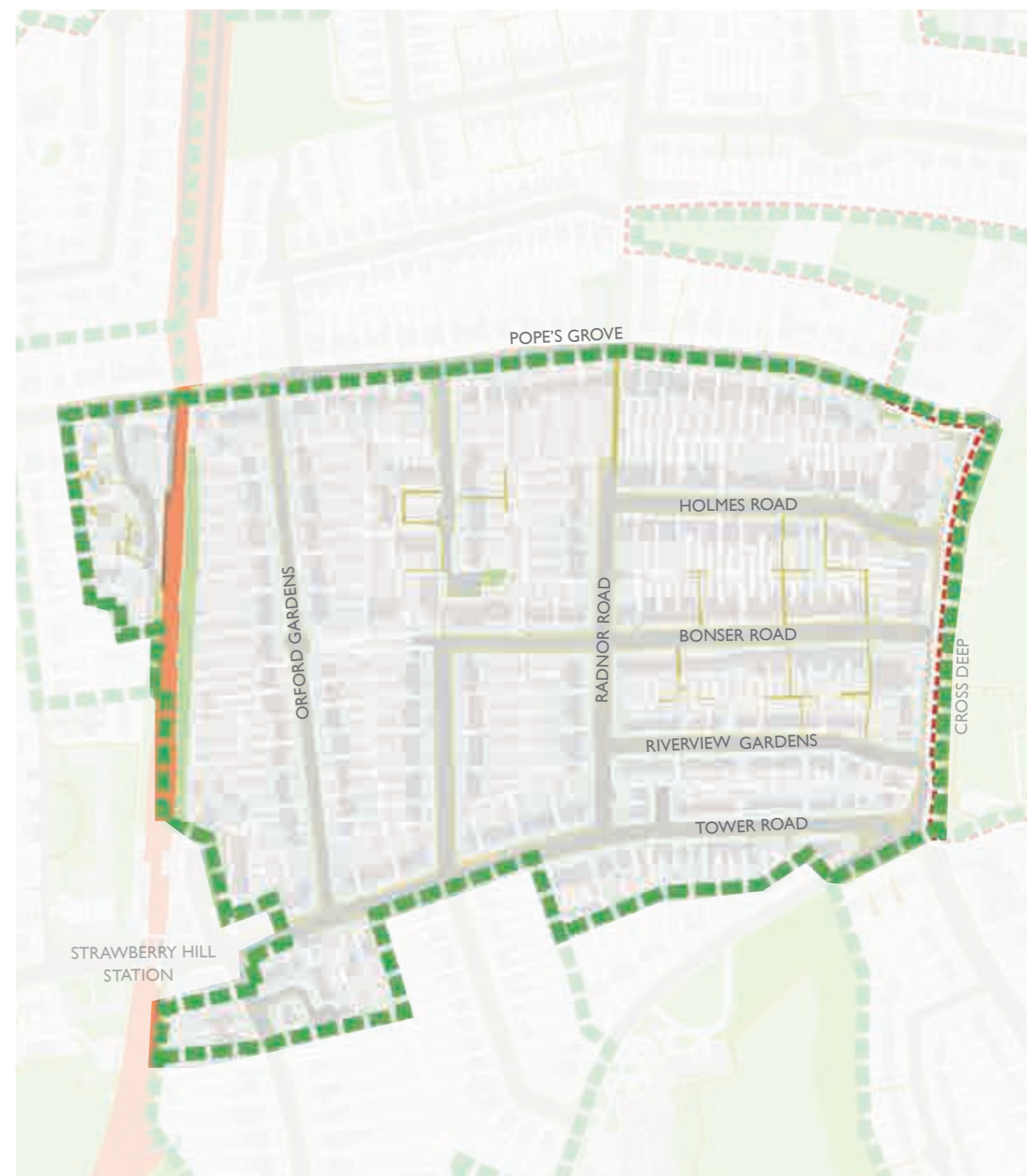
Character area boundary

Conservation area 6:
Strawberry Hill Road

Character Summary

The conservation area encompasses both Strawberry Hill Road and Waldegrave Gardens, connecting Tower Road and Strawberry Hill Station with Waldegrave Road. The area was originally designated in 1988 and later extended in 2005.

The roads were developed from the 1880s onwards, close to Strawberry Hill station which opened in 1873, and were formerly part of the Strawberry Hill estate. Generous private estates and the use of land for farming and horticulture, meant that development was very sparse at this time. However, the arrival of the railways accelerated development in the area.

The gently curved treed avenues allow for changing views along their lengths. The roads are lined with two and a half storey late Victorian houses set in large garden plots. A special feature of their character are the generous spaces in-between the properties. The houses step back from the street and are encased by varied front boundary treatments which provide a sense of enclosure to the street. The consistent use of red brick, bay windows and steeply gabled clay tile roofs unify the properties. Varied detailing in brick, terracotta, tile hanging and stone enliven the street-scene. A common feature in Waldegrave Gardens are Wyvern roof finials whilst a number of properties in Strawberry Hill Road are marked by their tall chimneys.

During the 20th century, a number of houses were demolished and redeveloped as modern blocks of flats and culs-de-sac with later infill development.

Dominant Materials and Features

Key features are red brick with fine detailing in terracotta, tile hanging, stone and brick, balconies and porches, bay windows and timber sliding sash windows, steeply gabled clay tile roofs, Wyvern roof finials, prominent brick chimneys and mature planting.

Threats from Development

- Loss of traditional architectural features.
- Loss of front boundary treatments and front gardens for car parking.
- Lack of coordination and poor quality of street furniture and flooring.
- Domination of traffic, parked vehicles and poor pedestrian safety.
- Clutter of signage and street furniture.
- Loss of space between properties.

Opportunities

- Preserve, enhance and reinstate 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 of materials and features.
- Improvement in the quality of street furniture and flooring.
- Removal of highways clutter.

Link to full Conservation Area Statement: http://www.richmond.gov.uk/conarea43_a3_rgb.pdf

1894 Ordnance Survey

1907 photograph of Strawberry Hill Road
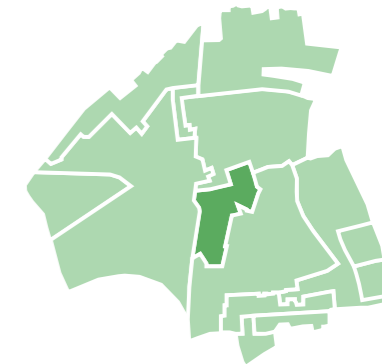
House on Strawberry Hill Road

Strawberry Hill Road

Strawberry Hill Road looking north

14 Strawberry Hill Road

House on Waldegrave Gardens

Waldegrave Gardens

TOWER ROAD

STRAWBERRY HILL STATION

WALDEGRAVE GARDENS

STRAWBERRY HILL ROAD

WALDEGRAVE ROAD

Conservation area boundary

27

Character area 7:
Heath Road south

Character Summary

The character area takes in the residential streets south of Heath Road and north of Pope's Grove. The area was developed through the late Victorian and inter-war periods and has a strong rectilinear street pattern.
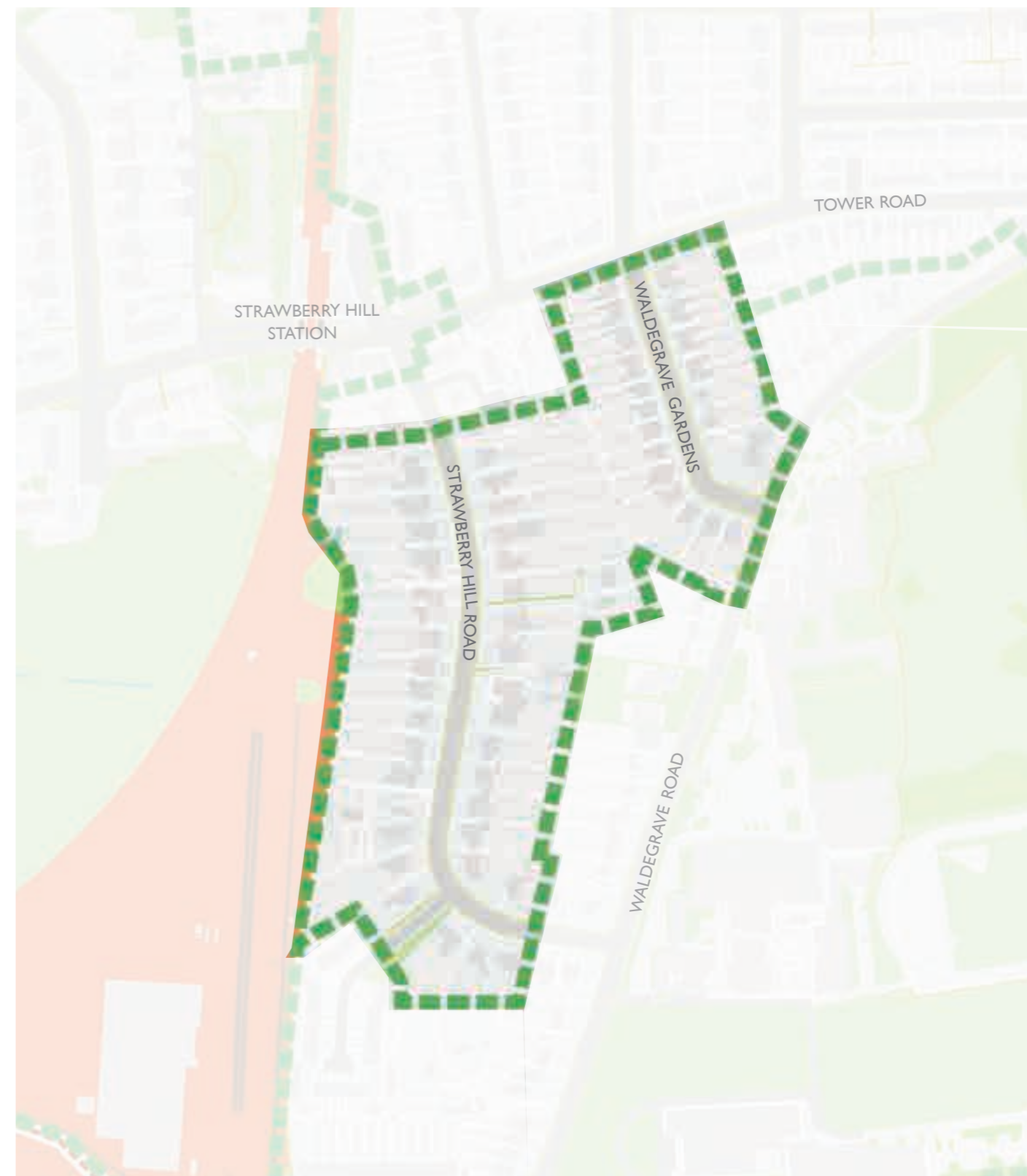
Pope's Grove was the earliest road laid out in the area, shown on Ordnance Survey maps in 1865. The rest of the land was farmland or extensive grounds belonging to Heath Lodge, Crossdeep Lodge and Twickenham and Saville House.

