

TWICKENHAM

Village Planning Guidance

Draft Supplementary Planning Document | June 2017

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I. Introduction

The purpose of this Village Planning Guidance Supplementary Planning Document (SPD) is primarily to establish a vision and planning policy aims for Twickenham village. It will assist in defining, maintaining and enhancing the character of Twickenham, 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 Twickenham. 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.



Twickenham 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;
- how local communities viewed their local areas when asked through the Council's 2010 'All-In-One' survey and subsequent consultations; and
- the boundaries of the Council's Twickenham Area Action Plan (2013).

The Twickenham Area Action Plan is an adopted planning policy document which provides a significant amount of detailed guidance relating to the central Twickenham area. To ensure that there is no confusion during the planning process this SPD does not cover the geographical area covered by the Area Action Plan.

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' sessions - four drop in events were held locally at All Hallows Church (Saturday 4th March 2017), Emmanuel Centre (Saturday 25th February 2017), Orleans Park School (Monday 13th March 2017), and Trafalgar Infant School (Saturday 18th March 2017). Questionnaires were available for completion.

- Community walkabouts were held on Sunday 5th March and Sunday 19th March 2017.
- Online consultation and questionnaire from 23rd February 2017 and 31st March 2017 (informal consultation).
- Meeting and walkabout with Eel Pie Island residents.
- Focus group sessions with members of the LGBT community, RUILS and Heatham House youth groups.
- Twickenham 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.



Eel Pie Island walkabout

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 or link to the Thames. The River Thames section of Twickenham 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 and viability of the centre.

The full policy is set out in Appendix I. Within the existing Core Strategy (2009) the equivalent policies are 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 CPI1 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 Twickenham Area Action Plan

The Twickenham Area Action Plan (TAAP) was adopted in July 2013 and is a statutory development plan document which forms part of the Local Plan. The TAAP provides a framework against which development proposals and investment decisions can be assessed. It covers central Twickenham only and is outside of the boundary for the Twickenham Village Planning Guidance SPD but provides a useful context.

2.4 Planning Policy Aims

This SPD reinforces the planning policy aims which have been established for Twickenham Village which seek to achieve the following:

- Ensure that community services such as schools and health provision are expanded to meet the needs arising from new development within the area;
- Protect local shopping parades at Whitton Road, Twickenham Green and Hospital Bridge Road;
- Protect and enhance conservation areas at Twickenham Riverside, Amyand Park Road, Queens Road, Twickenham Green, Belmont Road, Trafalgar Road, Hamilton Road and Mays Road;
- Protect and enhance public open spaces at Crane Valley, Twickenham Green, Kneller Gardens and Craneford Way;
- Retain employment uses for business, industrial and storage purposes but as opportunities arise seek improvements for residents and particularly to reduce traffic noise and disturbance;
- Secure additional tree planting in areas of deficiency such as Staines Road/Sixth Cross 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 and includes sufficient car parking;
- Ensure that grass verges, street trees and other vegetation are retained;
- Minimise any adverse effects on residents or businesses of large crowds visiting Twickenham Stadium or The Stoop (Harlequins Rugby Football Club) through appropriate initiatives and agreements; and
- Protect and enhance sites of nature conservation importance including along the rivers and at the golf courses.

The Lower Crane Valley

The Lower Crane Valley is a linked network of open spaces along the River Crane. Many of these spaces are of high environmental significance and valued for recreation. The River Crane forms part of the All London Green Grid, which has been developed to provide a strategic interlinked network of high quality green infrastructure and open spaces. Guidance for development sites that relate to the network is provided by the 'All London Green Grid River Colne and Crane Area Framework' which can be viewed at <https://www.london.gov.uk/file/472967/download?token=8mUO3hPJ>.

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 Twickenham

- Central Twickenham offers an important focus for shops and services for residents. In addition, Twickenham Green and its immediate surrounds is a focus for local shops, restaurants and community buildings. There are a number of local parades, including on Staines Road and Richmond Road. Out-of-town style retail units are found at the junction between Sixth Cross Road and Hampton Road, as well as at the Twickenham Road roundabout with the A316.
- The area is well-served by primary and secondary schools including: Orleans Park, Richmond-upon-Thames College, Waldegrave School, The Mall School, St Richard Reynolds Catholic College, Trafalgar Infant and Junior Schools, Orleans Primary School, St Mary's Church of England Primary School and GEMS Twickenham Primary Academy. Chase Bridge Primary School lies on the boundary with the area.
- Healthcare facilities within the area are focused on local doctor and dentist surgeries. The nearest walk-in NHS health centre and hospital is to the south of the area in Teddington. West Middlesex Hospital provides the main A&E services for the area.
- In addition to Twickenham's nationally important rugby venues at Twickenham Stadium and The Stoop, the area benefits from

a number of training grounds and recreation areas for local use including Craneford Way Recreation Ground, Kneller Gardens and Fulwell Public Golf Course.

- Churches include the United Reformed Church, Twickenham Green Baptist Church, Holy Trinity Church, All Saints Church, All Hallows Church, St. Mary's Church and Twickenham Methodist Church.
- Cultural and community facilities include the Twickenham Museum, The Mary Wallace Theatre, the World Rugby Museum, Orleans House and its Gallery and Marble Hill House, the Crane Community Centre and a new Community and Cultural space at Brewery Wharf.

Connectivity and accessibility

- The Twickenham village area is served by both Twickenham and Fulwell railway stations.
- Main roads include the A316 along the northern edge of the area which provides access to the M3 as does the A305 which also links Twickenham and Richmond. The A310 provides a link north to Brentford and the A4 and M4.
- The area is well served by bus routes which run along both the main roads and some local roads. Staines Road, Hampton Road and Richmond Road have a high number of bus routes. The 281 route provides 24 hour connections between Tolworth and Hounslow. The 490 route runs east-west through the area providing a link to Heathrow and Richmond. The 267 provides access to the West Middlesex University Hospital.

- Movement in the area is strongly influenced by the confluence of routes on central Twickenham and there are no crossings over the River Thames in the area although there is a pedestrian and cycle ferry that operates from the river bank at Marble Hill to Ham on the opposite bank between March and October.
- An informal off road cycle route exists along the Crane Valley and provides an attractive alternative to the A316 and A305. Road based cycle lanes are also provided along a number of routes into, and through Central Twickenham.
- Paths along the Crane Valley and the Duke of Northumberland River continue to be enhanced and provide an increasingly connected network of walking routes providing links beyond the village area.

Green Infrastructure

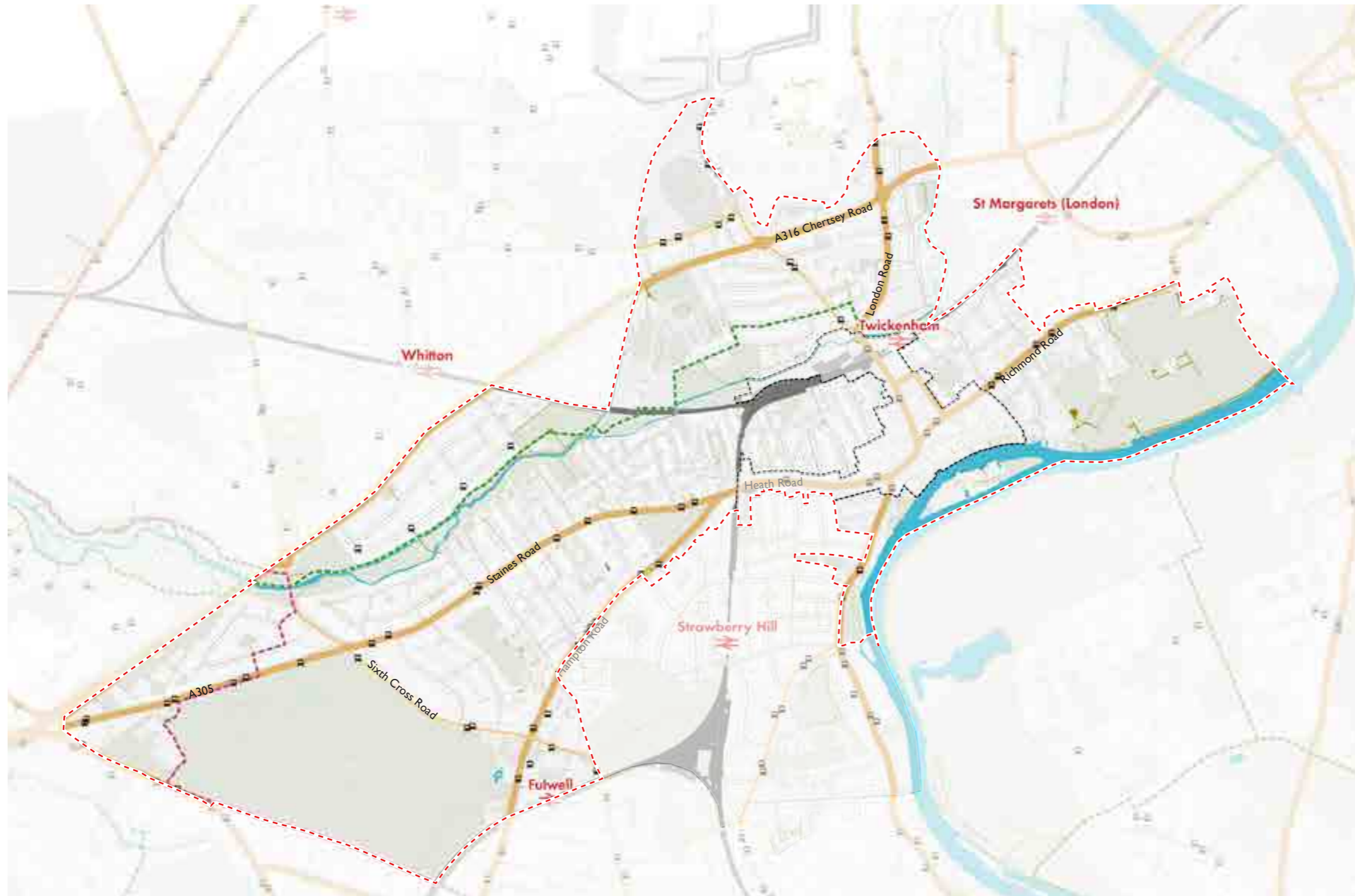
Twickenham benefits from a number of significant green spaces and recreation opportunities including:

- The waterways passing through the area form an important network of green spaces. The Crane Valley and Duke of Northumberland River provide a central belt of waterside spaces and routes. The public section of the River Thames that runs from Twickenham to Richmond benefits from a series of gardens and spaces linked by the river path.
- Opportunities to complete public access exist along both the Crane River and Duke of Northumberland River. The riverside walk along the River Thames is largely complete

although there are some sections where this is interrupted. Radnor Gardens is a public riverside garden and recreation ground with a cafe which is a much valued community resource.

- The area is home to some important historic riverside estates and their gardens, such as Marble Hill House, Orleans House and York House.
- Twickenham Green provides an important historic open space surrounded by fine horse chestnut trees. It is home to Twickenham Cricket Club and is used occasionally for local fetes and fairs.
- Fulwell Golf Club and Fulwell Public Golf Course provide important open spaces to the west of the area.
- Children's play areas are located across the area including larger parks such as Craneford Way Recreation Ground and Kneller Gardens, as well as playgrounds at the Holly Road Garden of Rest, Champions Wharf, Diamond Jubilee Gardens, Marble Hill and Orleans Garden.
- The area is well served by allotments at Sixth Cross Road, Briar Road, Marsh Farm, Cavendish House and South Close.
- Eel Pie Island forms a rare landscape form in the River Thames and is an important feature and landmark.










Connectivity and accessibility in Twickenham



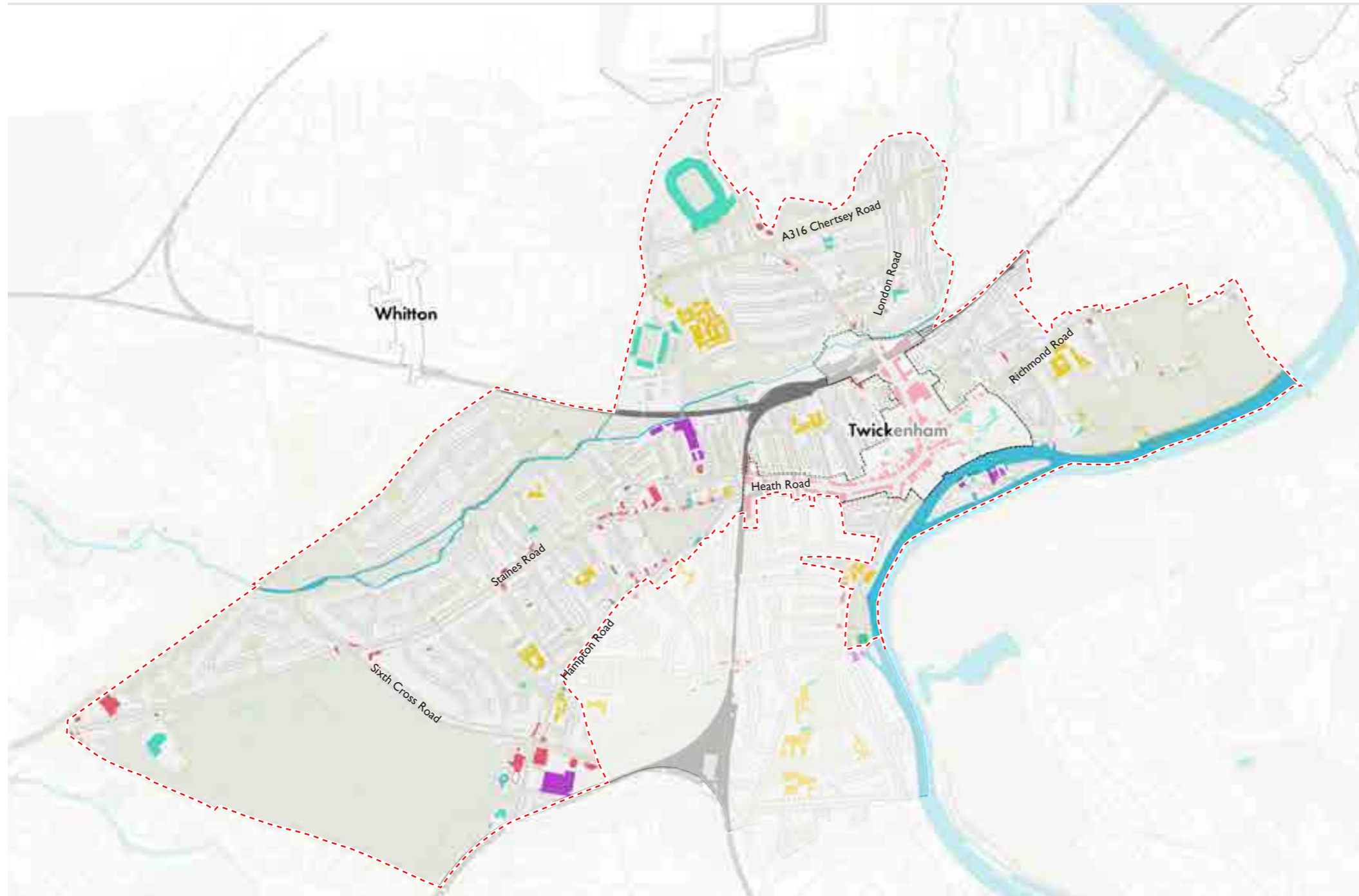
Plan showing the connectivity and accessibility in Twickenham



KEY

-  SPD boundary
-  Twickenham Action Area Plan (excluded from SPD area)
-  Rail station
-  Bus stop
-  Dedicated cycle route
-  Main road
-  Local road
-  Minor road
-  London Loop walking route

