

## Conservation Area Designation, amendments and Review

Location: An area approximately within Oxford Road, Connaught Road, Kings Road, Anlaby Road and Princes Road which includes the following properties:

No.s 11 – 25 (odd) & 8 – 10 (even) Oxford Road, gate pier in front of No.24 Oxford Road; No.s 32 – 92 (even) Connaught Road; No.s 2 – 36 (even) Anlaby Road; No.s 1 – 43 (odd) & 2 – 50 (even) Windsor Road; No.s 1 – 35 (odd) and 2 – 52 (even) Royal Road; No.s 1 – 53 (odd) Prince’s Road; & No.s 52 – 82 (even) King’s Road

(See Appendix 2)

Date Assessed: April 2018

Assessment:

Location & Setting	<i>General character and plan form, e.g. linear, compact, dense or dispersed; important views, landmarks, open spaces, uniformity</i>
Comments:	The area of land has a very regimented and planned layout with rows of streets in a grid pattern that were laid out during the 1870’s forming Queens Road (now Kings Road), Coburg Road (now Connaught Road), Royal Road, Albany Road (now Anlaby Road), Prince’s Road, Oxford Road and Windsor Road. The changing in street names can be linked to the changing in Monarchy to King Edward in 1901 (Queens Road to Kings Road) and also the changing of German names due which were becoming out of favour at the beginning of the 20 <sup>th</sup> Century. The land surrounding had been subject to sand and gravel extraction, as well as nurseries located to the east of Kings Road. The planned layout was eventually built out with dwellings which were constructed towards the late 19 <sup>th</sup> century and are Victorian in style, however are aimed at a more aspirational market with the design and detailing above what would be expected in a typical workers cottage of the time.
Historic Development	<i>Stages/ phases of historical development and historic associations (archaeology etc) which may be influencing how the area is experienced.</i>
Comments:	Historic maps (Appendix 4) show that the streets were laid out in a grid pattern and were in place by the 1870’s, except for Oxford Road which was still a field boundary. The first phase of dwellings came during the 1870s-1890s with the roads appearing to have been developed in a hierarchical way given the different dwelling types constructed. Along King’s Road Victorian terraces were constructed, and along Connaught Road, although terraces were also constructed, they are divided into groups of 4 dwellings, as is Prince’s Road which are divided into groups of 3 and 4 dwellings. Along Anlaby Road, the dwellings are predominantly semi-detached and have an elevated status over the surrounding terraced developments. The development along Royal Road and Windsor Road is however quite different with every second plot developed in the late 19 <sup>th</sup> century with a detached three bay wide dwelling with an undeveloped parcel of land in between. Some of the infill development is shown in historic plans to be designed by local Architects Augustus Spratt and Stanley Snow (Appendix 5). It wasn’t until the early 20 <sup>th</sup> century when these spaces in between the detached dwellings were all developed for housing, typically with 2-3 smaller infill terraced and semi-detached dwellings. Oxford Road was also being developed during the late 20 <sup>th</sup> Century with large detached dwellings which reinforced the status of dwellings