By 1912, development to the west of the area was underway. Heath Gardens, Radnor Gardens and Upper Grotto Road were the first parts to be developed and are attractively detailed and varied late Victorian streets. The semi-detached properties are of London stock brick, with sash windows and decorative red brick surrounds, and a combination of box bay and semi-hexagonal bay windows. The hipped roof properties are interspersed by taller three-storey houses with gable roofing. The properties boast small front gardens behind brick walls, fences and hedges.

Saville House was built in the early 1700s on the southside of Heath Road and was demolished in 1913 and replaced by semi-detached properties laid out in the inter-war years on Saville Road. Some of the pairs have garages on either side. The houses are characterised by gables, red tile hanging, stucco, render and red brick laid in flemish-bond, and their character is varied by a combination of semi-hexagonal and curved bay windows.

The 1912 Ordnance Survey shows Frederick Gardens and Maitland Gardens in construction, later to become Cross Deep Gardens and Tennyson Avenue. Although the roads had been built in the early 1900s, the properties were developed during the inter-war years in a range of semi-detached styles.

A common feature is the half-stucco or rendered, and half-brick exteriors. The properties tend to be characterised by gables and box bay windows, some with mock-Tudorbethan features and red tile hanging. The front boundary treatment is varied, including brick walls, hedges and fences enclosing front gardens. Some front gardens have been lost to off-street car-parking.

Radnor Road is of a similar character, comprising pairs of semi-detached properties with stucco and red brick exteriors. There is the occassional variation, such as the mock-Tudor herringbone brickwork shown here (see 1993 photograph). Street trees and planting in front gardens contribute positively to the streetscape, although the varied boundary treatments and concrete surfaces for off-street parking detract from this.

The Catholic Church of St. James is sited on the corner of Radnor Road and Pope's Grove and is a building of townscape merit. The church was opened in 1885 and was paid for by James de Lacy Towle. King Manuel II of Portugal and his wife were regular worshippers and donated a number of items to the church during their lifetime.[1]

1   http://stjamestwickenham.org.uk/about-us/

Hollies Close is the most recent development in the area, dating from the 1970s and characterised by short brick terraces with curved door canopies, casement windows and small front lawns.

Grotto Road is a historic narrow lane with no pavement, framed on the southern side by fencing. Garages to the rear of properties on Cross Deep Gardens enclose the street to the north, along with fencing and high brick walls. Trees and shrubbery on either side add to the sense of enclosure.

Dominant Materials and Features

Key features are red brick, London stock brick with red detailing, casement windows, render and roughcast clay tiles and Welsh slate, terracotta/slate tiles and bay windows, mock Tudorbethan features.

Threats from Development

* Loss of architectural detail.
* Over-painting of façades.
* Loss of consistency through inappropriate side extensions.

Opportunities

* Reinstate original doors and window patterns.
* Reinstate front gardens.

1894 Ordnance Survey

1993 photograph of house on Radnor Road, showing mock-Tudor herringbone brickwork.
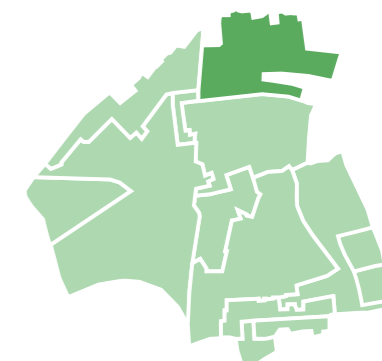
Upper Grotto Road looking west

Radnor Road looking north

Tennyson Avenue

St James Parish Hall at Radnor Road

Radnor Road

Grotto Road northside

Character area boundary

HEATH ROAD

SAVILLE ROAD

HEATH GARDENS

RADNOR ROAD

TENNYSON AVENUE

RADNOR GARDENS

CROSS DEEP GARDENS

UPPER GROTTO ROAD

GROTTO ROAD

POPE'S GROVE

CROSS DEEP

Character area 8:
Michelham Gardens

Character Summary

This residential character area is on the east side of Strawberry Hill, including Michelham Gardens, Clive Road, houses along Strawberry Vale and Hawkesley Close off Waldegrave Park.

The area's character is influenced by its location adjacent to the river and along the busy Strawberry Vale, connecting Teddington with Twickenham. It also backs on to Strawberry Hill House and St. Mary's University campus and therefore has a strong relationship with both.

The majority of the area was developed in the inter-war period. The detached and semi-detached houses on the eastern side of Strawberry Vale are set back further from the road than those on the west, are enclosed by shrubbery and trees, and have much larger back gardens which edge the riverside. However, they share similar features with the smaller semi-detached properties on the western side, which are characterised by stucco, gables, curved bay windows, red tile hung, protruding chimneys and tudorbethan features. Brick walls front the busy street, creating a sense of privacy. The housing dates generally to the inter-war years, although there are a few exceptions, including a modern 21st century development and set of terraces with neo-classical features.

Michelham Gardens has a distinctly more intimate character than houses along Strawberry Vale. The 'garden city' character is enhanced by the abundant planting of trees, flowers and shrubbery

along the street and as part of front-gardens. The houses form short terraces, laid out in the inter-war years and characterised by half-render and half-red brick exteriors, with mock-tudorbethan features dominant. Gables and large bay windows provide uniformity, and the curved brick arches framing the porches add to the special character of houses along this road. Many front gardens have been retained, but some have been lost to car-parking, and many cars encroach on pavement space as the road width is narrow. Some properties have garages adjacent.

Vale Close is located on the corner of Strawberry Vale and Clive Road and is comprised of two-storey inter-war moderne-style blocks built in red brick with a flat roof and parapet. The houses are enclosed by a low stone wall and dense planting. Clive Road has a varied character, with a small number of Edwardian properties alongside pairs of semi-detached houses and 1970s detached homes, contrasting greatly in scale. Towards the west are a small number of detached properties with unusually large roof gables and which are tile hung. The no-through road backs onto St. Mary's University.

Hawkesley Close is located off Waldegrave Park and is a cul-de-sac of neo-Georgian townhouses, built in c.1970s.

Swan Island is located to the north and is a small privately owned island, connected to the mainland by a small bridge. The island has a considerable amount of commercial activity, as well as residential moorings. It comprises part

of Newmans Shipyard and Business Park, which fronts Strawberry Vale and includes a mix of industries and businesses. A local newsagents serves local workers, as well as residents living in the area, and is sited in a detached red-brick property fronting Strawberry Vale.

Dominant Materials and Features

Key features are red brick and render, tudorbethan style features, bay windows, gables, casement windows, curved brick arches, mature street trees, front gardens and low brick walls.

Threats from Development

- Loss of front gardens for car parking.
- Loss of architectural features.
- Pavement damage from vehicles.

Opportunities

- Encourage the reinstatement of front gardens.
- Restoration of architectural details.