Facilities in Twickenham



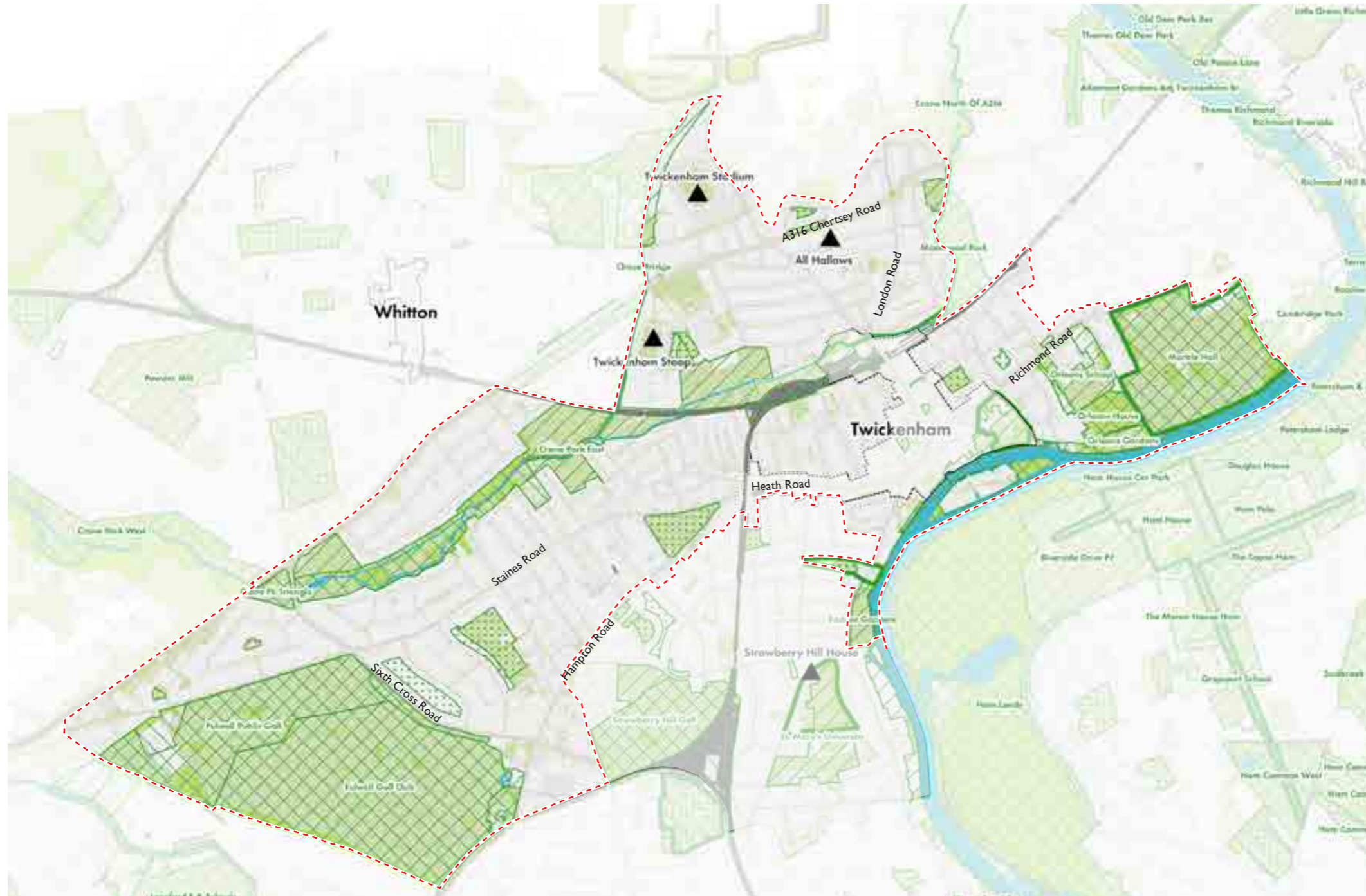
Plan showing the local facilities in Twickenham



KEY

- - - SPD boundary
- Twickenham Action Area Plan (excluded from SPD area)
- Local shops, facilities, restaurants, bars and cafes
- Community, leisure, culture and tourism
- Education
- Employment
- Healthcare

Green infrastructure in Twickenham



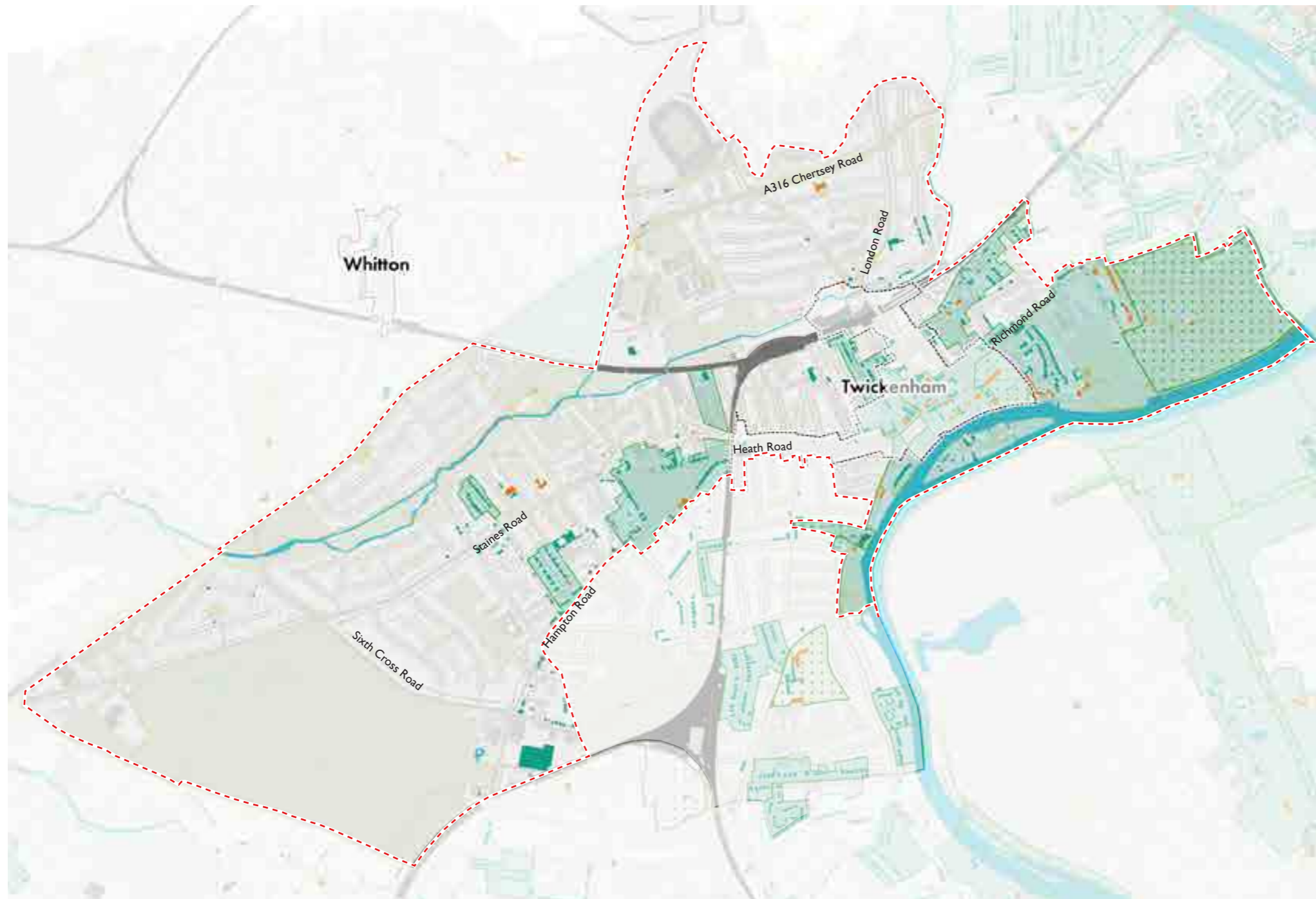
Plan showing the green infrastructure in Twickenham
The definitive boundaries in relation to the designations shown can be viewed on the Council's Proposals map. The areas are correct at the time of publication.



KEY

- - - SPD boundary
- Twickenham Action Area Plan (excluded from SPD area)
- Other Site of Nature Importance
- Other Open Land of Townscape Importance
- Historic Parks and Gardens
- Metropolitan Open Land
- ▲ Landmark

Historic Assets in Twickenham



Plan showing the historic assets in Twickenham
 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
- Twickenham Action Area Plan (excluded from SPD area)
- Listed building
- Building of Townscape Merit
- Conservation Area
- Historic Parks and Gardens

4. Vision for Twickenham

The Vision for Twickenham is that it is a connected community with good access to leisure facilities, green spaces and its rivers, community networks and services both within the locality and the wider area. It will be the home of choice as a result of its high quality residential areas well served by both a vibrant centre and more local facilities. Twickenham's important sporting and cultural attractions will be maximised and disruption to local residents and businesses minimised.

Twickenham is a long established centre providing a wide range of shops and services as well as leisure and cultural opportunities. The intimate scale of the original riverside village clustered around the Parish Church remains in Church Street and the lanes leading to it.

Outside the centre, Twickenham Green is an attractive open space overlooked by Georgian and Victorian dwellings. North of the Green the character is of dense terraced cottages while to the south west is more mixed, with streets of villas. To the west along Staines Road the housing progresses from Victorian to interwar in character.

There are important open spaces along the River Thames and River Crane, at Twickenham Green, Radnor Gardens and Twickenham and Fulwell Golf Courses. These are complemented by the Diamond Jubilee Gardens and will be further enhanced by the proposed development to provide a heart for the town on Twickenham Riverside. This is an area that many visitors to the town are currently unaware of and we have an opportunity to increase the public's awareness of this 'jewel in the crown' of Twickenham.

Twickenham main centre lies at the heart of the area and is the largest of the Borough's district

centres providing a good range of shops and services. There are also local shopping parades in Whitton Road, Hospital Bridge Road and Twickenham Green.

The vision for central Twickenham is based on a high quality centre serving local residents, workers and visitors to meet modern requirements and have a strong local economy whilst making the most of its distinctive heritage, open spaces and riverside. Twickenham Stadium, The Stoop (Harlequins Rugby Football Club), Marble Hill House and Orleans Park will continue to be important attractions.

The rest of the area is largely residential with some local shops and businesses. These areas will be maintained and enhanced as will the Lower Crane Valley, in order to provide a major open space corridor linking the village area. Enhancements to the Duke of Northumberland's River will also be sought.

Industrial and commercial uses are concentrated around Colne Road and are interspersed with housing. The vision is to retain the mixed use character and where opportunities arise, the impact on residents from traffic, including lorry movements will be reduced.

5. Objectives

The Twickenham 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)

6. Character Area Assessments

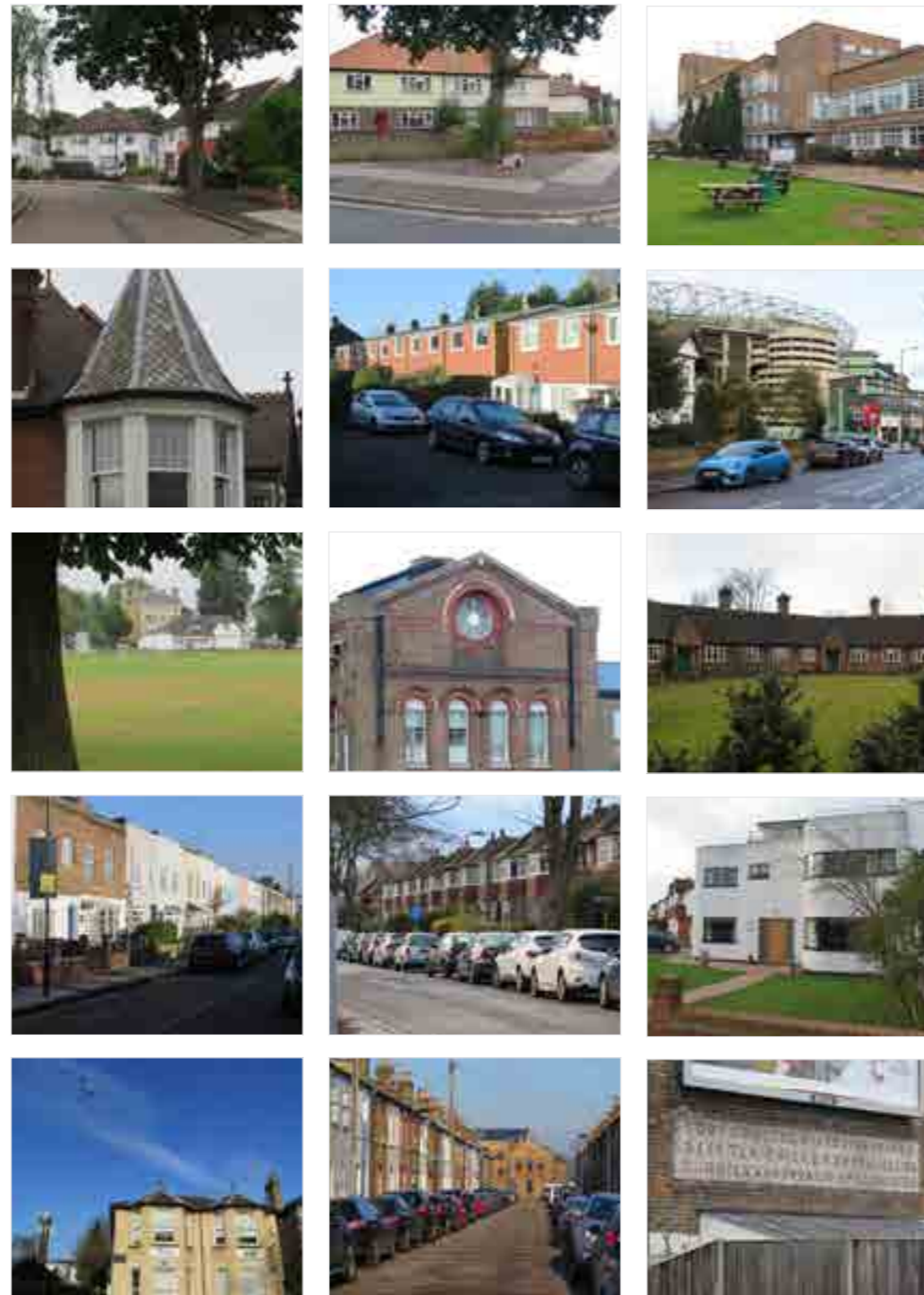
The identification of local character is one of the primary objectives of the SPD.

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

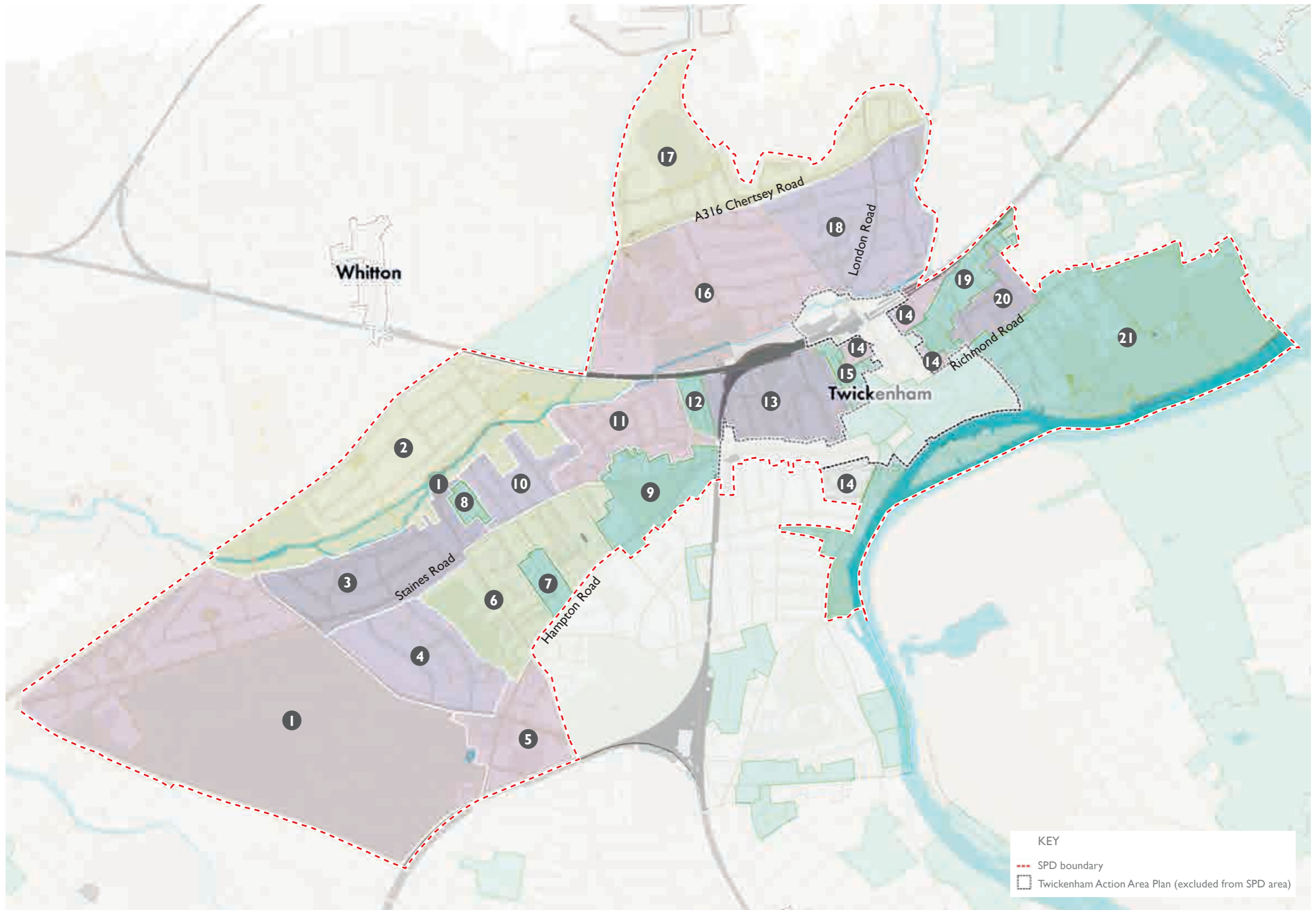
Some areas are the subject of what is known as an Article 4 direction. These remove certain Permitted Development Rights from properties. This means that if you want to extend or alter your home in a way that would normally be allowed under permitted development you will need to apply for planning permission 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 Twickenham

Character Areas

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KEY

- - - SPD boundary
- Twickenham Action Area Plan (excluded from SPD area)

Character area I:

Rivermead and surrounds

Character Summary

This character area is on the western edge of the study area and includes the Rivermead Estate, Fulwell Golf Course and Twickenham Road to the west. The character area has been divided into three sub-areas.