	<p>within the area and which were designed by Architect Frederick G. Hughes. The site to the corner of Kings and Princes Road was originally a gravel pit which was turned into an allotment gardens as the area developed. Unfortunately, the allotment gardens were developed for housing in the mid-20<sup>th</sup> century. At 35 Royal Road, 3 dwellings were demolished in the 1970's to make way for a modern apartment development, which is currently utilised as retirement accommodation, but embraced a new modern form of design and architecture of the time that consists of a number of hexagons joined together.</p>
<p>Architectural quality and Built form</p>	<p><i>Dominant architectural styles, the prevalent types and periods of buildings, their status and essential characteristics, and their relationship to the topography, street pattern and/or the skyline. Also important is their authenticity, distinctiveness and uniqueness of materials, design, form, texture, colour etc</i></p>
<p>Comments:</p>	<p>The entire area is predominantly of Victorian design and vernacular and is of interesting and quite high quality design and material, with many of the dwellings along these streets designated as Buildings of Townscape Merit. Buildings along Kings Road are of London Stock brick with red brick detailing to the string course at first floor level and around the fenestration. Lintels, eaves and canted bay window surrounds are stone with high decoration with ground floor canted bay windows having pilasters with floral corbels, and the hood mould above first floor windows having corbels leading to the eaves of the roof. Architectural detailing such as timber windows and chimneys are still in situ at the majority of properties, however a small number of dwellings have UPVC windows and one façade along the street has been painted. There is quite a variance of dwelling types along Princes Road, with predominantly groups of 2 – 4 dwellings being constructed. Some of the larger groups of 4 dwellings have a hipped roof at either end, whereas the semi-detached dwellings tend to have a pitched and gabled roof with large central dormer window. The majority of dwellings are constructed of London stock brick and are quite decorative with the incorporation of string coursing, decorative ridge tiles, large chimney stacks and accentuation of fenestration with decorative stone surrounds. No.1 Princes Road is quite different in form being a larger detached dwelling, which has since been converted into apartments. This building was one of the original buildings constructed as part of the development of this area and is 3 storeys tall with exposed basement and has quite a presence within the street scene with its four large chimney stacks. Anlaby Road has a higher status than Princes Road with all of the dwellings along this Road having been designed by the same architect. The dwellings are semi-detached and two storeys tall with larger central dormer to each dwelling. The buildings have tripartite windows to the first floor with the mullions in the form of columns with a floral capital, which is repeated to the canted bay window below. The original dwellings constructed along Windsor and Royal Roads are detached dwellings which are 3 bays wide and have a central entrance. They are much larger than the infill plots which consist of groups of 2-3 dwellings which are Edwardian in style. The original larger dwellings are easily distinguishable within the street scene with many original detailing still being retained, however some front facades have been painted. No.35 Royal Road is a modern development which appears somewhat municipal in form and may been a building designed by a Council Architect given that the dwellings are still retained as housing for retirees. This</p>

	<p>development represents the first phase of purpose built apartment development in the area and is an interesting and unusual design which incorporates 9 hexagons with glazed staircase surrounds and appears to be relatively original since its construction in the 1970s. There would appear to be special interest in this particular site with further research determining whether the building should be designated as a Building of Townscape Interest, or potentially recommending the building for national listing consideration. Oxford Road continued the high status style of dwellings which appears to have commenced along Hampton Road with long gardens that reached Connaught Road, the historic wall pier at the corner of Connaught Road and Oxford Road which still remains and is of Townscape Merit. No.s 8-10 (even) and 11 – 23 (Odd) were all designed as a speculative development by local Architect Frederick G Hughes and are large detached dwellings but with limited space between the dwellings. Each dwelling has a similar style with large gables fronting the street with decorative barge boards, timber boarding across the gables and decorative brickwork with banding, and corncicing between first and ground level. Many of the dwellings are original in form with no extensions to the roof forms and decorative tiling and large chimney stacks. It is noted that No.25 Connaught Road is not of special interest, however does have the ability to impact upon the street scene if redeveloped and is therefore included within the Conservation Area boundary. Throughout the greater area none of the brick boundary walls appear to be original. Based upon surrounding walls, and similar development nearby, It is thought that historic boundary walls in this area may have incorporated some form of railing, which was typical on this type of construction. Although there are removal of front boundary walls for vehicular access throughout the area, many of the dwellings retain a front garden space and boundary treatment.</p>
Open Space, Parks and Gardens and Trees	<i>Private and public land, front gardens, trees, hedges and street greenery, parks, civic spaces their sense and contribution to the character and experience of an area.</i>
Comments:	Street trees are very prevalent throughout the area and contribute greatly to the significance of the street scene. The well vegetated nature of the area when combined with the well planted front which creates a leafy feel and positive experience to the area
Character Zones	<i>Discernible character areas or zones which may reflect the predominant historic character that survives from earlier periods or the original function, class distinctions, design or current uses.</i>
Comments:	N/a

Conclusion: The area as mentioned above would have enough special interest to be designated as a conservation area. The area represents an early phase of development in this area of Teddington nearby the Hampton Hill High Street. The area contains a number of Buildings of Townscape Merit and contains a number of construction phases with good quality developments. The dwellings are designed with high quality materials and design which is mostly intact and is considered to represent a homogenous area of development which would constitute an area of historic character and special interest.

*Recommendation as to an extension or new conservation area*

The adjacent conservation area is associated with the 1930s development of Mays Road which was developed as a 'garden suburb.' As such, the development of Royal Road and surrounds has little relevance to the special interest of this conservation area in order to be extended.

Although it is not considered suitable to extend the Mays Road Conservation Area to include this area centered upon Royal Road,, the area as described in Appendix 2 is recommended as a conservation area in its own right.

## References

### Primary References

Photographs taken on 15/03/2018 by John Somers, JS Conservation Management & Town Planning Limited.