1868 Ordnance Survey
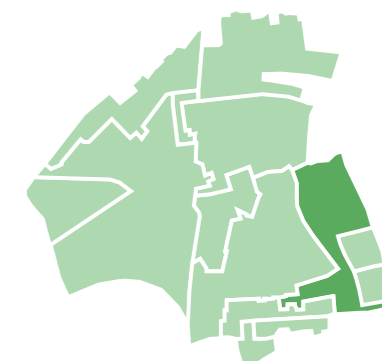
Terraced housing along Michelham Gardens

Strawberry Vale west-side

Michelham Gardens from Strawberry Vale

Swan Harbour

Strawberry Vale

Hawkesley Close

WALDEGRAVE ROAD

STRAWBERRY VALE

MICHELHAM GARDENS
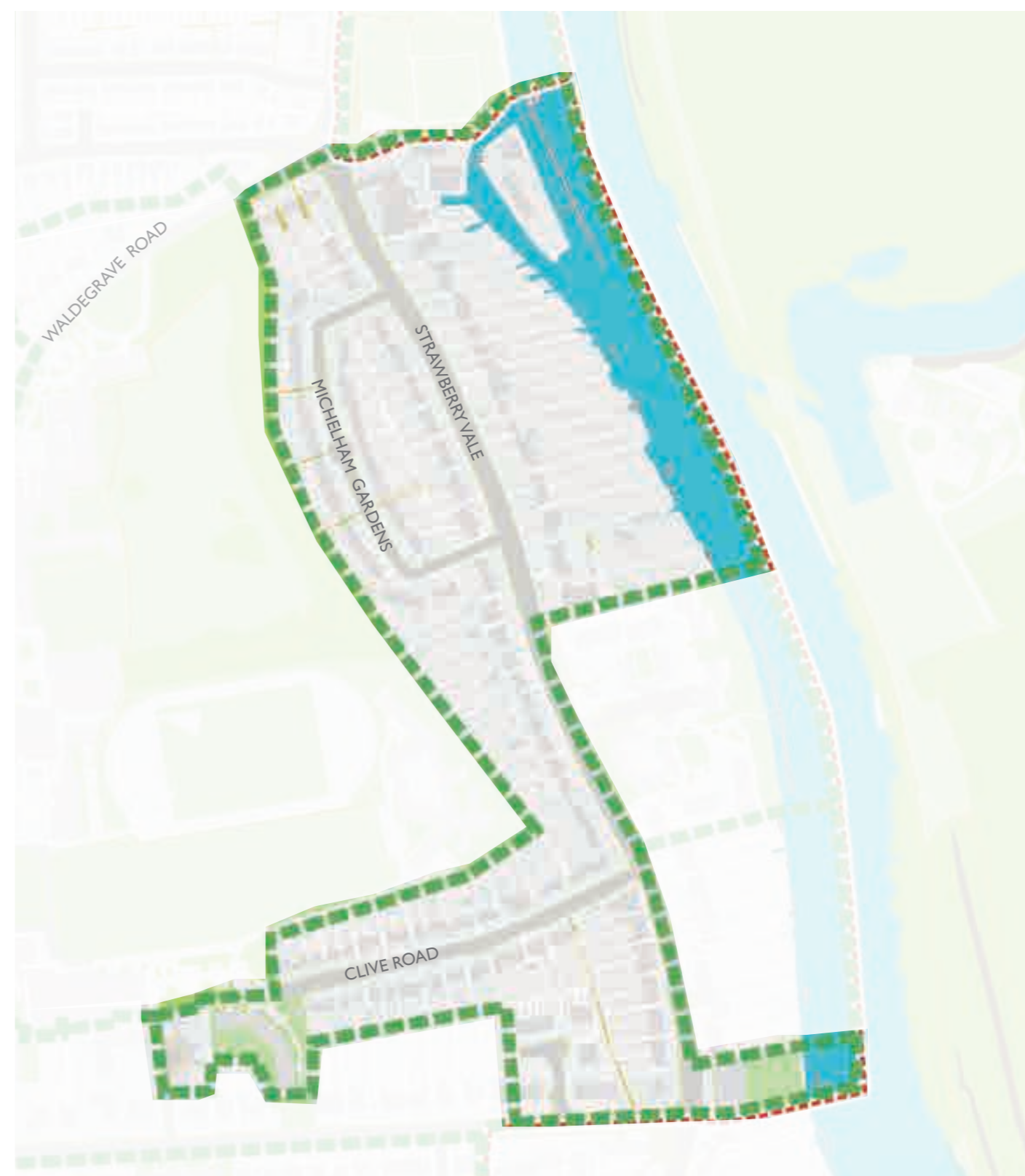
CLIVE ROAD

Character area boundary

Character area 9:
St. Mary's University and surrounds

Character Summary

This area includes the buildings and associated grounds of St. Mary's University, and encompasses the housing along Waldegrave Road to the west, and the residential areas of Southfield Gardens and Strawberry Hill Close. The area has been divided into two sub-areas, St. Mary's University and the residential streets surrounding it.

Sub-areas

Waldegrave Road west

Outside the university, the streets are predominantly residential roads dating from the late Victorian and inter-war period. Southfield Gardens was laid out in the early 1900s as Edwardian terraces, with brick exteriors, box bay windows with red brick surrounds, gables and wooden white-painted railings enclosing the porch. Small front gardens with shrubbery and planting add character to the street-scene and are enclosed behind low brick walls or fences. Large leafy trees line the street. A number of larger Edwardian detached properties were laid out on Waldegrave Road at the same time, and share similar features, although are more ornate in character, with decorative white surrounds, pilasters and gable detailing.

House plots on Waldegrave Road are much larger, and detached properties front the road, many with extensive front and back gardens. Large 21st century detached properties and mock tudor-bethan houses also front the road. Many of the houses on Waldegrave Road are well-hidden from the street, with extensive front gardens, high brick walls and mature trees providing enclosure.

A small number of staggered terraces front onto a historic path, Strawberry Hill footpath, linking

Southfield Gardens and Waldegrave Road and are located close to the railway line. The properties were built in c.1930s.

Dominant Materials and Features

Key features are red brick, London stock brick and red detailing, bay windows, large front gardens and strong boundary treatments.

St. Mary's University

Waldegrave Road follows a major route shown in the 1868 Ordnance Survey, marking the landscape prior to much of the area's development. Walpole Lodge and Strawberry Hill House with their extensive land adjacent were the only properties in the area at this time. The original Grade I Listed Strawberry Hill House still remains at the northern tip and is a pioneering example of Georgian Gothic Revival architecture, recently restored and a nationally important landmark. Spacious grounds and mature trees are an important part of its setting.

The original college was developed in the 1920s on land previously attached to Strawberry Hill House, and provided accommodation for 150 students. Now greatly enlarged, the university offers halls of residence on campus, a Students Union building, chapel, sports centre, athletics track, tennis hall, library and refectory. Buildings are varied in character and include the original 1920s four-storey blocks in London stock-brick, 1960s Grade II listed chapel designed by Sir Albert Richardson and 21st century developments such as the sports centre that opened in 2011. The buildings range from one to five storeys in height. St. Mary's has a strong campus character with large open playing fields.

The University Estate has an extensive frontage with Waldegarve Road, the character of which is varied. The main entrance provides open views into the site and a number of the main University buildings. Moving south the boundary is formed by a high brick wall with attractive tree planting behind, which provides both a greening effect to Waldegrave Road and acts as a screen to the Estate beyond, although some glimpses to the Historic Park and Garden can be viewed alongside the Chapel. Further south the wall is replaced by wooden fencing with evergreen tree planting behind. Whilst this provides an effective screen to the University buildings behind, it creates an oppressive feel to this part of Waldegrave Road because of the species of tree planting. The trees are now at a mature stage and would benefit from replacement with more appropriate species that would provide a benefit in street scene terms as well as supporting biodiversity. Any replacement would need to be undertaken in a phased way in order to maintain effective screening to the buildings behind. Beyond this the boundary is formed by iron railings with a wildflower meadow behind which creates more open views into the site.

Policy SA 8 of the Local Plan 2017 (Publication Version) relates to St Mary's University as follows:

'Retention and upgrading of St Mary's University and its associated teaching, sport and student residential accommodation. Upgrade works to include refurbishment, adaptation, extensions and new build elements on site where appropriate. A Masterplan site development brief, which encompasses the main campus in Strawberry Hill as well as Teddington Lock, together with new estates and student accommodation strategies,

1868 Ordnance Survey

St. Mary's College, Strawberry Hill, c.1907

will be prepared in conjunction with the Council. This will guide future development for St Mary's University, both on and off site.'

The Masterplan referred to in Policy SA 8 is currently being taken forward to provide a framework for future development of the University Estate. It is intended that the Masterplan will set out the parameters, amount and type of development that may be feasible, design principles, and what issues will need to be managed and addressed. The Masterplan
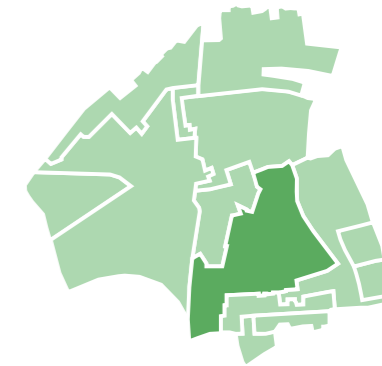
will need to demonstrate how it has had regard to the character and appearance of the site as identified in this document.