Rivermead Estate

The inter-war Rivermead Estate is located to the north of Staines Road and has a distinctive triangular residential form arranged as an outer and inner cul-de-sac with green open space at its centre. The inter-war estate is built in the garden city style and has a consistent character of predominantly semi-detached houses in red brick and white render. The estate has a consistent character with relatively few exceptions. A number of corner positions have attractive art deco houses which enrich the area.

Dominant Materials and Features

Key features are red brick, white render, terracotta tiling, front gardens with low walls, hedge boundaries and street trees.

Twickenham Road West

There is a varied character to the west of Rivermead and along Twickenham Road, including a mix of commercial and residential uses. To the west are a small number of big-box purpose-built commercial buildings. Concrete surfaces are dominant with ample space for car-parking. McDonald's replaced the Hope & Anchor pub which was demolished in c.1994.

Along Twickenham Road, inter-war detached and semi-detached properties with gardens front

the street. Many of the inter-war houses have had their crittal windows replaced with uPVC of different proportions of frame detailing. Glebe Cottages were built in the late 1800s and were associated with the former Glebe Farm. They fronted Hanworth Road (now Twickenham Road) and housed workers of the farm adjacent.

In the north of the area along Butts Crescent, Whiteleys Way and Glebe Way the relationship between buildings and the streets changes with mid-century blocks of housing set well back from, or perpendicular to, the street, with green spaces in between. Glebe Way consists of a series of low rise yellow brick terraced housing and flats set out in the 1960s, with protruding porches and tiled roofing. Casement windows are flush with its exterior. There is a varied boundary treatment and hedges are interspersed with open front gardens and low walls. Green verges and occasional tree planting line the streets.

The northern end of Butts Crescent and Whiteleys Way comprise a number of low rise residential blocks of flats set within well maintained communal grounds. These grounds and hedging provide a buffer between the flats and the A316 Chertsey Road.

Broadlands is located just south of Twickenham Road and replaced a nursery in the 1970s. It is characterised by single detached red brick bungalows which alternate between gabled and hipped roofing and are laid out on a quiet curved no-through road. Low brick walls and landscaped front gardens front the properties.

Dominant Materials and Features

Key features are red-brick bungalows, low rise yellow brick terraces, alternation between gabled roofing and hipped roofing, two-storey blocks of flats, well maintained green spaces, free-standing commercial buildings, hard surfacing.

Fulwell Golf Course

The majority of the character area is occupied by Fulwell Golf Course to the south, which is largely hidden from the surrounding roads, enclosed by railings, large trees and shrubbery on Burtons Road, Uxbridge Road and Staines Road. Historically the area formed the southern extent of Hounslow Heath and this heritage is still evident in the landscape today - the mature trees and drainage ditches reflect the 19th century field boundaries. The area was used for farming and was the location of Blackmoor Farm and the majority of Slade Farm. The golf course is characterised by its two 18-hole layout, one public and one private. On-site is also a modern health, spa and conference centre, located at its western edge. Along the Sixth Cross Road boundary is a stretch of allotments enclosed by trees.

Dominant Materials and Features

Key features are landscaped parkland, mature trees, water features and free-standing purpose-built buildings.

Threats from Development

- Domination of traffic.
- Poorly-defined boundaries as a result of the removal of front garden walls for off-road parking.



1868 Ordnance Survey

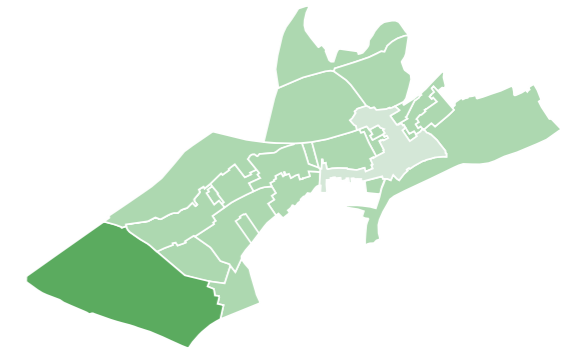


1993 photograph showing the Hope & Anchor pub, now demolished and replaced by McDonald's

- Tree removal leading to poor pavement condition.
- Pressure for front garden parking.

Opportunities

- Improving the public realm - especially roads, footpaths and signage.
- Improve highway conditions and pedestrian convenience, particularly at the junction of Rivermeads Avenue and Court Close Avenue, and along Twickenham Road.



Court Close



Glebe Gardens



Fulwell Golf Course



Glebe Cottages



Rivermead Estate



Homebase



Character Area boundary

Character area 2:

Lincoln Avenue and surrounds

Character Summary

This area includes the extent of Crane Park that is within the Twickenham Village boundary, and the area of housing to the north, enclosed by Chertsey Road and the railway line to the east.

The northern end of Meadway accesses onto the A316 Chertsey Road and a pedestrian underpass provides a link to Whitton, including its station.

The residential area around Lincoln Avenue, Selkirk Road and Meadway benefits from its proximity to Crane Park, but is relatively isolated from other parts of Twickenham. The inter-war housing area was laid out in the 1930s and is characterised by short blocks of terraces with gabled roofing steeply pitched with tile hung or timber cladding at each end. Other terraces are distinguished by their gabled bays and tudorbethan features, with red-brick flemish bond brickwork and red tile hung exterior. The houses step back from the road, with off-street car-parking and hard surfaces in front, although some houses have gardens with small brick walls fronting the pavement.

Park Crescent, to the east of Meadway, has a very different character to the remainder of the area. It was built in the 1990s with a more informal layout of predominantly two and three storey housing in red brick around informal green spaces.

Dominant Materials and Features

Key features are visible chimneys, gabled roofing, tudorbethan features, red tile hung, timber

cladding, red brick and off-street parking.

Crane Park

This section of Crane Park extends horizontally from Hospital Bridge Road in the south-west to the railway line in the north-east, encompassing Kneller Gardens. The park extends further westwards beyond the study area. It follows the bend of the River Crane, a defining natural feature running through the centre of the park, with woodland, scrub and reedbed at the riverside and shared use footpaths running alongside.

There are points at which the park opens up with large expanses of green spaces, characterised by high walls and backs of houses, with alley-ways providing connections from residential areas into the park. The park is also characterised by a number of roads that intersect the park at various points, for example Hospital Bridge Road and Meadway, and each section has its own unique feel.

Warren Farm was formerly located on the northern tip of the park by Lincoln Avenue. Mereway Bathing Place opened in 1895 at the top of Mereway Road and was a popular place for families who lived nearby. Hundreds of children learnt to swim there but river pollution led to its closure in 1930.

Kneller Gardens is part of the larger Crane Valley Park to the east of the character area, and is laid out as a recreation ground, with a pavilion building towards the centre, adjacent to tennis courts, a football pitch and playground.

The character of Crane Park varies with seasonal changes (for example, changes to vegetation, wildlife and weather), offering a diverse experience throughout the year. The park underwent a major restoration programme from 2010-2012.

Dominant Materials and Features

Key features are the winding river and associated reedbed, scrub and woodland. The park has a varied landscape with open stretches of green space juxtaposed with narrow and winding stretches enclosed by trees and vegetation.

Threats from Development

- Development pressure which may harm the balance of the river and green landscape.
- Poorly-defined boundaries as a result of the removal of front garden walls for off-road parking.

Opportunities

- Encourage the reinstatement of front gardens.
- Selective tree planting.
- Enhancement of river corridor.
- Improvements to crossing points along Crane Park at Meadway and Hospital Bridge Road.



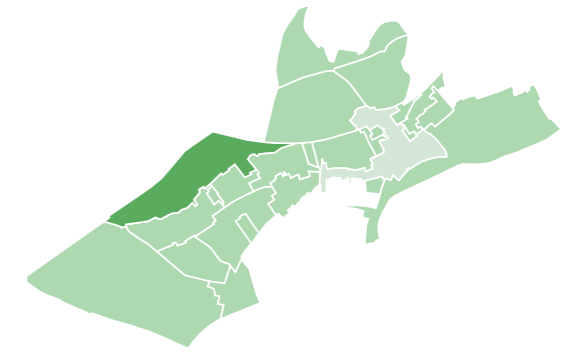
1935 Ordnance Survey



Lincoln Avenue planning application, 1937



Children fishing at Crane Park c.1950s



Housing along Lincoln Avenue



Access from Lincoln Avenue to the park



Open green space adjacent to the River Crane at Kneller Gardens



River Crane



Signposting to Crane Park Island and the Shot Tower, further west and outside of the study boundary



Character Area boundary

Character area 3:

Fulwell Park

Character Summary

This character area is located in the western half of the study area and is characterised by short residential terraces to the south of the River Crane. It includes the shops and housing along Staines Road and Manor Road.

The residential area north of Staines Road is characterised by inter-war Garden City style housing laid out on the former Fulwell Estate. Fulwell Lodge, built c.1623, was formerly located on the estate and was demolished in 1932. The Lodge was occupied by King Manoel of Portugal from 1913 to 1932. It was purchased in 1932 by Wates who developed the estate with housing in the mid 1930s. The Portuguese connection is remembered in the road names, for example Lisbon Avenue, Manoel Road and Portugal Gardens.

The roads share a similar feel, characterised by avenues with large leafy trees on either side. Small rows of terraces line the avenues, with gabled roofing steeply pitched with tile hung or timber cladding at each end. The area is close to Crane Park and there is pedestrian access across the River Crane to Lincoln Avenue from Mill Road. Fulwell Mill, also known as New Mill, stood beside the river in the 17th century but had gone out of use by 1880. It is now marked by Mill Road.

Dominant Materials and Features

Key features are red brick frontages with roughcast finish at the upper levels of some houses, casement windows, flemish bond brickwork, gabled/terraced slate roofing steeply

pitched, inside porches with decorative red brickwork above and around doors, and green verges in places with pavement on either side. There is a dominance of off-street car parking interspersed with varied boundary treatments, including brick walls and picket fencing, enclosing small front gardens.

Staines Road

Staines Road (A305) is a key connector route from Hanworth and west Twickenham to central Twickenham, and has a distinctively different character from the residential roads on the former Fulwell Park Estate. The prevailing character is of semi-detached inter-war housing on either side of the street behind front gardens. Houses along the northside of Staines Road are distinguished from those on the southside, with more tudorbethan features and elongated timber and tile door canopies. Wide pavements are interspersed with large mature trees which line the busy road, with car-parking on either side. Medium-height brick walls form the boundary between the drive-ways and the pavement and do not give much privacy.

The area is well served by a small parade of shops which occupy the corner of Staines Road and Hospital Bridge Road. These are characterised by a curved tile roof and red-brick frontage, distinctive protruding chimneys and vibrant shop-front signage and canopies. Account should be taken of the Council's 'shopfronts' SPD (March 2010) when replacing any shopfronts.

Dominant Materials and Features

Key features are red brick, tudorbethan features, hipped roofs, barge boards, and gabled double-height bay windows.

Threats from Development

- Poorly-defined boundaries as a result of the removal of front garden walls for off-road parking.
- Removal of original front garden boundaries and replacement with a different design and/or material, threatening the uniform character of the houses.

Opportunities

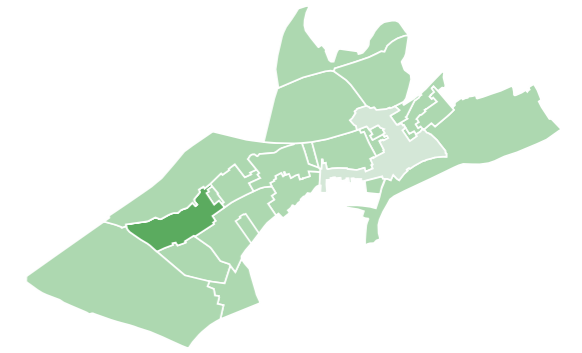
- Improving the public realm - especially street furniture, roads and footpaths.
- Selective tree planting.
- Encouraging the reinstatement of front gardens.



1871 Ordnance Survey showing Fulwell Park and Lodge



Fulwell Lodge, 1903



Mill Road



Parade of shops at corner with Hospital Bridge Road



Augusta Road



Lisbon Avenue



Staines Road northside



West along Lisbon Avenue



Character Area boundary

Character area 4:

Leeson Estate

Character Summary

This character area consists of a series of curving parallel avenues connecting Staines Road (A305) with Sixth Cross Road. The Leeson Estate was laid out in the 1930s and was influenced by the Garden City style, with a consistent character of semi-detached and terraced housing in stucco and red brick. The pastel frontages and decorative arch panels of some of the properties add to the area's charm. Many front gardens in Twining and Fielding Avenue have been retained and are bounded by picket fencing, hedges and some brick walls, and tree planting lines the avenues, contributing to its Garden City feel. Conversely the loss of front gardens to parking in Fortescue Avenue has eroded this feel. The roads - Twining Avenue, Fielding Avenue, Fortescue Avenue and Clarendon Crescent, are named after famous local people in Twickenham.

Sixth Cross Road is a historic road connecting Great Chertsey Road and Staines Road (A305) with Fulwell and Teddington. Housing fronts the road on the eastern side and dates from the 1930s. The properties are predominantly semi-detached houses set back behind deep gardens. Large mature street trees help frame Sixth Cross Road, supported by a deep green verge to the south.

Dominant Materials and Features

Key features are half rendered stucco and red brick, pastel colouring, terrace and semi-detached houses, prominent chimneys, hipped roofs and clay Roman tiles, decorative arch panels, side passage entrances, front gardens, off-street parking, picket fencing, hedges, hedgerows, trees, tudorbethan features and gabled roofs along Sixth Cross Road.

Threats from Development

- Removal of front garden boundaries for off-road parking, threatening the uniform character of the streets.
- Removal of original front garden boundaries and replacement with a different design and/or material.

Opportunities

- Improving the public realm, particularly footpaths and roads.
- Encouraging the reinstatement of front gardens.



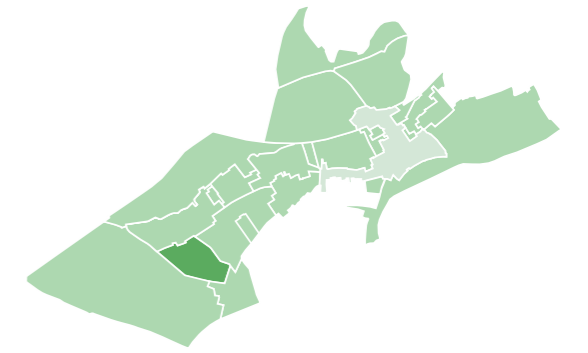
1938 Ordnance Survey



Approved planning application for semi-detached houses on Fielding Avenue, 1935



Sixth Cross Road at junction with Wellington Rd, c.1912



Twining Avenue



View east along Clarendon Crescent



96-104 Twining Avenue



Clarendon Crescent



Bicycle path from Twining Avenue



View north of Fortescue Avenue



Character Area boundary

Character area 5:

Fulwell Triangle

Character Summary

This character area is located at the southern edge of the study area, bounded by the rail line and Stanley Road to the east.

The area has a varied character with a mix of commercial and industrial units in the central part, comprising large modern footprint buildings ranging from retail sheds to warehouse units, set within areas of outdoor storage, servicing and car parking. The Garden Centre to the west of Wellington Road is located on the site of the former Blackmoor Farm and nursery, which was run by the local Poupert family in the early 1900s.

The parade of shops on Hampton Road is characterised by gabled bay windows, tile hung and prominent chimneys set back from the road, with planting and paved surfaces in front. The canopies and outdoor seating area add to its character. Account should be taken of the Council's 'shopfronts' SPD (March 2010) when replacing any shopfronts.

Further along Hampton Road is The Mall School and Theatre which fronts directly onto the street, whereas the older yellow brick building with the clock tower steps back from the street with high yellow brick walls, black gates and columns marking the entrance to the school. The former Nelson Inn, now Loch Fyne Seafood & Grill, sits on the corner of Hampton Road and Stanley Road with a car park to the rear.

Residential enclaves

Small, enclosed and distinctive residential pockets are located to the north and south of the

character area. Grove Road is a no-through road located off Hampton Road and is characterised by a small row of terraced housing, laid out on a narrow street with cars parked on either side. The pastel colours, curved sash windows, climbing plants and small front gardens with planting pots add to its quaint character. In contrast is a contemporary development located at the end of the road.

Queen Anne's Close, located off Stanley Road, is a modern cul-de-sac development of terraces with light brick and casement windows and small lawns in front. The doors are distinctive for their decorative pilaster and gable surrounds.

Wellington Gardens, to the south, is a 1930s semi-detached housing development, with prominent chimneys, red brickwork, gable roofs and tudorbethan features.

A small number of houses front the western side of Hampton Road and vary in age, features and materials.

Dominant Materials and Features

Key features include a mix of housing types and features. These include curved sash windows, small front gardens, decorative pilaster and gable surrounds, red brickwork, gable roofs, tudorbethan features.