Historic plans gained from the Richmond Local Archives <https://richmond.spydus.co.uk>

### Secondary References

Historic England (2016) *Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1* Published by Historic England, London.

London Borough of Richmond Upon Thames (2017) *Hampton Wick and Teddington Village Plan SPD*

Published by The London Borough of Richmond Upon Thames

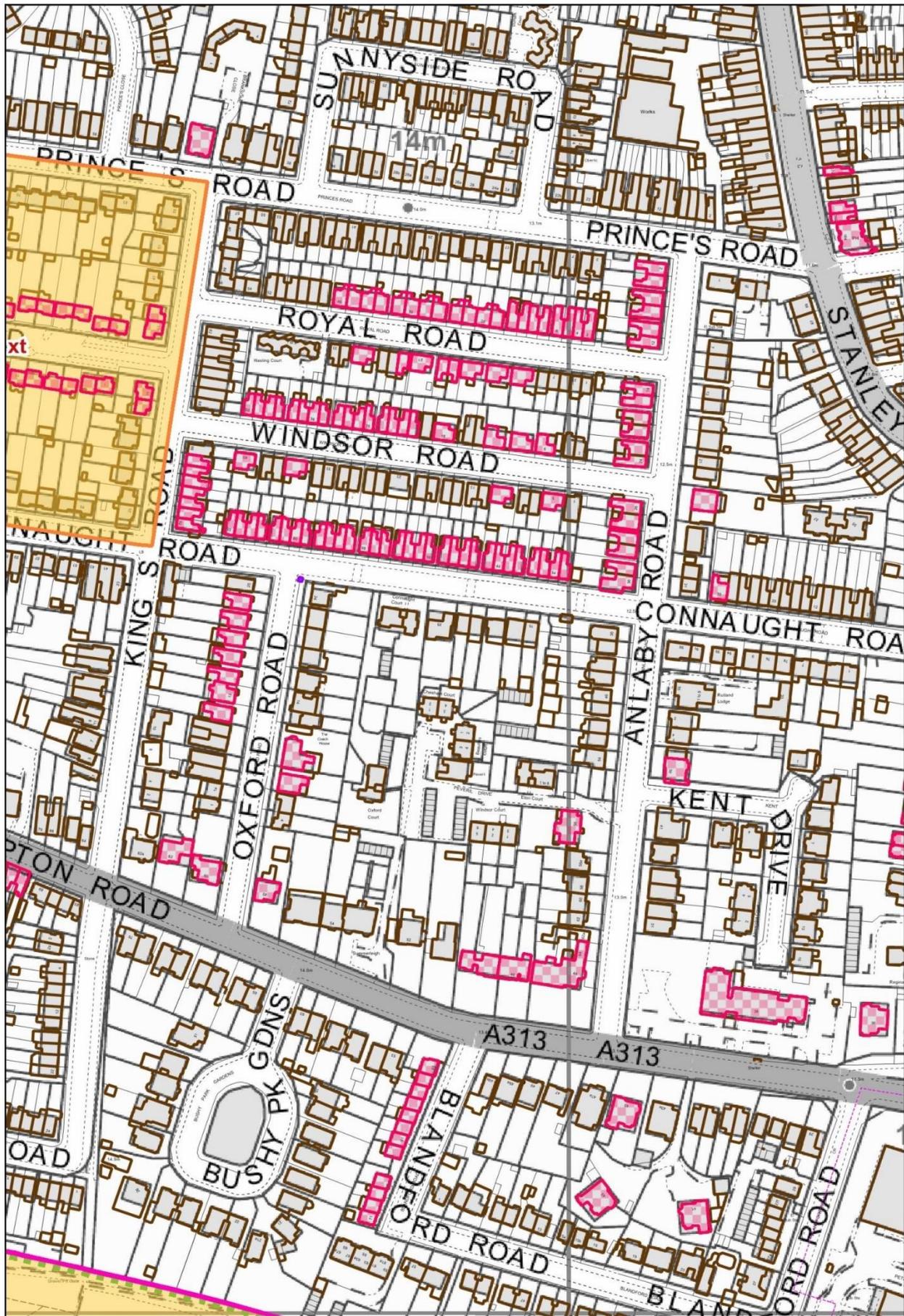
### Websites

London Borough of Richmond Upon Thames Local Studies <https://richmond.spydus.co.uk>