Dominant Materials and Features

Key features are London stock-brick, decorative stone surrounds, open green spaces, mature trees and hedges, and concrete surfaces. The boundary with Waldegarve Road is varied between brick walls, tree planting, fencing and iron railings with views into the site at key points. The university buildings vary in design and form, but are all of a campus style ranging in heights from five storeys to single storey.

Threats from Development

• Unmanaged parking resulting from the growth of the university.

• Threats to the setting of Strawberry Hill House through cumulative change.

Opportunities

• Future development of the campus should respect the innate character of this site. Historically the former estate open land ran north-south along the eastern side of the site. This has been largely preserved to date. Since the development of the University a new wedge of open land has been created running east-west between the main college buildings and the newer sports facilities. This view is valued by local people and has become part of the site's character.

• Improving views into and across St Mary's University site where appropriate.

Strawberry Hill House

Southfield Gardens

Entrance to St. Mary's University

Character area boundary

Conservation area 10:
Waldegrave Park

Character Summary

Waldegrave Park is a wide and straight Victorian residential avenue, developed in the late 19th century on land originally part of the Strawberry Hill estate. The conservation area was originally designated in 1988, and later extended in 2005. The estate is similar in age and character to Strawberry Hill Road and Waldegrave Gardens.

The houses are generous detached two and a half storey properties with large garden plots with mature planting and trees. The ample space between buildings is an important feature. Although each house has been individually designed, the properties are unified by the use of red brick with rich detailing in brick, terracotta, tile hanging and stone. Balconies, porches and bay windows further add to the character of the properties. Steeply gabled roofs, hips with integral dormers and prominent chimneys contribute to a distinctive roofscape.

The road's spaciousness and abundance of trees are in contrast to the two busy roads on either side, and distinguishes the road as an impressive avenue. The houses are set well back from the road with large front gardens and varied boundary treatments, providing a sense of enclosure.

Although most have survived on the northern side, a number of houses originally part of the estate were demolished in the 20th century and redeveloped for smaller housing plots and culs-de-sac. Some have also been converted to flats.

From 1975, St. Mary's University expanded its student accommodation in Waldegrave Park, and some properties are now used for educational purposes.

Dominant Materials and Features

Key features are red brick, terracotta and tiles, stone surrounds, white-painted window frames, timber balconies, large ground floor bays, gabled eaves with dentilled brick detailing and attractive large front gardens.

Threats from Development

- Loss of traditional architectural features and materials.
- Loss of front boundary treatments and front gardens for car parking.
- Lack of coordination and poor quality of street furniture and flooring.
- Domination of traffic, parked vehicles and poor pedestrian safety.
- Clutter of signage and street furniture.

Opportunities

- Preserve, enhance and reinstate architectural quality and unity.
- Retain and enhance front boundary treatments and discourage any increase in the amount of hard surfacing in front gardens.
- Coordinate colour and design of materials and features.
- Improve the quality of street furniture and flooring.
- Improve highways conditions and pedestrian convenience, and rationalise existing signage and street furniture.

Link to full Conservation Area Statement: http://www.richmond.gov.uk/conarea54_a3_rgb.pdf

1895 Ordnance Survey

Waldegrave Park in 1890
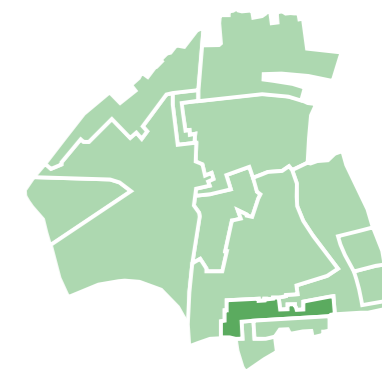
Waldegrave Park

Waldegrave Park

Waldegrave Park

Waldegrave Park

Waldegrave Park

Looking east along Waldegrave Park

Conservation area boundary

Character area 11:
Clavering Close and surrounds

Character Summary

This is a small character area that includes Clavering Close, and the buildings along the southern edge of Waldegrave Park that are outside of the Waldegrave Park Conservation Area.

Development here is of varying style, contrasting with the unified detached Victorian houses further down the avenue in the Conservation Area. Originally houses on the southern side formed part of the estate, but these were later demolished in the 1900s and replaced by smaller detached properties, mainly in the inter-war period. The detached properties are all closer to the pavement edge, and the majority of front gardens have been given over to car-parking, providing less enclosure from the street. Front boundary treatments vary, although some boast attractive decorative metal railings.

A mix of red brick, stucco and pebbledash characterise the exterior of these properties. Other features include gables, mock tudorbethan detailing, box bay windows, bow windows, tall protruding chimneys and interior porches. The properties have garages attached.

The southern side of Waldegrave Park is also characterised by educational uses and Newland House School is located here, which moved to its site in 1944. At this time the school was also known as Twickenham Grammar School.

A recent modern extension of the school in c.2016 joined together the schools' two Waldegrave Park buildings, one of which is an adapted Victorian building the school has used since 1974.

Towards the western end of Waldegrave Park are short terraces of three storey town-houses, with exterior steps leading to entrances on the first floor, well set back from the road. These contrast greatly with the Victorian villas on the opposite side of the road, and the properties within the Fieldend conservation area adjacent. Features include mock classical detailing around the doors, casement windows, black railings and multi-coloured brickwork. Off-street car parking in front is in contrast to the strong front boundary treatment on the opposite side of the road.

Clavering Close was built around 1970 on the site of former Victorian terraces. The close comprises a mix of three-storey and two-storey town-houses with garages at ground level and are neo Georgian in style. The town-houses are of white stucco and red brick, and curved black railings are a typical feature at first floor level.

Dominant Materials and Features

Key features are brown brick with red brick dressings, bay windows, street/front garden trees, pilasters, stucco, mock tudorbethan features, prominent chimneys, hipped roofs, casement windows.