Fulwell Bus Garage

Fulwell Bus Garage was formerly a tram depot built in 1902 for London United Tramways and London's very first trolleybuses operated from here from 1931. It was re-built in 1987 and has four gabled and pedimented spans, circular gazed

openings at the top of each gable and a large clock in the centre. It is a dominant feature in the area, with original red bricked garages as well as a red bricked wall running along its boundary with Stanley Road still in existence.

Dominant Materials and Features

Key features are red brick, gabled and pedimented spans, circular gazed openings and red brick boundary walls.

Threats from Development

- Replacement of historic windows and doors with those of modern materials or designs that do not follow the original glazing type and opening style, particularly along Grove Road.
- Poorly-defined boundaries as a result of the removal of front garden walls for off-road parking.
- Removal of original front garden boundaries and replacement with a different design and/or material, threatening the uniform character of the houses.

Opportunities

- Improving the public realm - especially street furniture and footpaths.
- Encouraging the reinstatement of front gardens.



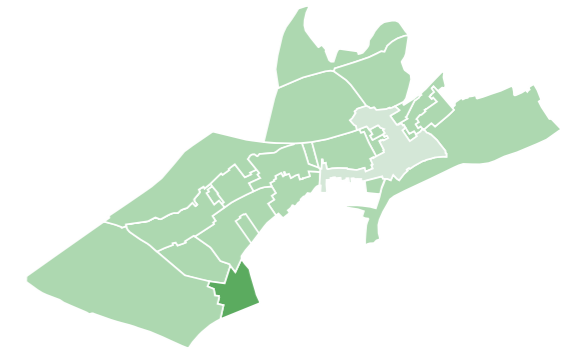
1895 Ordnance Survey



Fulwell Tram Depot, date unknown



Lord Nelson pub at the junction of Hampton Road and Stanley Road, 1972



Entrance to Squires Garden Centre and cafe



Parade of shops on Hampton Road



Natalie Mews, off Sixth Cross Road



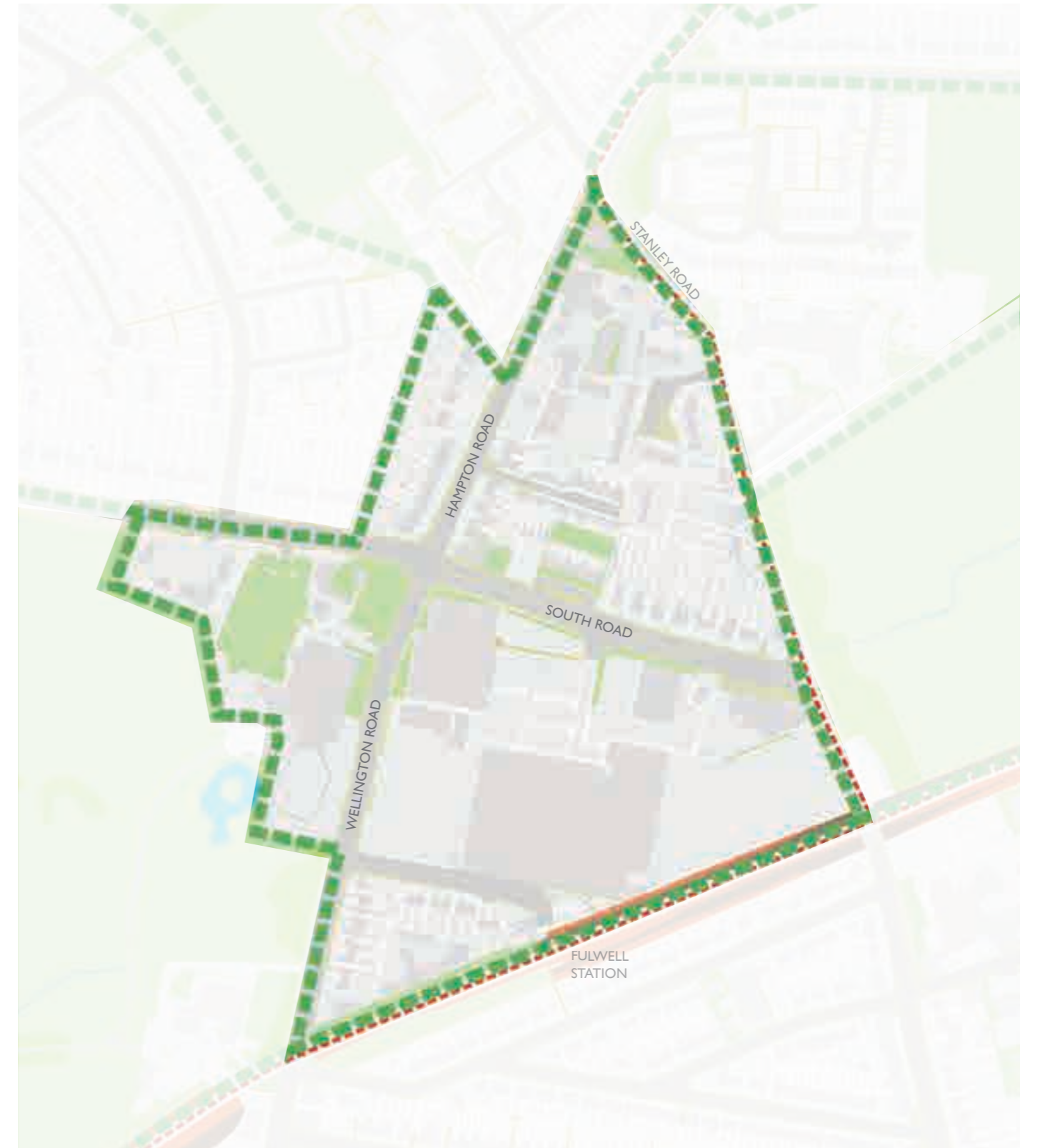
Entrance to industrial park off South Road



Fulwell Bus Garage



Grove Road



Character Area boundary

Character area 6:

Cross Roads

Character Summary

The Cross Roads character area comprises a series of parallel roads connecting Staines Road with Hampton Road and bounded by Waldegrave School to the west and Twickenham Green Conservation Area to the east. The 1818 Enclosure Award led to the development of the roads which were laid out by 1865, with the exception of Gothic Road and Elmsleigh Road which were built later in the early 1900s.

The area is mainly residential housing belonging to a wide variety of ages and styles, ranging from Victorian terraces along Denmark Road which front directly onto the street, to post-war housing on Third Cross Road with small front gardens bounded by low brick walls. Early 20th century terraces with small gardens and prominent chimneys front the northside of Third Cross Road and inter-war housing is laid out on Elmsleigh Road.

The west side of Gothic Road is distinctive for its long narrow and enclosed driveways leading to terraced housing. A series of narrow streets connect Fourth Cross and Fifth Cross Road, characterised by their small and intimate paths, terraced housing, backs of houses and high walls and fences. Small landscaped gardens front the properties. In contrast Fifth Cross Road is much wider, although it still has a wide variety of housing styles from various eras. Across the character area are examples of 21st century infill development adding to the variety of development along these roads.

Trafalgar Infant School is situated in the middle of the area at the heart of the local community, with access from Third Cross Road, built c. 1905.

Waldegrave School and playing fields were built on the site of Twickenham Common, shown in the 1894 Ordnance Survey as a surviving fragment of Hounslow Heath, and was previously known as Thames Valley County Grammar School. The school comprises a range of building styles and sizes, of varying ages. The boundary with Fifth Cross Road is formed mainly by iron railings with planting behind in places. The playing fields are located to the west of the school buildings.

A pub is situated on the corner of Bedford Road and Fourth Cross Road.

Dominant Materials and Features

Key features are red and yellow brick, stucco, front gardens and straight roads running parallel to one another.

Threats from Development

- Over-painting of brick façades, detracting from the visual character of the area.
- Replacement of historic windows and doors with those of modern materials or designs that do not follow the original glazing type and opening style.
- Loss of front gardens in favour of car parking.
- Loss of front garden boundaries and replacement with different design/material.

Opportunities

- Improving the public realm - street furniture and the footpaths.



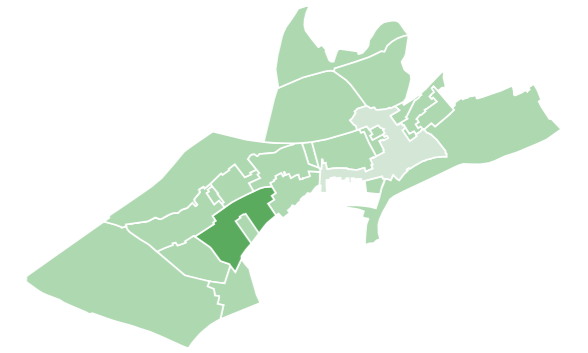
1894 Ordnance Survey



1972 photograph looking along Chestnut Grove



1978 photograph looking along Second Cross Road



Denmark Road



View along Fifth Cross Road



Third Cross Road



Hampton Road northside by Third Cross Road



Waldegrave School



Denmark Road



Character Area boundary

Conservation area 7:

Trafalgar Road

Character Summary

The conservation area is a tranquil residential area north of Hampton Road, with Fourth Cross Road to the south west and Gothic Road to the north. The area was originally designated in 1969. It is roughly rectangular in shape, neatly comprising two rows of semi-detached villa style houses on either side of the street, which were built in 1845.

The area formed part of Hounslow Heath until 1837, but was developed into an estate called Trafalgar Square in 1845 by Mr. William Horsley. It was one of the first of many small estates of semi-detached houses to be built in Twickenham. Originally the estate had an oval pond and green open space in the middle but this was replaced with a road in 1882 and the front gardens were extended. Trafalgar Road is relatively narrow and straight, with views contained by the buildings in Hampton Road and Gothic Road.

The area is distinctive from its immediate surroundings for its consistent scale and style of architecture. The adjacent Fourth Cross Road, for example, is more village like, and the late Victorian brown brick cottages on Gothic Road are also very different in style and scale. The high quality housing is set within ample mature landscaped gardens with abundant planting of trees and shrubs, which often obscure the houses from a distance. The spaces between the Trafalgar Road buildings are an important component of the overall character of the area which, together

with the hipped roofs, emphasises the individual villa character of these houses. The front garden boundaries to the road are distinguished by decorative gates and iron railings on low brick walls with stone copings.

Dominant Materials and Features

Key features are an even and straight layout, mature trees, hedges and shrubberies, attractive large front gardens, low pitched slate roofs, painted stucco or stock brick walls, moulded architraves, entablatures or consoles above windows, attractive iron balconies, canopies and porches.

Threats from Development

- The ease of passage is hindered by cars parked on both sides of the road.
- The appearance of some of the properties through alterations and extensions, particularly single storey brick extensions with flat roofs, upsetting the balance of the facade.
- Removal of original glazing bars, windows, porches, balconies and other details which threaten the character of the properties.
- Development that detracts from the original symmetry of the properties.
- Removal of hedges or shrubs, introduction of unsympathetic paving materials and enlarging of paved areas will threaten the appearance of the area.
- Threat to the quiet residential road and

tranquil quality.

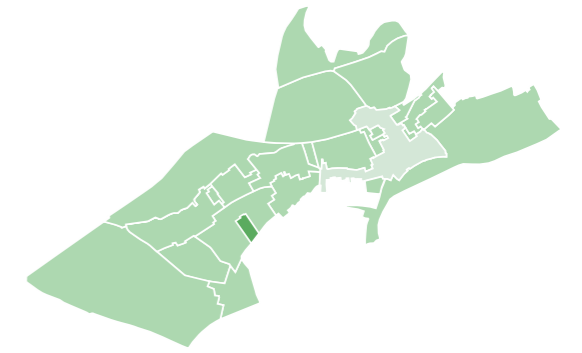
Opportunities

- Additional planting outside the immediate area e.g. Gothic Road, could enhance the views and setting.

Link to full Conservation Area Statement:
http://www.richmond.gov.uk/ca_trafalgar_road1.pdf



1868 Ordnance Survey



At the northern end of Trafalgar Road



Mature trees frame the houses on either side



Trafalgar Road looking south-west



Houses are set back with large attractive gardens in front



Distinctive brick pillars are a cohesive feature along the road



Trafalgar Road



Conservation Area boundary

Conservation area 8:

Belmont Road

Character Summary

This conservation area is located between Staines Road to the south-east and Crane Park to the north, and accessed from Staines Road. The area was originally designated in 1977.

It is an early residential development of villas built in the mid 19th century on open fields. The group of semi-detached and terraced houses to the northwest was built slightly later towards the end of the 19th century. Originally the properties had direct access to the River Crane, although this was prevented by development soon after WWII which closed off this access. The conservation area has a distinguished character which is set apart from the mostly 20th and 21st century development surrounding it, including a modern cul-de-sac development to the northwest which is of a smaller scale with modest front gardens and space for parking.

The villas are in two storey detached Victorian houses on the east-side and three storeys on the west side, in Italianate style. They are set within large well-planted front gardens which have consistent rendered boundary walls and piers to the street, helping to contribute to their uniform character. The spacious gaps between the buildings are an important characteristic of the townscape. Although unified by their common use of materials and detailing, the villas on the west side are slightly more elaborate.

Dominant Materials and Features

Key features are mature garden plots and attractive front gardens, spacious gaps between buildings, pastel colouring, consistent rendered boundary walls and piers to street, stucco façades, shallow slate roofs, classic details with moulded window surrounds, rusticated plinths, quoins and porches.

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.

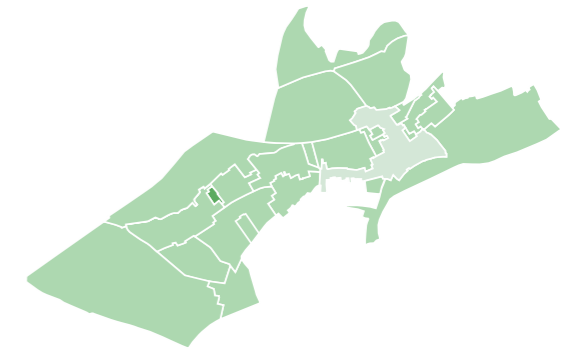
Opportunities

- Preserve, enhance and reinstate the architectural quality and unity.
- Retain and enhance front boundary treatments and discourage an 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.

Link to full Conservation Area Statement:
http://www.richmond.gov.uk/conarea29_a3_rgb.pdf



1868 Ordnance Survey



Belmont Road



Large three-storey villas on the west side



1 Belmont Road



Two-storey villas to the east of Belmont Road



Looking north along Belmont Road



Cul-de-sac at the northwestern end of Belmont Road



Conservation area boundary

Conservation area 9:

Twickenham Green

Character Summary

The conservation area is focused on Twickenham Green at the meeting point between Staines Road and Hampton Road, with its distinctive triangular shape. The area was originally designated in 1969 and was later extended in 1982, 1991 and 1992. It is an important and historic open space and most development around it is from the 19th century, with some 18th century surviving elements. These buildings have varied façades, materials and roofscapes that add interest to the area. The conservation area is a mix of residential, commercial, community and industrial uses and has been divided into three sub-areas to reflect its varied character.

The Green - northside

Generally larger two to three storey buildings line the northern side of the green. The buildings are closely packed together with a building line close to the pavement and many of the buildings still retain their fine original shopfronts. Account should be taken of the Council's 'shopfronts' SPD (March 2010) when replacing any shopfront. May and Albion Roads are also included in the conservation area and are characterised by tightly spaced terraced houses set behind small front gardens or fronting directly onto the pavement. There is an important view down May Road towards Holy Trinity Church across the Green.

The Green - southside

On the southside are Apsley Villas, an unspoilt group of large paired houses with stucco under

shallow slate roofs. The villas were built in the 1840s and have large gardens behind uniform boundary walls. Red brick Victorian villas continue to frame the Green on the southern side. The materials, style and scale of buildings along Hampton Road is varied, and include no.24 with its distinctive dutch gable and castellation and the ornate Victorian The Albert public house. Holy Trinity Church is a Grade II listed building built in 1840-1 and of Gothic revival design, conceived by George Basevi.

First Cross Road

Small scale Victorian and early Edwardian cottage-style properties front First Cross Road and benefit from their intimate proximity to The Green. These relatively older cottages have distinctive historic long narrow garden plots.

Twickenham Green

The Green is an important area of public open space; not only is it valued historically as one of the last surviving pieces of Hounslow Heath, it is also significant in terms of the positive contribution that it makes to the local community. The Green was enclosed in 1818 and later sold to Twickenham Town Council in the 1860s for use as a public recreational space. The Green is lined with a low post and rail fence and mature chestnut and lime trees, which were planted in 1872. Younger trees run along its central path. A pavilion is located to the south which is a timber structure replacing a larger Victorian pavilion which stood on the same site.

Dominant Materials and Features

Key features are the triangular grassy public land, mature trees, brick and slate roofs, traditional shopfronts, terraced housing, small front gardens, Victorian villas, hedges, red brick, early Edwardian cottages with long narrow garden plots.

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 and poor pedestrian safety leading to clutter of signage and street furniture.
- Loss of original or quality shop fronts and unsympathetic alterations and advertisement.

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.
- Improve the quality of street furniture and flooring.