Threats from Development

• Loss of street trees

Opportunities

• Selective tree planting

• Paving improvements

1960 Ordnance Survey
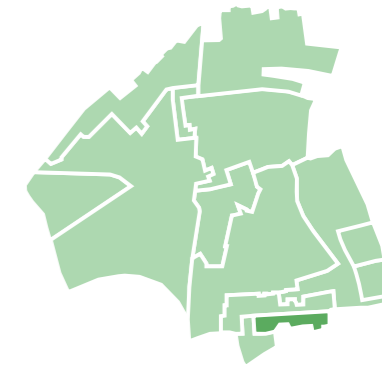
Small row of terraced housing at east of Waldegrave Park

Newland House School

Remaining detached 19th century red brick house adjacent to terraced housing

Clavering Close

Utilitarian flat design at odds with 19th century red brick house adjacent

Clavering Close

ST. MARY'S
UNIVERSITY

CLIVE ROAD

WALDEGRAVE ROAD
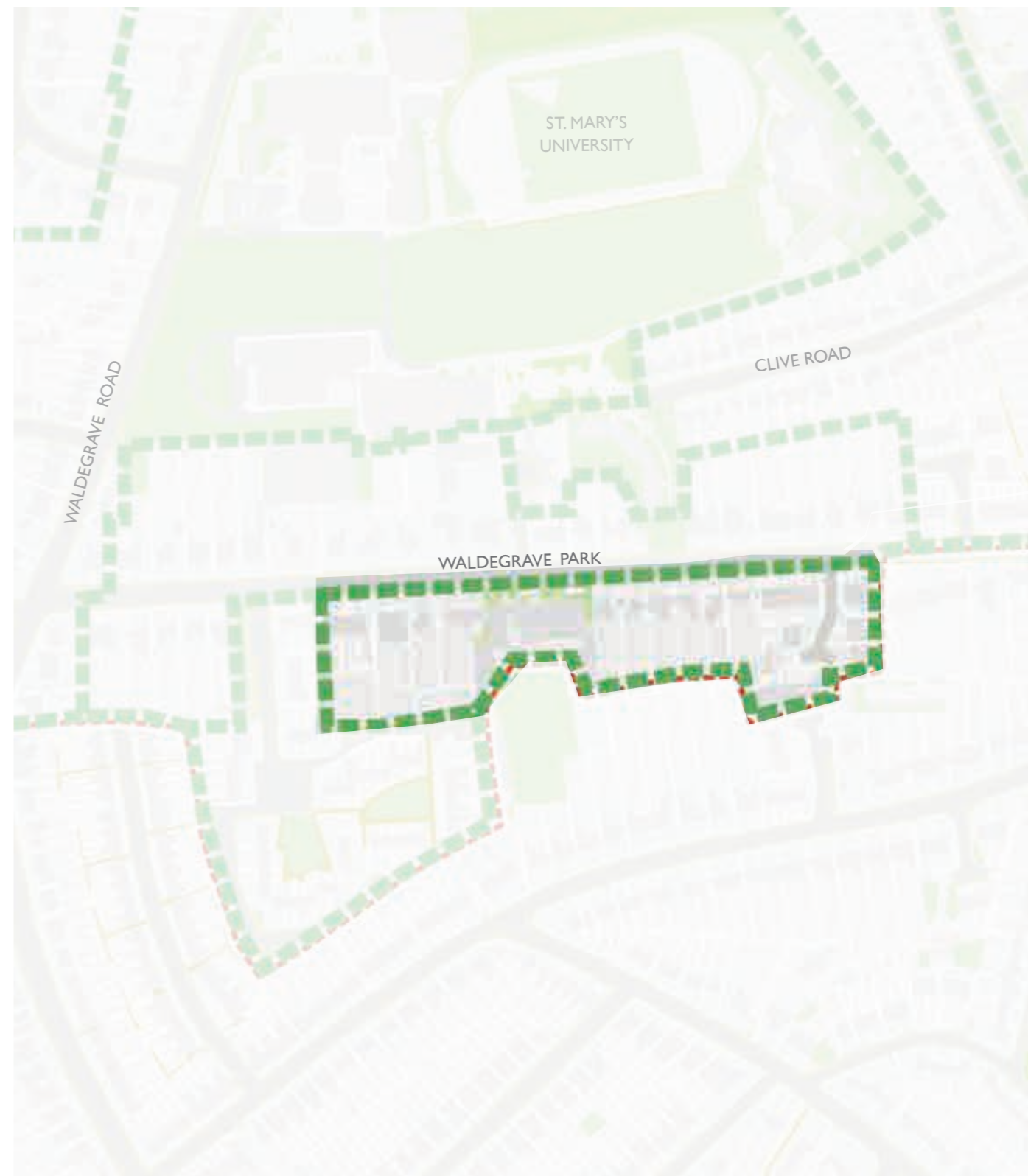
WALDEGRAVE PARK

Character area boundary

Conservation area 12:
Fieldend

Character Summary

The conservation area is located on the south side of Waldegrave Park and is a cul-de-sac residential estate comprised of 51 houses set within five acres of landscaped gardens. The conservation area was designated in 2005.

The land was formerly open fields until the late 19th century when it was the site of a nursery garden and glasshouses, later to become a gravel pit and rubbish dump after bomb damage during WWII.

The cohesive estate was developed in 1960-61 by Span Development Ltd. It is an exceptional example of early 1960s speculative housing designed by Eric Lyons, and has been awarded both a Housing Gold Award and Civic Trust Award on completion in 1961.

Span developments are characterised by well-designed, economical low-rising housing, that aim to foster a sense of community in their layout. Terraced houses are generously laid out in straight and staggered rows well integrated with the landscape. The houses comprise a modernist utilitarian design. They are of two-storeys, constructed in stock brick built with weatherboarding and painted timber framed picture windows.

The houses have a positive relationship with their surroundings, and are set within a distinctive network of linked squares, paths and smaller spaces, including two shared green spaces and a parking square. Although the properties have no front gardens and small private rear gardens, emphasis is placed on the informal shared landscape which is densely planted with abundant mature woodland, plane trees and groves of silver birches.

The design, layout and landscaping of Fieldend has helped foster a strong sense of community and place.

Dominant Materials and Features

Key features are mature communal gardens, shiplap boarding-clad houses with stock brick exteriors, fully glazed front porches.

Threats from Development

*   Loss of traditional architectural features and materials.
*   Maintenance of the balance between the amenity of residents and the mature landscape.

Opportunities

*   Preserve, enhance and reinstate the architectural quality and unity.
*   Improve and preserve the landscape setting.

Link to full Conservation Area Statement: http://www.richmond.gov.uk/conarea71_a3_rgb.pdf

1912 Ordnance Survey
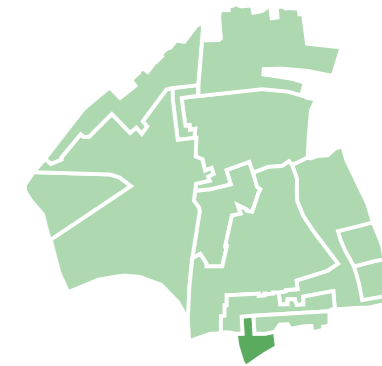
Entrance to Fieldend

Two storey uniform terraced housing

Main road into the estate

Planting at the entrance to the estate

Closely planted birch trees characterise the landscape

The houses are built of stock brick and have two-tone painted timber windows

ST. MARY'S UNIVERSITY

WALDEGRAVE ROAD

WALDEGRAVE PARK

FIELDEND

TEDDINGTON PARK ROAD

Conservation area boundary

Conservation area 13:
Mallard Place

Character Summary

Mallard Place is a cluster of town-houses and flats to the west of the River Thames, on the eastern side of Strawberry Vale and to the north of Strawberry Vale Conservation Area. The conservation area was designated in 1988.

The southern area was the former site of the 19th century villa Beacon Lodge, later replaced by Radnor Works, a small industrial site. The advert adjacent is for Arthur L. Gibson shutters who were located at Radnor Works in the early 1900s.[1]

The well preserved estate was developed from 1977 to 1984 and opens out onto the river bank. It is an exemplar example of housing from this time period, which was generally characterised by more complex exteriors. Designers successfully explored how to deliver moderately dense housing whilst retaining a spacious feel. It was the last project to be built by the partnership that had created the Span Development Ltd, and was awarded a Civic Trust Award and Housing Design Award in 1983 and 1985 respectively.

The estate comprises two courtyard blocks of fifty-seven flats and forty-five terraced houses. The high density development of two and three-storey houses are of deep red brick and with recessed pointing. Distinctive features include orange clay tile hanging and projecting balconies with decorated balustrades. The houses have steep pantile roofs with expressed gable end walls.

The picturesque riverside setting and the well conceived relationship of buildings and spaces is an important characteristic of this enclave. There are generous landscaped gardens and mature trees which slope down to the river and private moorings. From here, there are stunning views from the grounds towards the river and Radnor House at Cross Deep, as well as to the opposite river bank. The landscaping includes quality hard surfacing, lighting and signage of the period.

Dominant Materials and Features

Key features are deep red brick with recessed pointing, orange clay tile hanging, steep pantile roofs with expressed gable end walls, projecting balconies with decorated balustrades, generous landscaping and mature trees

Threats from Development

• Loss of traditional architectural features and materials.

• Maintenance of the balance between the amenity of residents and the mature landscape.

Opportunities

• Preserve, enhance and reinstate the architectural quality and unity of the site and its landscape setting.

Link to full Conservation Area Statement: http://www.richmond.gov.uk/conarea44_a3_rgb-2.pdf

1 http://www.gracesguide.co.uk/Arthur_L._Gibson_and_Co

1959 Ordnance Survey

Mallard Place in the 1990s

1922 advert for Arthur L. Gibson shutters at Radnor Works, Strawberry Vale
Source: Grace's Guide to British Industrial History
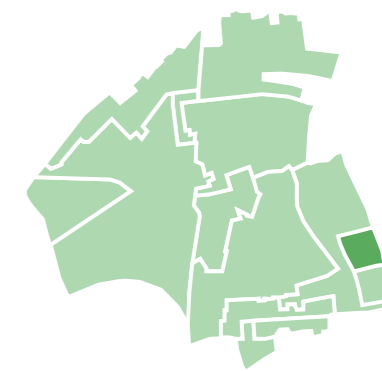
Entrance to Mallard Place

Mallard Place

Mallard Place

Landscaped gardens to the rear

Mallard Place

Views of the river

STRAWBERRY VALE

MALLARD PLACE

ST. MARY'S
UNIVERSITY

CLIVE ROAD

Conservation area boundary

Conservation area 14:
Strawberry Vale

Character Summary

The area encompasses the houses to the east of Strawberry Vale edging onto the River Thames and to the south of Mallard Place. The conservation area was designated in 1988.

The houses were developed on former riverside meadows from the mid 19th century onwards. Today the houses are surrounded by 20th century housing and front a busy connector route between Twickenham, Teddington and Kingston-upon-Thames.

Architecturally, the properties vary in scale and character, from two storey cottages to four storey villas, and are a mix of well-preserved detached and semi-detached Victorian riverside houses. Generally, the properties are characterised by stucco and brick exteriors, timber sliding sash windows and a complex and varied steep slate roofscape with prominent chimneystacks.

The area has a strong urban character; the tight knit groups of houses are in close proximity to the road. The houses boast strong front boundary treatments, for example brick walls and gateways to the street, which enclose well-planted front gardens from the road.

The urban character of the frontage to Strawberry Vale is in contrast to the long private garden plots that slope down to the river, which offer a more informal and picturesque riverside setting. Occasional gaps between the properties give glimpses of the river behind, and the houses themselves can be glimpsed from the Surrey bank towpath. By the riverside are an array of boathouses and landing stages.

Dominant Materials and Features

Key features are brick and stucco with some classical enrichment, steep slate roof-scape, prominent chimney stacks.

Threats from Development

- Loss of traditional architectural features and materials.

- Loss of front boundary treatments and front gardens for car parking.

- Lack of coordination and poor quality street furniture and flooring.

- Domination of traffic and poor pedestrian safety.

- Clutter of signage and street furniture.

Opportunities

- Preserve, enhance and reinstate the architectural quality and unity.

- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.

- Coordinate colour and design of materials and features.

- Improvement of the quality of street furniture and flooring.

- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture.

Link to full Conservation Area Statement:
http://www.richmond.gov.uk/conarea45_a3_rgb.pdf

1868 Ordnance Survey
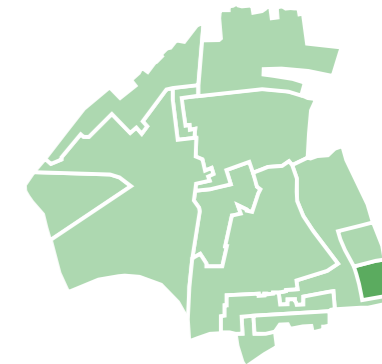
97-99 Strawberry Vale

107-109 Strawberry Vale

105-107 Strawberry Vale

97-99 Strawberry Vale

109 Strawberry Vale

109 Strawberry Vale

ST. MARY'S
UNIVERSITY

CLIVE ROAD

STRAWBERRY VALE

TEDDINGTON PARK ROAD

Character area boundary

7. 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

Strawberry Hill includes a wide variety of historic buildings that define the character of the area, but are mostly from the mid-late nineteenth and twentieth century. The area utilises a palette of similar materials which predominated 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

Georgian: The term 'Georgian' usually covers buildings constructed between 1714 and 1837, during which time there were numerous stylistic developments. As a general rule however houses conform to a Classically derived idea of proportion which dictated how an elevation should be arranged.

The most important floor, with the grandest rooms, was the first floor (the piano nobile) which externally was expressed with the tallest windows. The height of the windows decreases from the first floor to the top of the house. In the early eighteenth century the construction of the terrace house as we know it today became widespread through London. Houses were flatfronted (rather than jettied), constructed from brick, with the main decorative emphasis on the front door and windows (see subsection on windows).

Later in the eighteenth and early nineteenth century, render and stucco painted in imitation of stone was commonly applied to the exterior or part of the exterior of houses. With the innovation of Coade Stone in the second half of the eighteenth century decorative elements around doors and windows became more common.

One of the most important examples that survives in the Strawberry Hill village area is Strawberry Hill House.

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.

Strawberry Hill village has a number of examples of Victorian streets and buildings. Good examples include the grand riverside houses along Strawberry Vale. Walpole Road is also a good example of semi-detached Victorian housing.

VICTORIAN

Terracotta chimney pots

Leaded dormer

Slate roof

London stock brick chimneys

Rendered window surrounds

Contrasting quoins

Four pane timber sash windows

Grand detailed porch

Rendered boundary wall

Iron railings

EDWARDIAN

Brick chimneys with terracotta pots

Terracotta tiled roof

Oriel window

Dormer windows

Multiple glazing bars on top sash

Timber sash windows

Double bay window

Decorative terracotta panels

Fanlight over the door

Fine brickwork

Front garden vegetation

Low brick wall with railings / hedge

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 of this period 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.

The residential areas of Strawberry Hill were developed extensively during this period and therefore there are a number neighbourhoods dominated by this architectural era. Examples include terraces on Heath Gardens, Radnor Gardens and Upper Grotto Road, as well as larger properties on Walpole Gardens, Strawberry Hill Road and Pope's Grove.

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.

Extensive areas of inter-war housing are found south of Heath Road on Tennyson Avenue, Cross Deep Gardens, Saville Row, and across the residential streets east of Strawberry Hill station such as Orford Gardens, Waldegrave Gardens and Radnor Road.

Post war (1960s and 1970s): A radical shift away from the traditional styles of the past century occurred with modernism and a new attitude to architecture and placemaking. 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.

There are some good examples of post-war housing in the area. The Span housing development of Fieldend is an important example of a 1960s typology. From the 1970s, the cul-de-sac of Clavering Close and the town houses of Fortescue Park on Shaftesbury Way are strong examples.

Contemporary: There is a variety of more modern development across the area, including some infill and some more substantial developments. Recent development less rigorously conforms to a particular style or ethos. Pressure for higher density developments is emerging, but relatively few developments have occurred to date in this area.

Hollies Close represents one of the most recent housing developments, but this was before the millennium. Developments since 2000 have generally been confined to non-residential sites and as extensions to schools such as the Newland House School extension and the new sports facilities at St. Mary's University.

CONTEMPORARY

INTER-WAR

Red brick
chimney with
terracotta pots

Hipped roof

Slate roof

Mono pitch
roof

Large format
aluminium frame
windows

Contrasting brick
tones between
elements

Painted
or pebble
dash upper
elevation

Red brick
to ground
floor
elevation

Boundary wall
with railings

Cat slide roof

Side-hung
casement
windows -
horizontal
proportions

Low boundary
wall with
railings

Windows

Windows are key features in all the buildings in Strawberry Hill 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.

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 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 ing 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 double glazed 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. This will not only help with maintaining the character of the building but also maintain the amount of light going into a room (which can be affected if thicker frames are used).

- 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.

Historic England provide guidance on sensitive alterations to enhance environmental performance in historic buildings: https://historicengland.org.uk/advice/technical-advice/energy-efficiency-andhistoric-buildings/

WALDEGRAVE PARK

-Twickenham

Peggy's Pantry

St Mary's
University
Twickenham
London

020 8240 4000 www.stmarys.ac.uk

8. 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. The Council's Local Plan (2017) Policy LP45 also establishes the principle approach to Forecourt Parking, notably that it will be resisted.

The Strawberry Hill Village Planning Guidance SPD draws upon the 2006 SPD, providing updated and specific information for Strawberry Hill Village. 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 Strawberry Hill, 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 the 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 rainwater 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 Local Plan (2017) Policy LP45 seeks to resist front garden parking because of the impact on the appearance of the street and loss of vegetation and biodiversity.

It is generally considered that additional forecourt parking would not significantly reduce parking congestion.

Important features in Strawberry Hill

Many front gardens and frontage features in Strawberry Hill contribute significantly to the overall character of the area and local street scene both within and outside of the Conservation Areas. These include:

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 areas character. They enclose front gardens and define public and private space. Low walls create this space without reducing visibility. Increasing the height of walls can impact on the character of the street. Conforming traditional brick types and brickwork along a street is an important characteristic. Many Strawberry Hill streets retain their original brickwork which dates back to the nineteenth century. Typical examples include Heath Gardens and Walpole Gardens where many properties have retained their low brick boundary walls with iron railing and shrub planting behind.

Plots on the streets developed in the inter-war period tend to have solid brick boundary walls such as in Radnor Road. For the above reasons the gap in the boundary wall should not exceed that needed for the passage of a car. This also reduces the loss of parking space in the road outside.

Iron railings and gates

Eighteenth and nineteenth century iron railings (and gates) are a traditional feature found at some of Strawberry Hill's houses. Typically these are embedded into a lower boundary wall, enclosing the front garden whilst keeping visual obstruction to a minimum.

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.

Guidance on front garden parking

The following key considerations should be made where residents do feel an imperative to replace front gardens with car 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 of 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 as much of the structure should be retained. Inward opening gates help to complete a defensible line.

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. Use of lose gravel should be avoided.

Boundary wall

Hedgerow boundary

Green features

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

Appendix 1: 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 Publication Local Plan (January 2017)

Main policies that the SPD will support:

Policy LP 1: Local Character and Design Quality

The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.
To ensure development respects, contributes to and enhances the local environment and character, the following will be considered when assessing proposals:

1. Compatibility with local character including the relationship to existing townscape, development patterns, views, local grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing;

2. Sustainable design and construction, including adaptability, subject to aesthetic considerations;
3. Layout, siting and access, including making best use of land;
4. Space between buildings, relationship of heights to widths and relationship to the public realm, heritage assets and natural features;
5. Inclusive design, connectivity, permeability (as such gated developments will not be permitted), natural surveillance and orientation; and
6. Suitability and compatibility of uses, taking account of any potential adverse impacts of the co-location of uses through the layout, design and management of the site.

All proposals, including extensions, alterations and shop fronts, will be assessed against the advice set out in the relevant Village Planning Guidance and other SPDs relating to character and design.

Shop fronts

The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts, including signage and illumination, should complement the proportions, character, materials and

detailing, 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 shopfront and its context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In sensitive areas, rigid and gloss finish blinds will generally be unacceptable.

Advertisements and hoardings

The Council will exercise strict control over the design and siting of advertisements and hoardings to ensure the character of individual buildings and streets are not materially harmed, having regard to the interests of amenity and public safety (including highway safety).

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1 and Policy DC7.

Policy LP 25: Development in Centres

A. Development in the borough's centres, as defined in the centre hierarchy, will be acceptable if it:

1. Is in keeping with the centre's role and function within the hierarchy and is of a scale appropriate to the size of the centre (also see the Spatial Strategy of this Plan); and
2. Is in an appropriate location, as follows:
   a. A1 uses should be located within, adjacent to or well-related (or capable of being made so) to designated shopping frontages.
   b. For other appropriate uses (see B below), major development and/or developments which generate high levels of trips should be located within a Main Centre Boundary. Elsewhere development should be located within the defined Area of Mixed Use (AMU boundary). For centres, or parts of centres where no boundary exists, proposals should be well-related to designated shopping frontages.