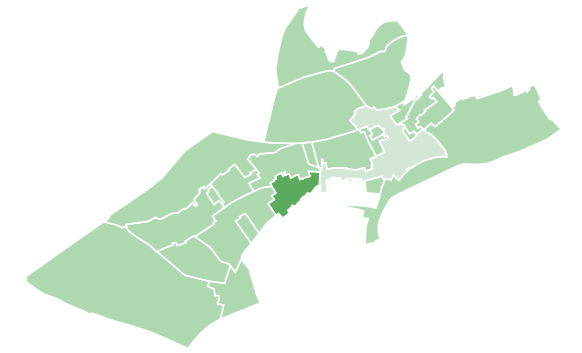
1869 Ordnance Survey



Tram at Twickenham Green, date unknown



Snow on Twickenham Green, pre 1916



View south to Holy Trinity C of E Church



Looking across the Green towards the Cricket Club Pavilion



Looking east towards Heath Road



View along First Cross Road

- Improve highway conditions and pedestrian convenience.
- Rationalise existing signage and street furniture.
- Retain and improve the quality of shop-fronts and advertisement.

Link to full Conservation Area Statement:
http://richmond.gov.uk/cas_9_twickenham_green.pdf



Shops along the north of the Green



Conservation Area boundary

Character area 10:

Campbell

Character Summary

This character area is located to the north of Staines Road and encompasses Campbell Close, Churchview Road, Brinsworth Close and also includes the spine of Meadway.

The area is residential with a variety of types, materials and ages of housing. All of the housing addresses the streets with varying depths of front gardens. Terraced housing along Campbell Road date from the late 19th century and are characterised by red and yellow brick exteriors and attractive front gardens. Midway down the road is All Saints Church, a Grade II Listed building constructed between 1913 and 1914 to the designs of J. S. Alder. It is predominantly red brick with Weldon stone dressing and a red tiled roof. Campbell Close, at the northern end of Campbell Road, is an early development by the pioneering Span company, built c.1955. The cul-de-sac is formed of terraces with white painted brick and red tile cladding, separated by strips of yellow brickwork. A small row of 1960s housing built just off Staines Road is in a similar style.

Brinsworth Close was built in the 1950s and is a small cul-de-sac of terraces behind wide grass lawns. Green verges mark the road from the pavement. The houses are characterised by their tiled roofs, casement windows and tile cladding. The doors are stepped back from the exterior and strips of multi-coloured brickwork mark the boundary between each house.

Perigan, White Lodge and Churchview Court were laid out on Churchview Road in the 1950s, and form three distinctive mid rise blocks of flats

in red brick and render. All Saints Church is also a dominant feature of the road.

On the corner of Brinsworth Close and Staines Road is Brinsworth House, a residential and nursing home for those who have served in the entertainment industry. The Grade II Listed building was probably built in the late 18th century of early 19th century. It is a two storey house of three bays width and has a low pitched slate roof. It is built in brick with stucco quoins and first floor window surrounds. The building has a central and classically detailed entrance which is flanked either side by semi-circular bow windows. The building has an impressive presence on Staines Road, stepped back with an extensive landscaped garden in front and bordered by a low brick wall.

Dominant Materials and Features

Key features are red brick surrounds, small front gardens and street trees, red roof tiles, prominent chimneys and sash windows.

Meadway

Meadway is a distinctively straight road of residential housing cutting through Crane Park and Kneller Gardens, linking Staines Road and Twickenham to the residential area north of Crane Park, including Lincoln Avenue and Park Crescent. The area includes part of Andover Road to the east. Meadway was constructed in the 1930s and so its length and straightness is unique compared with older roads laid out to the east which were built earlier at a much finer grain. The area is characterised by inter-war semi-

detached housing or small blocks of terraces with a mix of gabled bays and hipped roofs. Trafalgar Infant School and Crane Community Centre are located on the northern edge of the area. A common element of the housing is the red roof tiles and protruding chimneys, distinguishing it from surrounding residential areas. Many of the properties have attractive front gardens with bushes, shrubs, trees and picket fencing along the edges, helping to create a sense of unity and contributing to Meadway's garden character. The houses along Andover Road are special for their gabled protruding entrances and flemish bond brick-work.

Dominant Materials and Features

Key features are half rendered, half flemish bond brickwork, stucco, gabled bays and terraces, semi-detached housing with hipped roofing, small casement windows, pastel colouring, Roman red tiled roofing, bushes and hedgerows and picket fencing.

Threats from Development

- Replacement of historic windows and doors with those of modern materials or designs that do not follow the original glazing type and opening style.
- Removal of front garden boundaries and replacement with different design or material. This undermines the uniformity of the terraces.



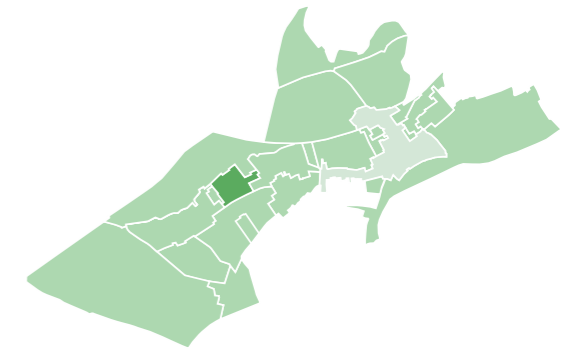
1912 Ordnance Survey



1930s photograph showing All Saints Church on Campbell Road

Opportunities

- Improving the public realm - especially street furniture, roads and footpaths.



Campbell Close



Campbell Close and All Saints Church



Brinsworth Close



Brinsworth House



Meadway



Churchview Road



Character Area boundary

Character area 11:

North of the Green

Character Summary

This character area takes in the residential area to the north of Twickenham Green, up to the River Crane. The railway arches form its eastern edge, and Meadway and Andover Road form its western edge.

The area was one of the first areas to be rapidly developed in the late 1880s, along Colne Road, Mereway Road, Albion Road and May Road.

It is largely characterised by late Victorian terraced housing, generally in London stock brick with slate roofs and protruding chimneys, although some have been painted over or are rendered. Other features include white surrounds above doors and windows, sash windows, tiled canopies, and hanging baskets which add charm to the properties. Houses along May Road are particularly uniform in character, distinctive for their London stock brick with decorative red-brick surround. There are pockets of Edwardian terraces, including on the south side of Gould Road, of which key features include the gabled roofs and projecting bays.

Properties in the character area tend to front directly onto the pavement or step slightly back from the street with small front gardens behind low brick walls or fencing. Roads are narrow and intimate, and cars are parked on the street. An exception to this is along Colne Road, where some gardens have been lost to off-street car parking. There is a small amount of tree planting along the streets which is supplemented by the

shrubbery, planting and bushes that form part of landscaped front gardens.

Contrasting with the uniform terraces prevailing in the area is a small block of 1960/70s housing cradling Edwin Road and Colne Road. The three storey block steps back from the road with large trees and green space screening the building from the street, enclosed by a low wooden fence. James Darby House is located on the corner of Mereway and Colne Road, distinctive for its curved brick frontage, landscaped gardens and parapet roof. A number of more contemporary infill development in the form of culs-de-sac are also located at Rowntree Road and Crane Mews.

The area is also distinctive for its light industry, which is tucked amongst the predominantly residential area between Twickenham Green and the River Crane. These industrial pockets can be found along Mereway Road, Colne Road and to the north of Edwin Road and are characterised by single storey warehouse units and outdoor space for parking.

A small Metropolitan Police memorial, unveiled in 2000, is located on the corner of Mereway Road and Colne Road, in memory of the police officer PC Kulwant Singh Sidhu, who died there in the late 1990s in the pursuit of his duties. It is a poignant reminder of his dedication and invaluable contribution in keeping Twickenham safe for all.

Dominant Materials and Features

Key features are red brick surrounds, small front gardens, prominent chimneys, sash windows, slate

roofs and render.

Threats from Development

- Replacement of historic windows and doors with those of modern materials or designs that do not follow the original glazing type and opening style, particularly along Grove Road.
- Removal of original front garden boundaries and replacement with a different design and/or material, threatening the uniform character of the houses.

Opportunities

- Improving the public realm - especially street furniture, roads and footpaths.
- To upgrade the 'pocket park' on the south side of Edwin Road.
- Reinstating architectural details.
- West Twickenham cluster (including Gregg's Bakery and surroundings), Mereway Road Industrial Estate and St. George's Industrial Estate are identified as locally important industrial land and business parks in the Council's Local Plan (2017). More information on the West Twickenham cluster can be viewed in Chapter 8.
- The Mereway Day Centre on Mereway Road, which is currently unused, is identified in Policy SA12 of the Council's Local Plan (2017) for social and community uses.



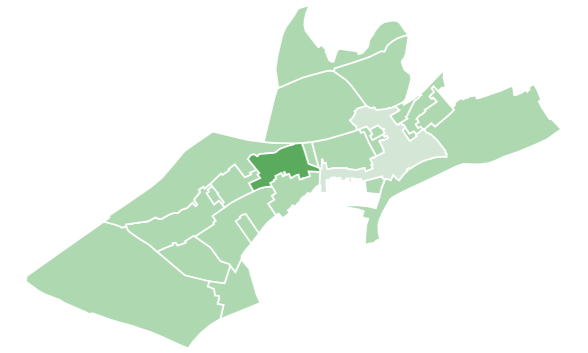
1894 Ordnance Survey



11 Briar Road, 1972



Albion Road, Twickenham, 1992



May Road



Greggs on Edwin Road



Staines Road



Colne and May Road junction



Crane Road looking towards Colne Road



Edwin Road



Character Area boundary

Conservation area 12:

Hamilton Road

Character Summary

This conservation area is a Victorian area to the north of Staines Road, encompassing Hamilton Road, Warwick Road and parts of Edwin Road. It was designated a conservation area in 2006.

It is the history of this area that is of particular interest and which marks an important chapter in the historic development of Twickenham. Originally the area west of Talbot Road was used for market gardening and the fields where Hamilton and Warwick Road now stand were used for playing football. Twickenham's first electricity works was built just to the west of Talbot Road in the 19th century. Following the acceptance of an offer from Edmundsons Electricity Corporation to begin electrification by Twickenham Town Council, the Twickenham and Teddington Electricity Supply Company was formed to build the existing works buildings (no. 37 Hamilton Road) between 1901 and 1902.¹ They supplied electricity to the whole of Twickenham, and grew after WWI to supply a larger area including Hampton and Hampton Wick. The uniform terraces along Hamilton, Warwick and Edwin Roads were built together to accommodate employees of the electricity works and were supplied power from it.

The area has a distinctive townscape of late Victorian and Edwardian industrial buildings and housing dating from the early 20th century.

¹ <https://hamiltonelectricityworks.wordpress.com/>

The former Hamilton electricity works is an important local landmark and the focus of the view along Hamilton Road. This group of industrial buildings have been converted to residential use, Athelstan Place, named after the original name for Hamilton Road. The buildings have pitched roofs, are of stock brick with red brick dressings, and retain their traditional timber sliding sash windows and metal-framed windows.

There is a strong physical and historical relationship between the industrial buildings and the terraces. The terraces are uniform in character and front directly onto the street. The two-storey properties are of stock brick with red brick dressings. The houses have round arched porch recesses, slate roofs with brick chimneys.

Dominant Materials and Features

Key features are London stock brick with red dressings, distinctive round arched porch recesses, pitched slate roofs and brick chimneys.

Threats from Development

- Loss of historic buildings, traditional architectural features and materials due to unsympathetic alterations
- Lack of coordination, clutter and poor quality of street furniture and flooring.

Opportunities

- Preserving, enhancing and reinstating the architectural quality and unity.

- Coordinating colour and design of materials and features, rationalising and improving the quality of street furniture and flooring.

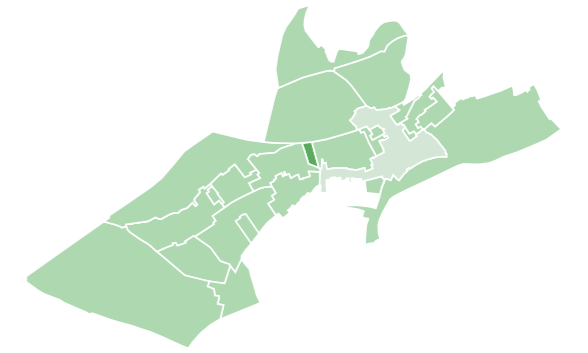
Link to full Conservation Area Statement: http://www.richmond.gov.uk/conarea72_a3_rgb.pdf



1912 Ordnance Survey



Hamilton Road in 1973



Hamilton Road looking towards the former electricity works



Former electricity works



Terraced housing along Hamilton Road



Traditional sash windows



The former electricity works has now been converted to housing



Decorative brick surrounds



Conservation Area boundary

Character area 13:

Heath Road north

Character Summary

This character area is found on the north side of Heath Road and stretches up to the rail line to the north. It includes Talbot Road and Marsh Farm Road to the west of the railway and Sherland Road to the east. The area has been divided into sub-areas, summarised below.

Lion Road area

Lion Road, Talbot Road, Marsh Farm Road and Albert Road were all laid out in the late 1800s to house railway employees working on the railways near-by. Lion Road follows the former Staten Lane, which crossed the railway linking Heath Road with Marsh Farm. The prevailing character is primarily small late Victorian terraces laid out along tight streets. The properties are of London stock brick, although some have been painted over and others are rendered. Many of the properties have sash windows, decorative brick surrounds and prominent chimneys, typical of the late Victorian era. Houses along Lion Road step back from the street with small gardens in front. Only a few of these have been lost to car parking.

Some of the cottages along Talbot Road have the original wall plaques on them with names; Charlotte Cottages, Whitecliffe Cottages, Dusty Cottages, and the date and initials of builder.

Houses along Lion Avenue, Laurel Avenue and Grove Road were built in the early 1900s but are similar in scale to the late Victorian terraces. The roofs are generally steep pitched with gable ends, and a single bay window and recessed porch are common features. The character of Laurel Avenue is suitably distinctive for its trees with

dark green glossy leaves that frame the road and which serve as a reminder of Laurel Lodge which was once located here.

Lansdowne Close is a simple cul-de-sac at the end of Lion Road and Simba Court adjacent is a newer 21st century development.

Dominant Materials and Features

Key features are London stock brick with red dressings, slate and tile roofs, small front gardens, pastel colouring, bay and sash windows.

Clifden area

The Clifden area, to the east, includes the roads of Clifden Road and Copthall Gardens. The roads were developed after 1880, and form a series of Victorian and Edwardian streets of terraces and villas. To the north east of the area, larger footprint and denser housing is found developed in the inter-war period.

The former Copthall Villas are shown on the 1865 Ordnance Survey map and were the earliest buildings in the character area before they were replaced by Clifden Court, an impressive block of housing with art-deco influences.

St. Richard Reynolds Catholic College is a principal landmark in the local area. The school was formerly Twickenham County Grammar School for Girls, which opened in 1909 for 220 pupils, and was enlarged in 1936.¹ Prior to the sites use as a school, the open space between Albert Road and Clifden Road was used for allotment gardens and is shown on the 1892 Ordnance Survey map.

¹ <http://www.british-history.ac.uk/vch/middx/vol3/pp163-166>

Dominant Materials and Features

Red brick and stucco, slate and tile roofs, mature street trees including limes and chestnuts.

Threats from Development

- Loss of architectural detail.
- Replacement of historic windows and doors with those of modern materials or designs that diverge from the original opening style and glazing type.
- Poorly-defined boundaries as a result of the removal of front garden walls for off-road parking.

Opportunities

- Improving the public realm - especially street furniture, roads and footpaths.
- Reinstating front gardens, particularly along Clifden Road.
- Reinstating architectural detail.



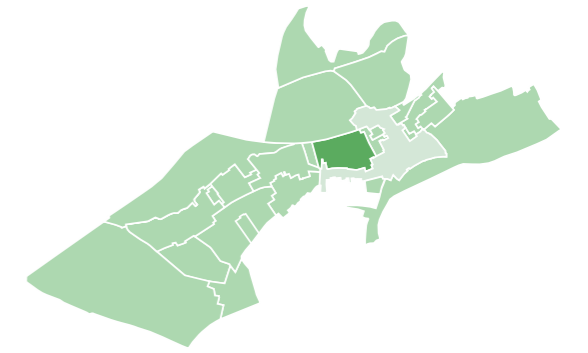
1895 Ordnance Survey



Lion Road in 1973



Clifden Road School in 1950



Lion Road



St. Richard Reynolds Catholic College, Clifden Road



Looking south towards Copthall Gardens



Copthall Gardens



Lion Avenue



Sherland Road



Character Area boundary

Character area 14:

Town Centre fringe

Character Summary

This character area is comprised of the sub-areas of Poulett Gardens, Railway Approach, Arragon Road and Mary's Terrace, all of which are located on the periphery of the town centre.

Mary's Terrace and Candler Mews

This sub-area has a fragmented and varying residential character. Mary's Terrace is the earliest development and was constructed to take advantage of its proximity to the railway. It consists of low-rise late Victorian terraced housing, forming a dramatic contrast to the height and block of the neighbouring Regal House and the proposed Twickenham Station redevelopment scheme. The houses are constructed in stock brick laid in flemish-bond, some of which have been painted over. The properties front directly onto the narrow pavement and street. Plant pots on window ledges and by front doors add charm to the street.