Proposals not in the above locations, including extensions to existing retail and leisure developments of more than 200sqm gross, should satisfy the Sequential Test as set out in national policy and guidance. Out of centre retail development is not considered appropriate in line with the London Plan; and

3. Does not adversely impact on the vitality and viability of the centre in which the development is proposed, or another centre. When assessing proposals for development outside of existing centres, applicants will have to comply with the requirements of national policy and guidance in relation to impact assessments. For retail developments, including extensions of over 500sqm gross, the Council will require a Retail Impact Assessment.

The scope of such assessments will need to be agreed with the Council before submitting a planning application; and

4. Optimises the potential of sites by contributing towards a suitable mix of uses that enhance the vitality and viability of the centre. Commercial or community uses should be provided on the ground floor fronting the street, subject to other Local Plan policies, including the retail frontages policy LP 26.

B. In addition to A above, the following applies to development proposals in the Borough's five main centres:

1. The Council will support appropriate development in the five main centres.
2. The Council will encourage proposals for leisure, cultural and tourism facilities which contribute to the diversity of the offer.
3. Proposals for A1 uses should include, where appropriate, units of a size suitable for modern retail needs (particularly in Richmond centre, where there is a shortage of retail units with larger floor-plates) whilst retaining sufficient traditional smaller units that add to the local character and which are important to local businesses.

C. In addition to A above, in the local and neighbourhood centres as well as parades of local importance, the following applies:

1. Appropriate uses could include new retail (including markets), business or employment developments, which maintain suitable provision for small businesses, and other uses, which primarily serve the needs of the local community or attract visitors and develop cultural opportunities.
2. Development should, wherever possible, include overall improvements and enhancements of the small centres where appropriate, and/or modernise outdated premises.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1, Policy DC7, Policy DM TC

Policy LP35: Housing Mix and Standards

A. Development should generally provide family sized accommodation, except within the five main centres and Areas of Mixed Use where a higher proportion of small units would be appropriate. The housing mix should be appropriate to the location.

B. All new housing development, including conversions, are required to comply with the Nationally Described Space Standard.

C. All new housing development, including conversions, are required to comply with the Council's external space standards. For houses a minimum total private space of 70sqm for 3 or more beds and 40sqm for 2 beds should be provided. To provide adequate private amenity space for flats, a minimum of 5sqm of private outdoor space for 1-2 person dwellings should be provided and an extra 1sqm should be provided for each additional occupant. Purpose built, well designed and positioned balconies or terraces are encouraged where new residential units are on upper floors, if they comply with policy LP8 Amenity and Living Conditions.

D. Amenity space for all new dwellings, including conversions, should be:
- private, usable, functional and safe;
- easily accessible from living areas;
- orientated to take account of need for sunlight and shading;
- of a sufficient size to meet the needs of the likely number of occupiers; and
- accommodation likely to be occupied by families with young children should have direct and easy access to adequate private amenity space.

E. 90% of all new build housing is required to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings' and 10% of all new build housing is required to meet Building Regulation Requirement M4 (3) 'wheelchair user dwellings'.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP14.

Policy LP43: Visitor Economy

A. The Council will support the sustainable growth of the visitor economy for the benefit of the local area by:

1. Supporting proposals which promote and enhance the borough's existing tourist attractions, including the unique, historic and cultural assets that are connected via the River Thames, such as The Royal Botanic Gardens, Kew, Ham House and Hampton Court Palace;
2. Proposals that lead to increased visitors and tourists need to be of an appropriate scale for the size of the centre and will be assessed against the transport policies of this Plan;
3. Requiring accommodation and facilities to be accessible to all; at least 10% of hotel bedrooms should be wheelchair accessible;
4. Enhancing the environment in areas leading to, within and around visitor destinations where appropriate.

B. In relation to visitor accommodation:
1. Proposals which result in the loss of bedspaces will be resisted;
2. Proposals which increase the number of bedspaces will be supported subject to other Local Plan policies;

3. Proposals will be supported which contribute towards providing a range of visitor accommodation, including small independent hotels and bed and breakfast accommodation, subject to other Local Plan policies.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP20.

LP12: Green Infrastructure

Green infrastructure is a network of multi-functional green spaces and natural elements, which provides multiple benefits for people, nature and the economy.

A. To ensure all development proposals protect, and where opportunities arise enhance green infrastructure, the following will be taken into account when assessing development proposals:

1. The need to protect the integrity of the green spaces and assets that are part of the wider green infrastructure network; improvements and enhancements to the green infrastructure network are supported;
2. Its contribution to the wider green infrastructure network by delivering landscape enhancement, restoration or re-creation; and
3. Incorporating green infrastructure assets, which make positive contributions to the wider green infrastructure network.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP10.

LP13: Green Belt, Metropolitan Open Land and Local Green Space

Local Green Space

A. Local Green Space, which has been demonstrated to be special to a local community and which holds a particular local significance, will be protected from inappropriate development that could cause harm to its qualities.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP10.

Policy LP14: Other Open Land of Townscape Importance

Other open areas that are of townscape importance will be protected in open use, and enhanced where possible. It will be recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria will be taken into account when assessing whether development is appropriate:

a. It must be linked to the functional use of the Other Open Land of Townscape Importance;
or
b. It can only be a replacement of, or minor extension to, existing built facilities; and
c. It does not harm the character or openness of the open land.

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

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.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP10.

Policy LP30: Health and Wellbeing

Planning, at all levels, can play a crucial role in

creating environments that enhance people's health and wellbeing. The Council promotes and supports healthy and active lifestyles and measures to reduce health inequalities.

A. The Council will support development that results in a pattern of land uses and facilities that encourage:

1. Sustainable modes of travel such as safe cycling routes, attractive walking routes and easy access to public transport to reduce car dependency.
2. Access to green infrastructure, including river corridors, local open spaces as well as leisure, recreation and play facilities to encourage physical activity.
3. Access to local community facilities, services and shops which encourage opportunities for social interaction and active living, as well as contributing to dementia-friendly environments.
4. Access to local healthy food, for example, allotments and food growing spaces.
5. Access to toilet facilities which are open to all in major developments where appropriate (linked to the Council's Community Toilet Scheme).
6. An inclusive development layout and public realm that considers the needs of all, including the older population and disabled people.

B. This policy will be delivered by requiring developments to comply with the following:

1. A Health Impact Assessment must be submitted with all major development proposals.
2. The Council will refuse proposals for new fast food takeaways (A5 uses) located within 400 metres of the boundaries of a primary or secondary school in order to restrict the availability of unhealthy foods.
3. Existing health facilities will need to be retained where these continue to meet, or can be adapted to meet, residents' needs.
4. Applications for new or improved facilities or loss of health and social care facilities will be assessed in line with the criteria set out in the Social and Community Infrastructure policy.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP17.

Policy LP26: Retail Frontages
The Council has designated parts of centres as Key Shopping Frontage or Secondary Shopping Frontage.

Key Shopping Frontages
A. Proposals that result in a loss of floorspace in Use Class A1 in Key Shopping Frontages will be resisted. Other uses converting to retail will be supported, subject to there being no adverse impact on the centre. The Council will seek to retain key facilities including Post Offices.

Secondary Shopping Frontages
B. A non-A1 proposal will be acceptable in the secondary shopping frontages only if it:
1. (a) Meets community needs (such as a dentist, clinic or health centre, veterinary surgery, gym, fitness studio and facilities which would enable the public better access to police services) and provides a direct service to visiting members of the public, or
(b) Falls within Use Classes A2 to A5, or
(c) Is another commercial use which provides a direct service to visiting members of the public without appointment.

In addition to (a) or (b) above, the proposal must the meet the following criteria:

2. The proposed use should retain a 'shop-like' appearance; it should not have a detrimental visual impact on the shopfront and should respect the heritage and character of the centre, taking into account the Village Planning Guidance SPDs;
3. The proposed use has to be complementary to the area's shopping function and provide a direct service to the public; and
4. It will not create an unbroken run of three or more non-A1 units.

Shops selling essential goods/Post Offices
D. In secondary shopping frontages in smaller centres including local parades, changes of use from shops selling (or whose last occupant sold) essential goods to non-A1 uses will be resisted if there is no similar alternative within 400 metres. This applies even if the proposal is acceptable in terms of criteria B above.

Changes of use in non-designated frontages where policy LP 27 does not apply
E. The Council will consider favourably applications for change of use to any non-A1 use which is a commercial or community use compatible with the retail function of the centre.

Marketing requirement for changes of use
F. Where a proposal involves a change of use not supported by policy, the Council will require satisfactory evidence of full and proper marketing of the site for at least 2 years. The applicant will need to undertake marketing in line with the requirements set out in Appendix 5.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM TC 3.

Policy LP3: Designated Heritage Assets
A. The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the Borough. The significance (including the settings) of the Borough's designated heritage assets, encompassing Conservation Areas, Listed Buildings, Scheduled Monuments as well as the Registered Historic Parks and Gardens, will be conserved and enhanced by the following means:

1. Give great weight to the conservation of the heritage asset when considering the impact of a proposed development on the significance of the asset.