Cheltenham Avenue is a short cul-de-sac of semi-detached properties built in the inter-war period. The exteriors are distinctive with red brick laid out in flemish-bond and a curved frontage with a band of pebble-dash across the middle. Access to the properties are to the side, with space in front taken up by off-street car parking.

Candler Mews is a modern cul-de-sac development located off Amyand Park Road. It consists of a number of three-storey and two-storey blocks in yellow brick.

Dominant Features and Materials

Key features are yellow brick, white surrounds, pebble-dash, painted brick, sash and casement windows.

Railway Approach

Railway Approach is to the west of London Road and is generally characterised by housing accessed from Railway Approach with relatively large back gardens backing onto Grosvenor Road. The three-storey townhouses have garages and off-street parking, and are characterised by open gable roofing, yellow brickwork and casement windows. A footpath provides access from London Road to Grosvenor Road.

Dominant Features and Materials

Key features are yellow brick, casement windows, brick walls, hard surfacing, garages.

Arragon Road and Cornwall Road

Arragon Road is comprised of large three-storey Victorian townhouses, although there is some variation in scale and height. The buildings are generally enclosed by black railings with low brick walls. Cornwall Road is a short leafy avenue off Richmond Road, culminating at Oak Lane Cemetery to the north. The generously sized terraces are uniform in character, with gable roofing and constructed in red brick, although many have been painted over. Distinctive features include the round top sash windows, decorative white surrounds and balconies.

Small front gardens are enclosed behind low rise

brick walls which form a neat boundary treatment along the road.

Dominant Features and Materials

Stock brick and render, slate roofs, white and red brick surrounds, railings, low brick walls, sash windows, painted façades.

Poulett Gardens

Poulett Gardens lies to the south of Heath Road, and is accessed from Cross Deep. The area is distinct for its consistent character of inter-war semi-detached housing. The properties are laid out as semi-detached pairs with generous spaces in front, many of which are used for off-street car parking, and garages alongside. Fencing, low brick walls and hedges form an inconsistent boundary treatment along the road. The appearance of the exteriors are fairly identical and generally of white stucco and dark reddish brick laid in flemish-bond, with decorative brickwork surrounding the doors and a two-storey bay with angled sides. There are slight variations in the half-timbering and treatment of the gables.

Dominant Features and Materials

Key features are slate roofs, prominent chimneys, white stucco, render, decorative brickwork

Threats from Development

- Domination of traffic.
- Poorly-defined boundaries as a result of the removal of front garden walls for off-road parking, particularly at Poulett Gardens.
- Loss of architectural detail.



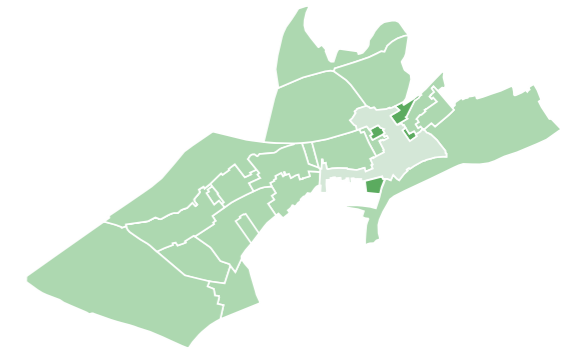
1865 Ordnance Survey



Station Approach, looking towards railway line and station yard, 1978

Opportunities

- Improving the public realm - especially street furniture, roads and footpaths.
- Selective tree-planting.
- Encouraging the reinstatement of front gardens.
- Reinstating architectural detail.



Mary's Terrace with modern development in the background



Poulett Gardens



Mary's Terrace



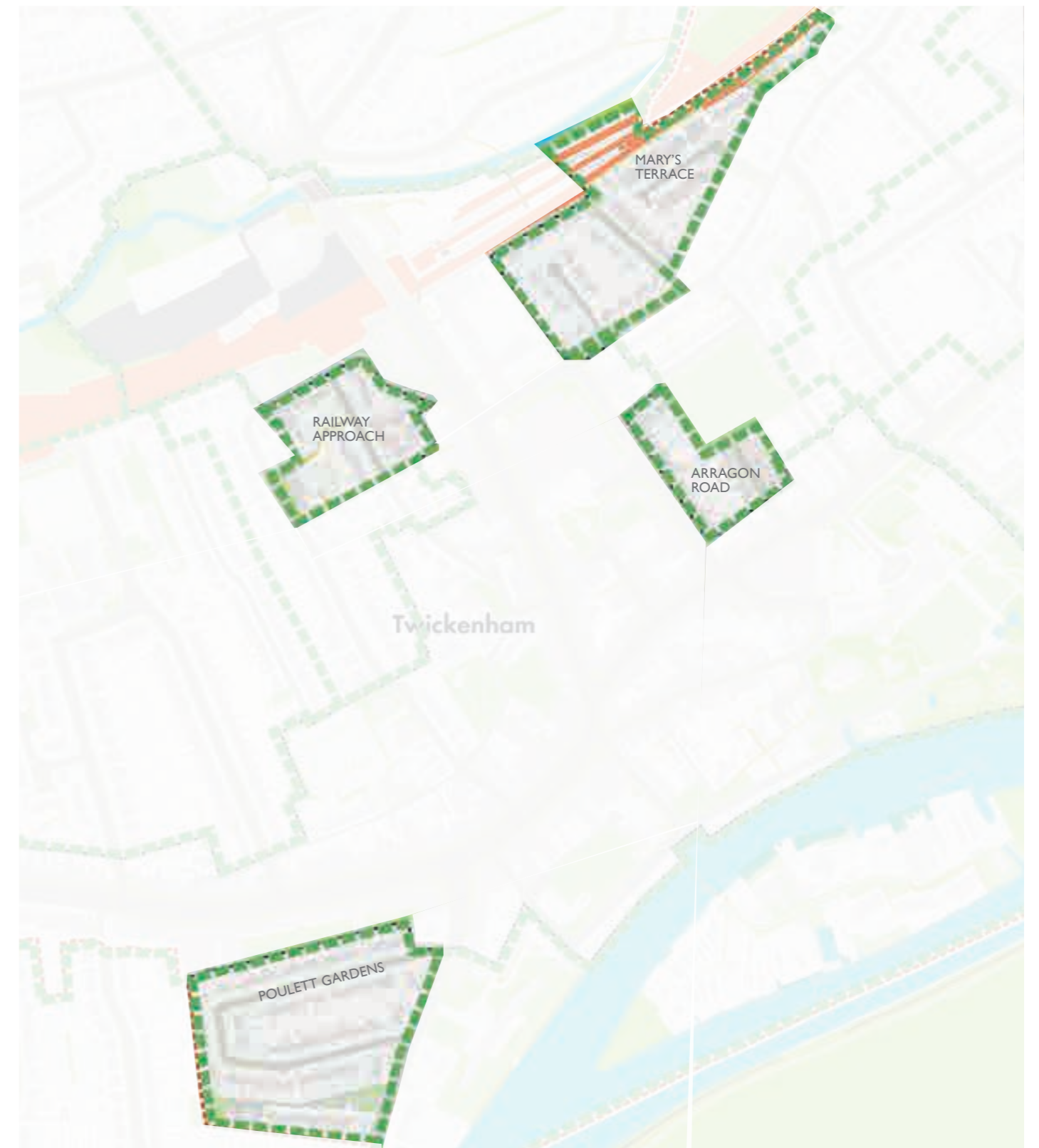
Candler Mews



Poulett Gardens



St. Mary's C of E Primary School, Arragon Road



Character Area boundary

Conservation area 15:

Queen's Road

Character Summary

The area is west of London Road between King Street and the railway line. It is focused on Queen's Road, with part of Grosvenor Road and Holly Road. The conservation area was designated in 1988.

This is an area of Victorian and late Edwardian houses, most of which are semi-detached. The Victorian buildings include pockets of small cottages which have been extensively altered, and some larger Victorian buildings, some of which form attractive terraces which have a strong character and share a uniform architectural quality. Many of these buildings remain in good condition.

The sweep of Queen's Road at its northern end affords continuous changing views terminated by mature street trees. A particular characteristic of the area to the south of Queen's Road are the terraces of two storey houses in yellow stock brick with contrasting bands or gauged arches in red brick. Also to the south are some terraces built in gault brick with single storey front bays and shallow pitched slate roofs. Further north towards the railway building, heights generally increase with three storey Italianate semi detached properties on the eastern side. Also on this side is a Gothic terrace of three and a half storeys, containing red brick arches, stone lintels and diamond pattern tile courses.

The houses are often enclosed behind well defined boundaries with brick walls and hedges in front of small gardens.

Two storey brick buildings, some with stucco features, are laid out along Grosvenor Road. They are interspersed by occasional gable ends and three storey buildings which help to create an interesting and varied roofscape.

The Albany public house is to the north of the conservation area and is a three storey stucco building on an island site. The public house was formerly known as The Albany Hotel (1860s), conveniently located close to Twickenham station, and was built soon after the arrival of the railways.¹

Dominant Features and Materials

Key features are London stock brick and red brick dressings, multi-coloured brickwork, bay windows, stucco features, stone lintels, well-defined boundaries with hedges and walls enclosing front gardens

Threats from Development

- Loss of historic buildings, traditional architectural features and materials.
- Lack of coordination, clutter and poor quality of street furniture and flooring.

Opportunities

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

- 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/conarea72_a3_rgb.pdf



1894 Ordnance Survey

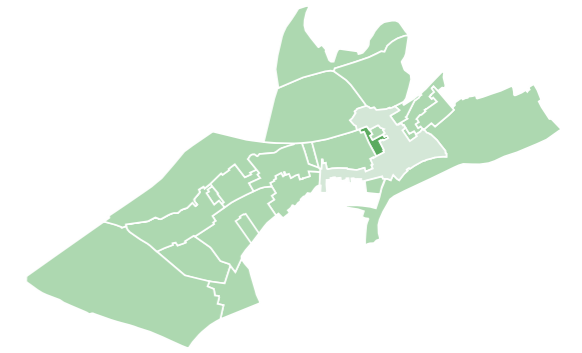


Queen's Road in mid to late 19th century



Queen's Road, date unknown

¹ <http://www.twickenham-museum.org.uk/detail.php?aid=408&ctid=4&cid=44>



Three storey properties on the eastern side of Queen's Road



Queen's Road



Eastern side of Queen's Road



Queen's Road looking north



Western side of Queen's Road



Gable roofing along the eastern side of Queen's Road



Character Area boundary

Character area 16:

Heatham Estate (including Richmond upon Thames College and The Stoop)

Character Summary

This character area is located south of Chertsey Road, west of Whitton Road and to the north of the River Crane. The Duke of Northumberland River runs along its western edge. The area has been divided into two sub-areas, summarised below.

The Stoop and surrounds

The sub-area has a varied character as home to The Stoop (home of Harlequins Rugby Football Club) in the north, Twickenham Central Depot in the south, a gym and health court, and Challenge Court, a new 21st century development of flats to the east.

The Stoop is a local landmark set back from Chertsey Road with ample car-parking in front. It is a modern all-seater stadium with a rugby pitch. The depot to the south consists of hard standing areas, wash bays, resurfacing works, depot building and weighbridge and is used as a waste handling facility.

Dominant Materials and Features

Key features are hard concrete surfaces, open storage areas, large free-standing purpose-built structures, yellow brick façades, green verges, shrubbery and road-side tree planting.

Heatham Estate area

Heathfield North and South were the earliest roads built and later extended in the 1930s

alongside the development of a series of parallel roads, resulting in a predominantly inter-war housing type of semi detached housing. The prevailing character of these properties are typical of the inter-war period and tend to be built of red-brick or simple white render. The chimneys are prominent and hipped roofs are prevalent. Typical features include oriel bay windows with tile hanging above. The properties have generous front gardens, although the majority of these have been lost to hard surfacing for car-parking, and therefore boundary treatments are inconsistent.

Further east towards Whitton Road, along Heathfield North and South, are rows of older terraces that were laid out prior to the roads' extensions. These are more typical of the terraces around Heath Road in central Twickenham.

Richmond upon Thames college was built in the 1930s and has imposing art-deco influences. To the south of the area is Craneford Way Playing Fields adjacent to Craneford Way Recreation Ground. The recreation ground is a large expanse of public green space with a children's play area to the north. A public footpath connects Chertsey Road with the centre of Twickenham and runs along the back of Richmond upon Thames College and through the open spaces to the south. It is well used by locals, especially on match days.

Dominant Materials and Features

Key features are red-tiled roofs, tudorbethan features, off-street parking, bay windows.

Threats from Development

- Poorly-defined boundaries as a result of the removal of front garden walls for off-road parking.
- Loss of architectural detail.
- Replacement of historic windows and doors with those of modern materials or designs that diverge from the original opening style and glazing type.

Opportunities

- Improving the public realm - especially street furniture, roads and footpaths, and selective tree-planting.
- Improving the junction between Langhorn Drive and the A316.
- Reinstating front-gardens.
- The Stoop is identified in Policy SA10 of the Council's Local Plan (2017) as an opportunity site for continued use as a sports ground. Additional facilities may be supported. See Chapter 8 for more details.
- Planning permission has been granted to improve the educational facilities and open space at Richmond upon Thames College on Egerton Road. The Richmond upon Thames College SPD (2008) provides a development framework for the comprehensive redevelopment of the college and the broad principles to guide development at the site. This can be viewed at http://www.richmond.gov.uk/richmond_college_maps_2014_lr.pdf.



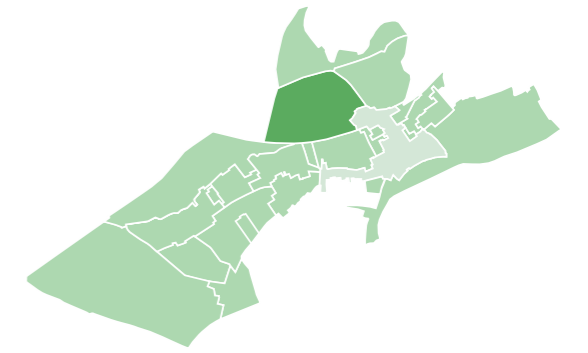
1935 Ordnance Survey



Richmond College in the 1930s



Richmond College in 1993



Interior of the Stoop



Craneford Way



East along Heathfield South



Heathfield South



East along Craneford Way



Richmond-upon-Thames College



Character Area boundary

Character area 17:

Chertsey Road

Character Summary

This character area is focused on Twickenham Stadium, located centrally and bound by the Duke of Northumberland River to the west, Whitton Road to the south and Rugby Road to the east. Chertsey Road (A316) is a main artery of West London and links central London with the M3.

Twickenham Stadium is a world famous landmark and is often referred to as the home of rugby union and is the home of the English rugby union team. The site was originally a market garden growing cabbages, and was bought by the Rugby Football Union in 1907 for £5,500 12s 6d. The first stands were constructed in 1908. The first international game was played in 1910 when England played Wales. Since it was first constructed it has gone through a number of changes and now has a capacity of 82,000 spectators. This makes it the second largest stadium in the United Kingdom (after Wembley Stadium) and the fourth largest in Europe. The World Rugby Museum, a hotel, performing arts complex and a health and leisure club are also located on the site.

The area is characterised by the dramatic contrast in scale, from the giant stadium to the modest semi detached inter-war housing along Whitton Road and Chertsey Road. Along the north side of the A316 Chertsey Road, between Marlow Crescent and London Road, is a section of housing which faces the road. These are two storey, well spaced, detached properties mainly

in white painted render of various designs. Their spacious character is enhanced by the wide grass verges and trees which separate the properties from the Chertsey Road.

In the central section is Marlow Crescent with a distinctive character from the rest of the area. The Crescent is centred around a green open space with 'meadow' type landscaping that supports a high level of biodiversity.

To the east of the area is the northern end of London Road and Cole Park Road which was cut off from Cole Park with the construction of Chertsey Road in 1933 which cut horizontally across roads and neighbourhoods. As a result, the area shares a similar character to the south, with sizeable plots of detached houses, hidden behind large mature trees that frame the avenue.

Dominant Materials and Features

Key features are red tiled hipped and gabled roofs, Tudorbethan features, red brick, white render

Threats from Development

- Domination of traffic, specifically along Chertsey Road and around Twickenham Stadium.
- Poor pedestrian safety.
- Threat to local residents from noise and traffic pollution.
- Loss of green verges.

Opportunities

- Improving highway conditions and pedestrian convenience, particularly around Twickenham Stadium.
- Protect and enhance the Duke of Northumberland River.
- Twickenham Stadium is identified in Policy SA11 of the Council's Local Plan (2017), which supports the continued use and improvement of the ground for sports uses. Appropriate additional facilities may be supported. See Chapter 8 for more details.



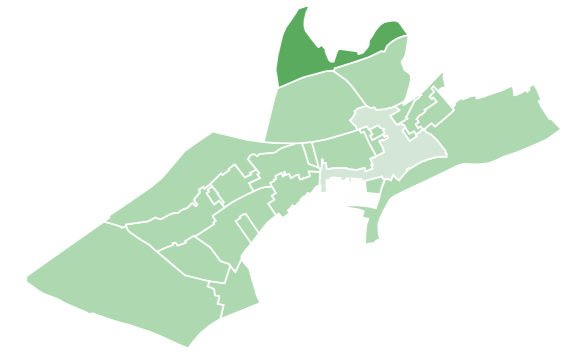
1933 Ordnance Survey showing the area before Chertsey Road was laid out



Whitton Road in 1950



Twickenham Stadium on Whitton Road in 1999



Housing along Talma Gardens



Semi-detached and terraced housing is dominant in the area



View east along Chertsey Road



Chertsey Road bridge



Outside Twickenham Stadium



Housing in contrast with the stadium



Character Area boundary

Character area 18:

Cole Park

Character Summary

This character area is located to the east of Whitton Road, south of Chertsey Road and to the west and north of the River Crane.

Cole Park Road was developed in the Edwardian period with large detached homes. A mix of materials were used including red brick, white render, timber detailing with low brick boundary walls with planting. A number of the plots have been redeveloped or infilled which adds to the variety now found along the road. Cole Park Road has a distinctly spacious feel with large houses laid out along a wide avenue framed by large mature trees. Allotments are located to the north-east, of Cole Park Road, just south of Chertsey Road.

Grimwood Road and Latham Road are characterised by predominantly Edwardian terraced housing of a uniform character comprising red brick, white painted window surrounds, inset front doors, with a mix of gable and hipped roof features to their front elevations. Front gardens have remained intact formed mainly by low brick walls, some with railings or planting. 20th century housing is located at the end of Grimwood Road and a small group of bungalows is located at Latham Crescent.

Lime Grove is formed by brick and render generously spaced 1960s bungalows with on-site parking and dwarf brick walls framing the front garden. The roofs are largely unaltered. These features, together with a lack of on-street parking give it a distinct, low density character.

1930s semi-detached housing is located along Fulwood Gardens. Whilst of a uniform design, the replacement of the original windows with uPVC has impacted on their character, and in particular the rounded front elevation details. The properties are fronted by lawn with dwarf retaining walls.

London Road has a mixed character of two and three storey developments ranging from Edwardian properties through to 1960s and later blocks of flats and houses.

All Hallows Twickenham is a Grade I Listed church and located prominently on Chertsey Road. The stone square tower, bells and stone cloister was designed by Christopher Wren and was re-located from All Hallows Lombard Street to Twickenham when the church on Lombard Street was demolished in 1939. The church itself was designed by Robert Atkinson based on Wren's original plans for All Hallows Lombard Street. The internal wooden panelling and pulpit are thought to be the work of Grinling Gibbons, the 17th century sculptor and wood carver. John Wesley preached from the pulpit when it was at Lombard Street.

Dominant Materials and Features

Key features are red brick and white render, decorative porches, tudorbethan features, large mature trees, gabled bay windows and front gardens.

Threats from Development

- Domination of traffic, specifically along London Road.
- Loss of front gardens to paved surfaces for parking.
- Loss of architectural features.
- Closure of shops, specifically at London Road and Whitton Road junction.

Opportunities

- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.
- Selective tree planting.
- Reinstate architectural features.
- Reinstatement of traditional shop-fronts.
- Restoration and reuse of vacant buildings.



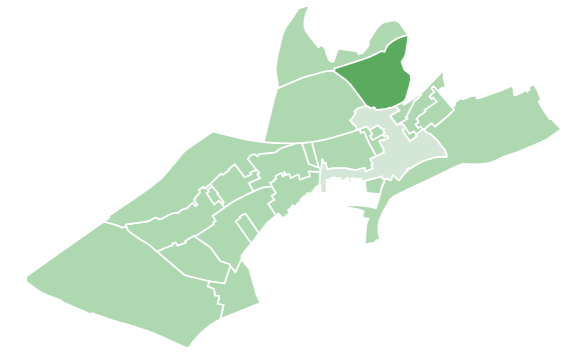
1933 Ordnance Survey



Whitton Road and London Road fork junction, 1960s



Cole Park stores, offices and post office in London Road, date unknown



Cole Park Road



21st century infill development along Cole Park Road



Cole Park Road leading to Cole Park Gardens



Cole Park Road



Cavendish House



Cole Park Road



Character Area boundary

Conservation area 19:

Amyand Park Road

Character Summary

The conservation area is to the south of the railway line and north of Richmond Road. It is to the north east of central Twickenham. The area was first designated as a conservation area in 1988 and later extended in 2001.

Before the railways, the area was agricultural land and used for market gardening. The nursery business was at its peak between 1760 and 1840. Housing development commenced in the mid-late 19th century following the construction of the railway line, linking Twickenham with central London and further afield.

The character of the area is dominated by late Victorian and Edwardian terraces and semi-detached cottages. There are also larger three storey brick houses located to the south west of Amyand Park Road. The conservation area was extended to provide a consistent experience when walking along Amyand Park Road to Arragon Road, and so includes nos. 24-26 Amyand Park Road. The inclusion of buildings on Oak Lane and Strafford Road improve the entrance to the conservation area.

The curve of Amyand Park Road follows the railway line and offers a changing view, improving the setting of the buildings, many of which are of architectural merit. The Alms Houses provide a change in scale and form.

The strong and cohesive character is particularly evident and the 18th century listed St. John's Hospital is an important local landmark alongside

Amyand House and Oak Lane Cemetery. Amyand House was built in 1760 and is a listed building, now incorporated within St. John's Hospital. Another listed building is Devoncroft, constructed in the early 18th century and located at the junction of Oak Lane and Amyand Park Road.

Old Lane Cemetery has a high brick wall, iron gates and gate piers which provide an enclosed green space adjacent to Devoncroft Gardens.

Dominant Materials and Features

Key features are front garden planting, large trees, strong boundaries, brick façades, decorative moulded windows and door surrounds, eaves brackets, stucco banding, bay windows.

Threats from Development

- Loss of historic buildings, traditional architectural features and materials.
- Loss of front boundary treatments and front gardens for car parking.
- Lack of coordination, clutter and poor quality of street furniture and flooring.
- Domination of traffic and poor pedestrian safety.
- Impact on traffic and parking created by dropping off and picking up of pupils from the schools/nurseries in the area.

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.
- Coordinate colour and design, rationalise and improvement in quality of street furniture and flooring.

Link to full Conservation Area Statement:
http://www.richmond.gov.uk/conarea48_a3_rgb.pdf



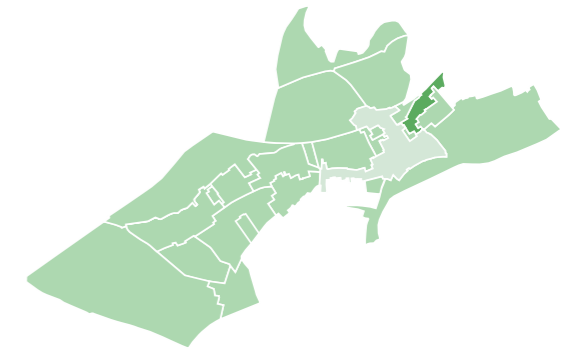
1865 Ordnance Survey



Amyand Park Road, date unknown



St. John's Hospital in 1935



Housing along Amyand Park Road



View north-east along Amyand Park Road



Grand three-storey properties line Amyand Park Road



Decorative curved door surrounds



Amyand Park Road northside



Semi-detached properties along Amyand Park Road



Twickenham
Conservation Area boundary

Character area 20:

Haggard

Character Summary

This character area is located to the north of Richmond Road, south of Amyand Park and west of Marble Hill Gardens. The area includes St. John's Health Centre on Oak Lane.

The area is focused on Haggard Road, with rows of late Victorian terraced housing to the southeast and three-storey townhouses to the northwest. The townhouses are built in grey brick with strips of decorative red brickwork. They are distinctive for their decorative white surrounds. The two-storey terrace housing on the southern side are smaller in scale and have bay windows with decorative red brick surrounds around the doors and windows.

Small front gardens front the properties with a fairly consistent boundary treatment, particularly on the northern side, with low brick walls and ornate railings. Ample tree planting along the street and prominent chimneys on either side give the road a cohesive character.

The road culminates in a 1960s estate of four blocks of flats set amongst neat and landscaped gardens. The four-storey brick blocks are arranged so that they are set well apart and at an angle from the street, forming a positive relationship with Haggard Road and giving the impression of generous green open space. Each property has its own private balcony looking across the gardens. A footpath connects Haggard Road to Richmond Road.

Orleans Court is another block of 1960s housing located at Seymour Gardens, contrasting in scale with a single storey Scout Hut on a triangular site, enclosed by a tall green fence. At the eastern end of Seymour Gardens is a small terrace of quaint Edwardian houses with colourful planting and white painted front balconies. The houses are enclosed behind low brick walls and pot plants and shrubs contribute to the area's charm. The road culminates in a high brick wall which separates the road from Westbourne House.

Dominant Materials and Features

Key features are London stock brick, slate roofs, sash windows, decorative white surrounds and decorative red brickwork

Threats from Development

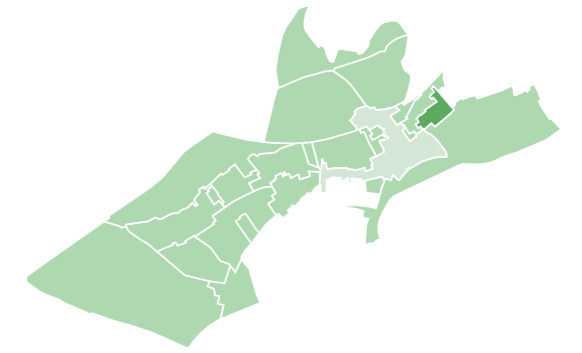
- Loss of architectural features.
- Removal of original front garden boundaries and replacement with a different design and/or material, threatening the uniform character of the houses.

Opportunities

- Encourage reinstatement of original doors and window patterns.
- Encourage reinstatement of front garden boundaries.



1911 Ordnance Survey



Terraced housing along Haggard Road



Looking south-west along Haggard Road



Decorative white surrounds are a distinctive characteristic of the housing



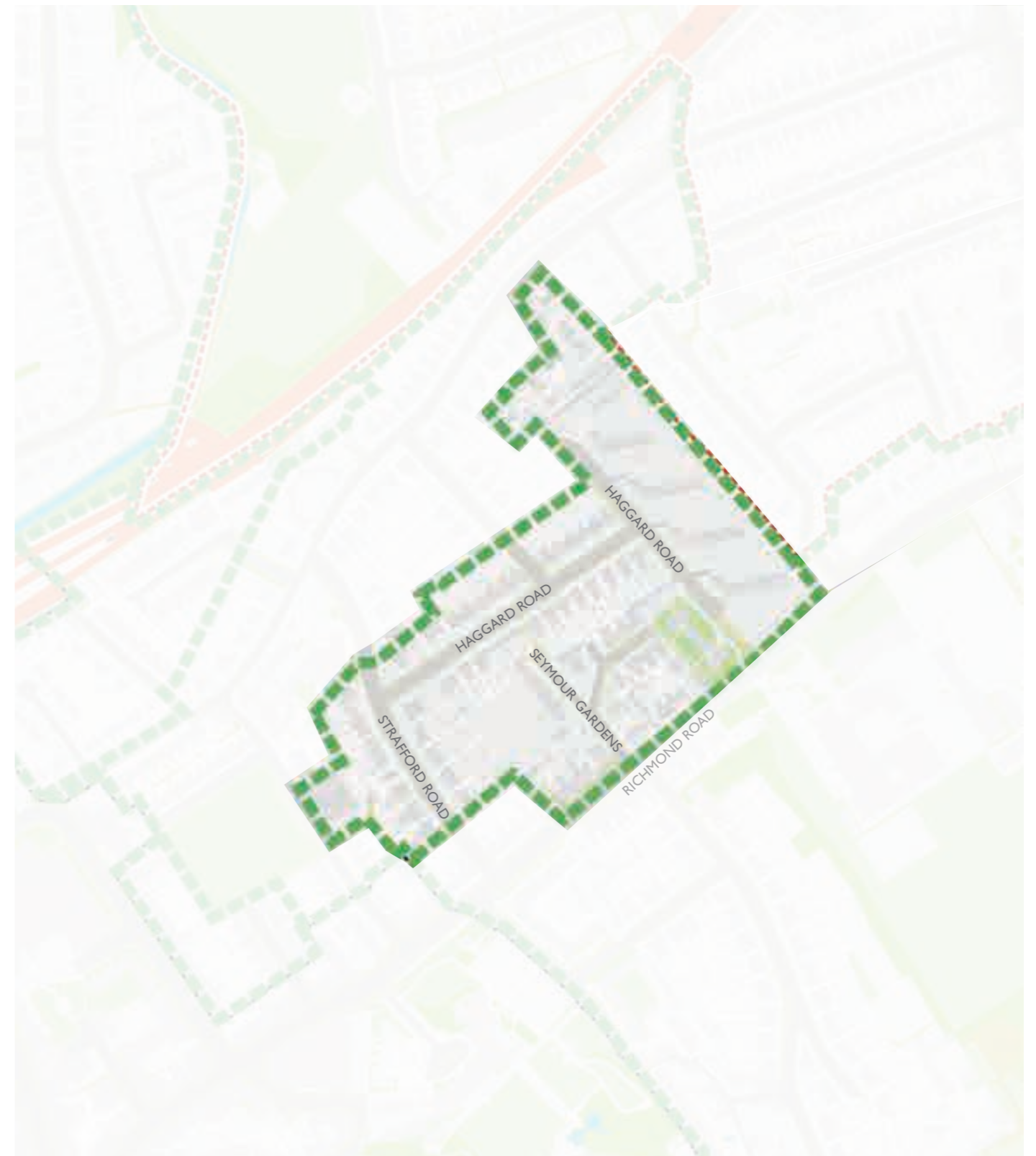
Haggard Road



Haggard Road looking north-east towards the flats at the eastern end



Prominent chimneys are a strong feature of the area



Character Area boundary

Conservation area 21:

Twickenham Riverside

Character Summary

This conservation area stretches from Marble Hill Park along the riverside to Radnor Gardens.

The area is characterised by its historic and architectural value as the original village core and river frontage, evidenced by the great number of listed buildings within the area, including the 17th century York House and St. Mary's Church.

Many of these 17th and 18th century grand buildings are set within extensive landscaped gardens and public open spaces.

The curves of the river have helped shape its landscape and townscape, giving unfolding views of both banks framed by mature trees and foliage.

The area has a varied character ranging from narrow streets and alleyways with 18th century two and three storey buildings through to 1930s mansion blocks.

A large section of the conservation area is covered by Marble Hill Park to the east, which is designated as Grade II* on the English Heritage Register of Parks and Gardens. It is characterised by a swathe of mixed trees which line the boundary of the park, and a well trimmed lawn which is edged by shrub planting. The focus is the white stucco Palladian villa which sits centrally.

Lebanon Park is a distinctive street of Edwardian houses built on the grounds and site of a large villa, Mount Lebanon, which burnt down in 1909. The form and layout of the development has remained the same since its construction.

Radnor Gardens to the west is an individual area of valued public open space by the Thames. The surviving summerhouse is a listed building.

Dominant Materials and Features

Key features are spacious gardens, narrow streets and mature trees.

Threats from Development

- Development pressure which may harm the balance of the river and landscape-dominated setting in many parts of the area,
- Obstruction or spoiling of views, skylines and landmarks.
- Loss of historic buildings, traditional architectural features and materials.
- Loss of front boundary treatments and front gardens for car parking.
- Lack of coordination, clutter and poor quality of street furniture and flooring.
- Domination of traffic and poor pedestrian safety leading to clutter of signage and street.
- Loss of original or quality shop fronts and unsympathetic alterations and advertisement.

Opportunities

- Improve and protect the river and landscape setting.
- Enhance access to the riverside and the quality of the public riverside environment.
- 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, rationalise and improve quality of street furniture and flooring.
- Retain and improve the quality of shop fronts and advertisement.

Link to full Conservation Area Statement: http://www.richmond.gov.uk/twickenham_riverside_conservation_area_8-3.pdf

A more detailed analysis of the area is provided in the Council's 'Twickenham Riverside and Queen's Road Conservation Area Study' which can be viewed at http://www.richmond.gov.uk/twickenhamriversidestudy8_47.pdf.



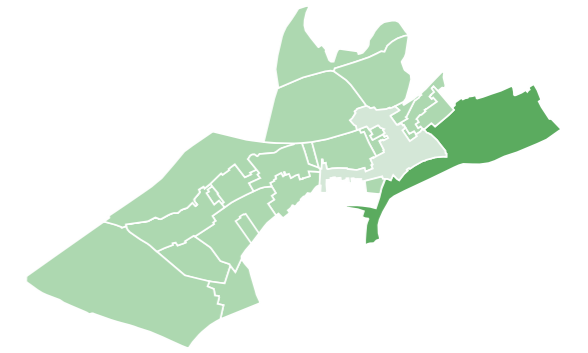
1868 Ordnance Survey



Twickenham Embankment in 1936



Eel Pie Island, 1960



Radnor Gardens



Champions Wharf



Riverside



York House



Narrow streets and alleys characterise the area



Conservation Area boundary

Eel Pie Island

Within the Twickenham Riverside Conservation Area sits Eel Pie Island. Eel Pie Island has its own unique character and is a special landmark and community in the Thames landscape. The island evolved from three smaller islands joining together. The two wooded ends of the island result from this history - as the lower lying landforms that joined the central island. They form distinct areas to the western and eastern ends of the Island, which screen the built form when approaching from upstream and downstream.