2. Resist the demolition in whole, or in part, of Listed Buildings. Consent for demolition of Grade II Listed Buildings will only be granted in exceptional circumstances and for Grade II* and Grade I Listed Buildings in wholly exceptional circumstances following a thorough assessment of their significance.

3. Resist the change of use of Listed Buildings where this would materially harm their character and distinctiveness, particularly where the current use contributes to the character of the surrounding area and to its sense of place.

4. Require the retention and preservation of the original structure, layout, architectural features, materials as well as later features of interest within Listed Buildings, and resist the removal or modification of features that are both internally and externally of architectural importance or that contribute to the significance of the asset.

5. Demolitions (in whole or in part), alterations, extensions and any other modifications to Listed Buildings should be based on an accurate understanding of the significance of the heritage asset.

6. Require, where appropriate, the reinstatement of internal and external features of special architectural or historic significance within Listed Buildings, and the removal of internal and external features that harm the significance of the asset, commensurate with the extent of proposed development.

7. Require the use of appropriate materials and techniques and strongly encourage any works or repairs to a designated heritage asset to be carried out in a correct, scholarly manner by appropriate specialists.

B. Resist substantial demolition in Conservation Areas and any changes that could harm heritage assets, unless it can be demonstrated that:
1. In the case of substantial harm or loss to the significance of the heritage asset, it is necessary to achieve substantial public benefits that outweigh that harm or loss;
2. In the case of less than substantial harm to the significance of the heritage asset, that the public benefits, including securing the optimum viable use, outweigh that harm; or
The building or part of the building or structure makes no positive contribution to the character or distinctiveness of the area.

C. All proposals in Conservation Areas are required to preserve and, where possible, enhance the character or the appearance of the Conservation Area.

D. Where there is evidence of intentional damage or deliberate neglect to a designated heritage asset, its current condition will not be taken into account in the decision-making process.

E. Outline planning applications will not be accepted in Conservation Areas. The Council's Conservation Area Statements, and where available Conservation Area Studies, and/or Management Plans, will be used as a basis for assessing development proposals within, or where it would affect the setting of, Conservation Areas, together with other policy guidance, such as Village Planning Guidance SPDs.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM OS 4, Policy DM HD 1 and Policy DM HD 2.

Policy LP 4: Non-Designated Heritage Assets
The Council will seek to preserve, and where possible enhance, the significance,

character and setting of non-designated heritage assets, including Buildings of Townscape Merit, memorials, particularly war memorials, and other local historic features.

There will be a presumption against the demolition of Buildings of Townscape Merit. Applicants will be required to:
1. Retain the character of Buildings of Townscape Merit, war memorials and any other non-designated heritage assets;
2. Submit a Heritage Statement to assess the potential harm to, or loss of, the significance of the non-designated heritage asset, including from both direct and indirect effects;
3. Describe the significance of the non-designated heritage asset affected, including any contribution made by their setting;
   the extent of the relevant setting will be proportionate to the significance of the asset. Appropriate expertise should be used to assess a non-designated heritage asset; and
4. Retain or restore the structures, features and materials of the asset, which contribute to its architectural integrity and historic interest.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM HD 3.

Policy LP5: Views and Vistas
5. The Council will protect the quality of the views, vistas, gaps and the skyline, all of which contribute significantly to the character, distinctiveness and quality of the local and wider area, by the following means:
1. Protect the quality of the views and vistas as identified on the Proposals Map, and demonstrate such through computer-generated imagery (CGI) and visual impact assessments;
2. Resist development which interrupts, disrupts or detracts from strategic and local vistas, views, gaps and the skyline;
3. Require developments whose visual impacts extend beyond that of the immediate street to demonstrate how views are protected or enhanced;
4. Require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background;
5. Improvements to views, vistas, gaps and the skyline, particularly where views or vistas have been obscured, will be encouraged where appropriate;

6. Seek improvements to views within Conservation Areas, which:
   a. Are identified in Conservation Area Statements and Studies and Village Plans;
   b. Are within, into, and out of Conservation Areas;
   c. Affect the setting of and from development on sites adjacent to Conservation Areas and Listed Buildings.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM TC 7.

Policy LP38: Loss of Housing
A. Existing housing should be retained.
B. Proposals for reversions and conversions should assess the suitability of the property and design considerations.
C. Redevelopment of existing housing should normally only take place where:
a. 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
b. The proposal does not have an adverse impact on local character; and
c. The proposal provides a reasonable standard of accommodation.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM HO 1.

Policy LP39: Infill, Backland and Backgarden Development

Infill and Backland Development
A. All infill and backland development must reflect the character of the surrounding area and protect the amenity and living conditions of neighbours. In considering applications for infill and backland development the following factors should be addressed:

1. Retain plots of sufficient width for adequate separation between dwellings;
2. Retain similar spacing between new buildings to any established spacing;
3. Retain appropriate garden space for adjacent dwellings;
4. Respect the local context, in accordance with policy LP 2 Building Heights;
5. Enhance the street frontage (where applicable) taking account of local character;
6. Incorporate or reflect materials and detailing on existing dwellings, in accordance with policy LP 1 Local Character and Design Quality;
7. Retain or re-provide features important

to character, appearance or wildlife, in accordance with policy LP 16 Trees and Landscape;

8. Result in no unacceptable adverse impact on neighbours, including loss of privacy to existing homes or gardens, in accordance with policy LP 8 Amenity and Living Conditions;

9. Provide adequate servicing, recycling and refuse storage as well as cycle parking;

10. Result in no adverse impact on neighbours in terms of visual impact, noise or light from vehicular access or car parking.

Back Garden Development

B. There is a presumption against loss of back gardens due to the need to maintain local character, amenity space and biodiversity. Back 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. In exceptional cases where it is considered that a limited scale of back garden development may be acceptable it should not have a significantly adverse impact upon thefactors set out above. Development on back garden sites must be more intimate in scale and lower than frontage properties.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM HO 2 and Policy DM HO 3.

Policy LP45: Parking Standards and Servicing Parking standards

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.

2. Resisting the provision of front garden car parking unless it can be demonstrated that:
   a. There would be no material impact on road or pedestrian safety;
   b There would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and

c. The existing on street demand is less than available capacity.

3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:
   a. The provision of disabled parking;
   b. Appropriate servicing arrangements; and
   c. Demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality.

   All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and

no material harm to the living conditions of nearby residents.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM TP 8 and Policy DM TP 9.

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 landscaping, 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.

Other relevant policies

Policy LP18: River corridors
A. The natural, historic and built environment of the River Thames corridor and the various watercourses in the borough, including the River Crane, Beverley Brook, Duke of Northumberland River, Longford River and Whitton Brook, will be protected. Development adjacent to the river corridors will be expected to contribute to improvements and enhancements to the river environment.

Thames Policy Area
B. Development proposals within the Thames Policy Area should respect and take account of the special character of the reach as set out in the Thames Landscape Strategy and Thames Strategy as well as the Council's Conservation Area Statements, and where available Conservation Area Studies, and/or Management Plans. Developments alongside and adjacent to the River Thames should ensure that they establish a relationship with the river, maximise the benefits of its setting in terms of views and vistas, and incorporate uses that enable local communities and the public to enjoy the riverside, especially at ground level in buildings fronting the river.

Public Access
C. All development proposals alongside or adjacent to the Borough's river corridors should:
a. Retain existing public access to the riverside and alongside the river; and
b. Enhance existing public access to the riverside where improvements are feasible; or
c. Provide new public access to the riverside and the foreshore where possible. There is an expectation that all major development proposals adjacent to the Borough's rivers shall provide public access to the riverside and foreshore.

River Thames public riverside walk
D. All development proposals adjoining the River Thames are required to provide a public riverside walk, including for pedestrians and cyclists, which will contribute to the overarching aim of providing a continuous publicly accessible riverside walk. For major developments, applicants will be expected to work with adjoining landowners in case ownership issues would prevent public access.

Riverside uses, including river-dependent and river-related uses
E. The Council will resist the loss of existing river-dependent and river-related uses that contribute to the special character of the River Thames, including river-related industry (B2) and locally important wharves, boat building sheds and boatyards and other riverside facilities such as slipways, docks, jetties, piers and stairs.

This will be achieved by:
1. Resisting redevelopment of existing river-dependent or river-related industrial and business uses to non-river related employment uses or residential uses unless it can be demonstrated that no other river-dependent or river-related use is feasible or viable;

2. Ensuring development on sites along the river is functionally related to the river and includes river-dependent or river-related uses where possible, including gardens which are designed to embrace and enhance the river, and be sensitive to its ecology;

3. Requiring an assessment of the effect of the proposed development on the operation of existing river-dependent uses or riverside gardens on the site and their associated facilities on- and off-site; or requiring an assessment of the potential of the site for river-dependent uses and facilities if there are none existing;

4. Ensuring that any proposed residential uses, where appropriate, along the river are compatible with the operation of the established river-related and river-dependent uses;

5. Requiring setting back development from river banks and existing flood defences along the River Thames.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM OS 11.

Policy LP44: Sustainable Travel Choices

The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

A. Location of development
Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

B. Walking and cycling
Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public transport
Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network
Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport
Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities
Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation.

Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles
Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM TP 6 and Policy DM TP 7.

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_ca1_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