The island has been built on for over 250 years and is an integral part of the riparian environment along the River Thames. It forms part of a working river economy and is home to boat yards, boat builders and boat repairers, which are a critical resource for the River as many other yards and repairers have been lost. It also has a rowing club and a yacht club.

Until the 1950s the island was accessed by boat. In 1957 a footbridge was constructed at the location of the former ferry connection. From this entry point, two paths into the island provide access to the properties on the east and west of the island. The island's connection to the mainland is integral to its successful operation. Whilst most goods are carried to the Island over the footbridge heavier goods are transported from the mainland to the Island by punt. Consequently the retention of the mainland slipway is critical to the residents and businesses on the Island.

Eel Pie island is functionally strongly linked to Twickenham Riverside. However, in character terms the island has maintained a detachment from the rest of the borough and indeed London, and has developed as an eclectic and alternative

enclave. This detachment and unique environment fostered a very special cultural history. From the mid-1950s, the island became a musical hotbed with regular jazz and gig evenings at the infamous Eel Pie Island Hotel, until its demise in the late 1960s.

The northern side of the island is the focus for the working boatyards, as well as creative arts workshops and workspace for 'start-up' businesses, and Twickenham Rowing Club, reflecting its location away from the main river tideway passing to the south of the island. These uses are interspersed with a small number of mainly single-storey residential properties. The boatyards, studios and workspace are accessed through a large boatshed and have a distinct character within the Island, and are separated from the mixed uses on the remainder of the north side up to the pedestrian bridge.

The area to the west of the pedestrian bridge and the south side is predominantly residential. Private homes were developed on the island from the late 19th century with plots generally having one edge to the river and the other to the access path running through the centre of the island. Most residential properties are single storey detached homes of various styles and materials. Some of the buildings retain a more 'weekend retreat' character which adds to the eclectic design character that exists across the Island. The properties to the west tend to be long and thin reflecting relatively narrow plots and the demand for riverside access.

The residential development, known as 'Aquarius', differs in character from the remainder of the island's buildings. Designed by the architect Robert Stille, Aquarius is a coherent and integrated development of significant character.

It consists of 18 two-storey houses with the appearance of flat roofs, arranged in three blocks of six houses. The houses are set in extensive landscaping and communal gardens on a site overlooking the River Thames. The development takes full advantage of the site: the houses are south facing and mostly stepped in pairs to maximize views of the river. It was built between 1972 and 1976. Stille had Swedish parents, and the design of Aquarius is heavily influenced by the humanist principles of Swedish architecture of the time. Also in Scandinavian fashion, the development was conceived as a community, rather than individual dwellings. Shared spaces such as communal gardens were intended to encourage the residents to mix. The plan is influenced by Le Corbusier-style social engineering features, such as locating the kitchens next to the front door to encourage interaction with passers-by. Similar to Span estates of the time, the estate is owned and administered by a company owned jointly by the residents. The estate therefore is a good example of communal living principles of the 1970s. Although certain houses on Aquarius have been subject to external alterations since their construction, the development still retains its overall coherence and architectural integrity. In addition the development is visible from the towpath on the south bank of the River, as a result of the height of the properties and their open aspect to the River. Therefore any future development will need to avoid it becoming an overly dominant feature within the wider riverside landscape.

The island has achieved a delicate balance between built form and natural vegetation. The density of trees forms an important part of its character and affords a sense of privacy to residents. This organic equality which has

been maintained to date is vulnerable to overdevelopment. There are limits to how much greater built footprint the island can take before this threshold is met. Any proposals which would impact on this key part of the Island's character should therefore be resisted.

This strong individualism identified above has steered the island's evolution. It is a place that is constantly changing. Today, it is home to an immensely creative and productive community. The boatyards are still very much active in building and repairing river boats. Alongside this are a wealth of studios and workshops. These activities sit separate to, but comfortably alongside a residential community of around 50 homes. However, further increases in commercial uses that do not depend on or relate to the river are likely to upset this relationship, as well as putting pressure on the parking and delivery facilities on the mainland which are used by the Island.

The pioneering spirit of the island should be allowed to prevail on the island, but not to the extent that it cuts against the grain and scale of development which has evolved to date. The contrast between the boatyard and residential areas on the island should be maintained and the scale of any replacement of existing residential properties should continue to maintain their low-key form in terms of height and massing (recognising that there is a need to balance this with the provision of flood risk measures), rather than seeking to reflect the scale of the boatyard and studio developments. This differentiation is a key part of the Island's unique character.

The delicate balance between buildings and trees should be maintained ensuring the ecology and natural quality of the island continues to shine through alongside its riverside activity.



Craft workshops



Phoenix Wharf



Boat repairs



Residential property



Aquarius



Syd's Quay, Eel Pie Island



— Character sub areas

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

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

A number of examples survive in the Twickenham village area including buildings along the riverside such as the White Swan public house. A number of early Victorian buildings are also Georgian in style such as Apsley Villas on the south side of Twickenham Green.

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.

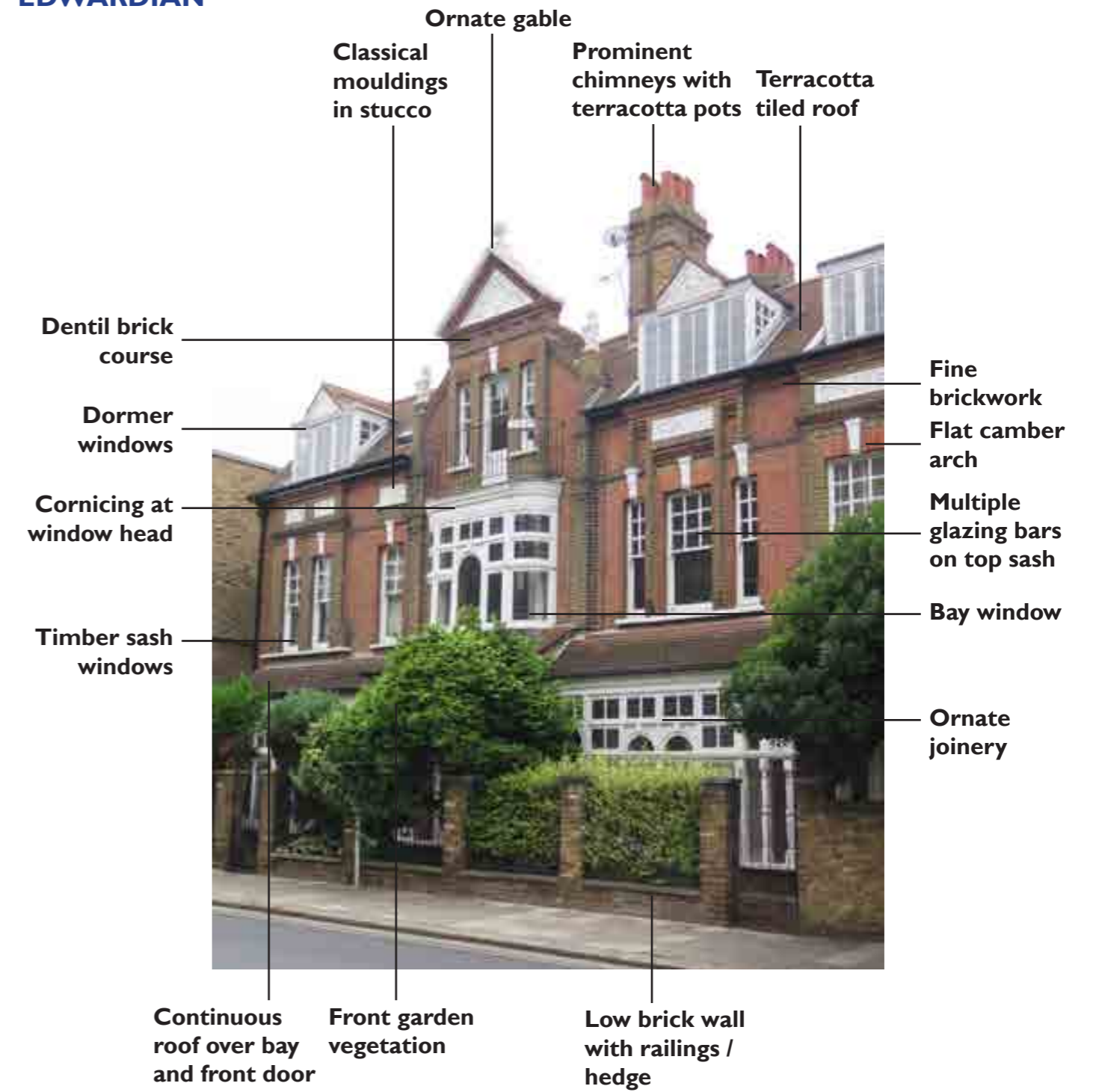
Brick was still the basic load-bearing material for most buildings during this period though decorative coloured detailing became more popular. Renders and ornament (the latter usually made from artificial stone) also become more widespread. The Borough hosts a wide array of quality Victorian housing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

Twickenham village has extensive examples of Victorian streets and buildings. Streets across the northern part of the area support tight Victorian terraces including May Road, Mereway Road and Lion Road. A number of examples of larger semi-detached and detached Victorian residential streets can be found including Trafalgar Road and Belmont Road.

VICTORIAN



EDWARDIAN



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.

Some good examples of Edwardian housing can be found across the area including in the Clifden area, on Hamilton Road, Amyand Park Road and Cole Park Road.

Lebanon Park Road is a particularly distinctive street of Edwardian detached and semi-detached housing.

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 either side of Chertsey Road. Much of this is standard semi-detached brick and white render housing.

There are also a number of garden city style inter-war housing areas. The Rivermead Estate in the west of the area has a distinctive triangular layout of garden city style semi-detached housing. Within this form a number of corner plots display a different inter-war style with semi-detached art deco houses. Lincoln Avenue is another example of garden city style housing of this period with a mix of semi-detached units and short terrace blocks.

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 relatively few examples of post-war housing in the area. A series of low rise blocks can be found at the southern end of Third Cross Road, a block of houses on Grange Avenue and a set of bungalows on Broadlands and Lime Grove.

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. Higher density developments have become more common as the pressure on land is greater.

A number of housing developments in the form of culs-de-sac exist in the area, often the result of infill development such as Barneby Close. Workspace developments such as Crane Mews are also evident.

The redevelopment of sites such as the industrial site of Air Sea Mews has introduced new forms of housing and typologies including contemporary mews and medium rise flatted development.

INTER-WAR



CONTEMPORARY



Windows

Windows are key features in all the buildings in Twickenham 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 a very effective means of improving thermal efficiency so if your property once had shutters, restoring them can be a sensible option.

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

- Have existing windows adapted by inserting an additional pane of glass within the existing frame to improve sound and thermal insulation. This is only really possible with unlisted buildings with deep window profiles.

- Timber double-glazing is now a good option with improving technology that can achieve very slim window profiles that compare with Victorian and Edwardian single-glazing.
- Thin profile 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/>



8. Development Guidance

This section provides design objectives and guidance on larger sites that have been put identified for development through consultations undertaken by the Council should they come forward for development. The following sites are considered:

Twickenham Stadium

Local Plan Policy SA11: The Council supports the continued use and improvement of the grounds for sports uses. Appropriate additional facilities including a new east and north stand, indoor leisure, hotel or business uses, as well as hospitality and conference facilities, may be supported provided that they are complementary to the main use of the site as a sports ground.

Redevelopment of the East Stand was given planning permission in 2016. This will improve the street edge along Rugby Road. Longer term opportunities to update, for example the north stand and adjacent hard standing would further improve this world class venue and its setting in Twickenham.

Any development proposals would need to consider the following:

- The Duke of Northumberland's River runs along the western edge of the site and represents an important opportunity to improve access to it and its setting.
- The sensitivity of the stadium's immediate setting with a residential neighbourhood to the south and north east is an important

consideration for any future development of the site. The site must respect these neighbourhoods both in physical and functional terms.

- Managing the functional demands on the external space around the stadium raises ever changing challenges. Any future development must be mindful of building in flexibility to support the range of hospitality, broadcasting and other demands on the external areas.
- Further opportunities to enhance the street environments immediately around the stadium and those leading up to it should be realised. High quality materials should be used and a co-ordinated palette of street furniture agreed.
- More street trees and planting should be introduced into the streetscene, as an alternative to bollards.
- A range of potential pedestrian and cycle routes to the stadium from stations such as Twickenham and Whitton could be opened up and promoted. With enhancements, these routes could alleviate pressure on approaches such as Whitton Road.

The Stoop (Harlequins Rugby Football Club)

Local Plan Policy SA10: The Council supports the continued rise of the grounds for sports uses. Appropriate additional facilities including a new north stand, indoor leisure, hotel or business uses, may be supported provided that they are complementary to the main use of the site as a sports ground.

Any development proposals would need to consider the following:

- The importance of the Duke of Northumberland's River which runs along the western edge of the site. Improvements to this section of the river have been undertaken recently and further opportunities to enhance The Stoop's connection to the river, the quality of the setting and route should be explored, as well as promoting the use of the River path as a sustainable transport route to The Stoop.
- The quality of the site's frontage on to Chertsey Road is currently dominated by open land used for car parking. Opportunities to enhance the entrance to the site and consider rationalising car parking should be explored.
- Proposals should aim to enhance the permeability of the site, in particular improving connections into the river route.
- The relationship between The Stoop site and Richmond upon Thames College and the Rosecroft Gardens Conservation Area needs to be managed carefully and positively to ensure a positive co-existence both from a functional and visual perspective.

West Twickenham Cluster (including Gregg's Bakery and surroundings)

The site is identified as being a 'locally important industrial land and business park' under Policy LP42 of the Local Plan (2017). Loss of industrial floorspace on such sites will be resisted;

development of new industrial floorspace and improvement and expansion of existing premises is encouraged; proposals for non-industrial uses will be resisted where the introduction of such uses would have an impact on the continued operation of the existing services.

The site is currently vacant. In addition to the above any development proposals would need to consider the following:

- The residential scale and character of the surrounding area to inform the siting / scale / massing of new development.
- The provision of high quality landscaping and open space provision.
- Establishing a positive relationship with the River Crane along the northern edge of the site, enabling new linkages to and along the river route.
- Appropriate levels of parking to avoid placing pressure on the surrounding streets.
- Relationship with the Edwin Road frontage to secure improvements to the street scene.

Further information on site allocations within Richmond can be viewed at: http://www.richmond.gov.uk/local_plan



1. Twickenham Stadium
2. The Stoop (Harlequins Rugby Football Club)
3. West Twickenham Cluster (including Gregg's Bakery and surroundings)

Flooding

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

A detailed map showing areas at potential risk can be found at www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk. As flood risk maps are updated frequently to reflect the latest modelling, you are advised to check the latest maps via this link.

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

Local Plan Policy LP 21: Flood Risk and Sustainable Drainage outlines the Council's policy and guidance.

9. 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 Twickenham Village Planning Guidance SPD draws upon the 2006 SPD, providing updated and specific information for Twickenham 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 Twickenham, as in other areas of the Borough and across London as a whole, increases in population and car ownership have resulted in a 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 Twickenham

Many front gardens and frontage features in Twickenham 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 area’s 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 Twickenham streets retain their original brickwork which dates back to the nineteenth century. A typical example is Gerard Road, with low brick boundary walls and a central rendered or painted (often white) section. Westmoreland Road has consistent brick with

white painted pillars and walls. 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 Twickenham’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 loose gravel should be avoided.

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's character, screen vehicles and create a more pleasant natural environment by absorbing local exhaust fumes.



Boundary wall



Hedgerow boundary



Forecourt parking and front garden

Appendix I: Relevant Policies and Guidance

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

LBRuT 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. All 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 AI 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 DMTC

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 CPI4.

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.

LPI2: 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 CPI0.

LPI3: 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 CPI0.

Policy LPI4: 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 CPI0.

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 CPI7.

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 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:

- I. 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 the factors 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:

- I. 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 DMTP 6 and Policy DMTP 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_cal_lr.pdf
- Small and Medium Housing Sites SPD Feb 2006 www.richmond.gov.uk/spd_small_and_medium_housing_sites.pdf

- Design Guidelines Leaflets 3 and 4: House Extensions and External Alterations. Adopted Sept 2002. Reformatted with minor updates July 2005. Based on UDP policies www.richmond.gov.uk/a4_houseext_design_web_adpt-2.pdf
- Design Guidelines leaflet 11: Shopfront Security. First published 1997 and Reformatted with minor updates July 2005. Based on UDP policies www.richmond.gov.uk/shopsfront_security.pdf

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

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

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

ACKNOWLEDGEMENTS

All historic maps have been taken from the National Library of Scotland website: <http://maps.nls.uk/>

All historic photographs are from the London Borough of Richmond Local Studies Collection:

http://www.richmond.gov.uk/local_studies_collection