Accessed March/April 2018

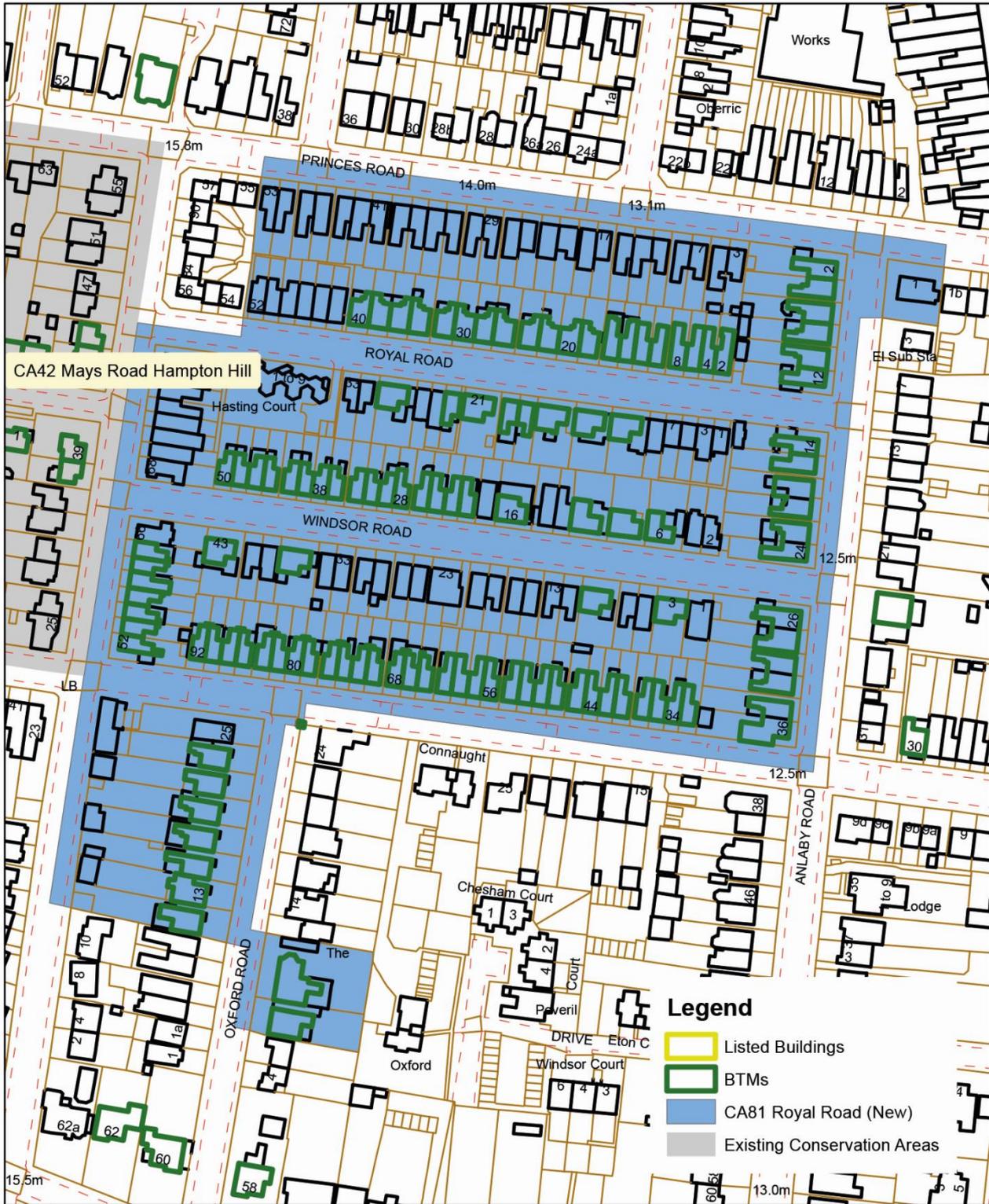
Borough of Twickenham Local History Society <http://botlhs.co.uk/local-history/teddington/19th-century/>

## Appendix 1: OS Map



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# Appendix 2: Proposed Boundary of High St, Teddington Conservation Area



## Proposed new Conservation Area 81 Royal Road

Civic Centre, 44 York Street  
 Twickenham TW1 3BZ  
 Tel: 020 8891 1411  
 www.richmond.gov.uk

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Scale 1:1,580

Printed: 11/06/2018



### Appendix 3: Street scene photographs



Above: Dwellings along Anlaby Road



Above: Terrace properties along Kings Road



Above: Properties along Royal Road



Above: Detached and infill properties along Royal Road



Above: 35 Royal Road, an interesting 1970's flat development



Above: Windsor Road street scene



Above: Windsor Road street scene.



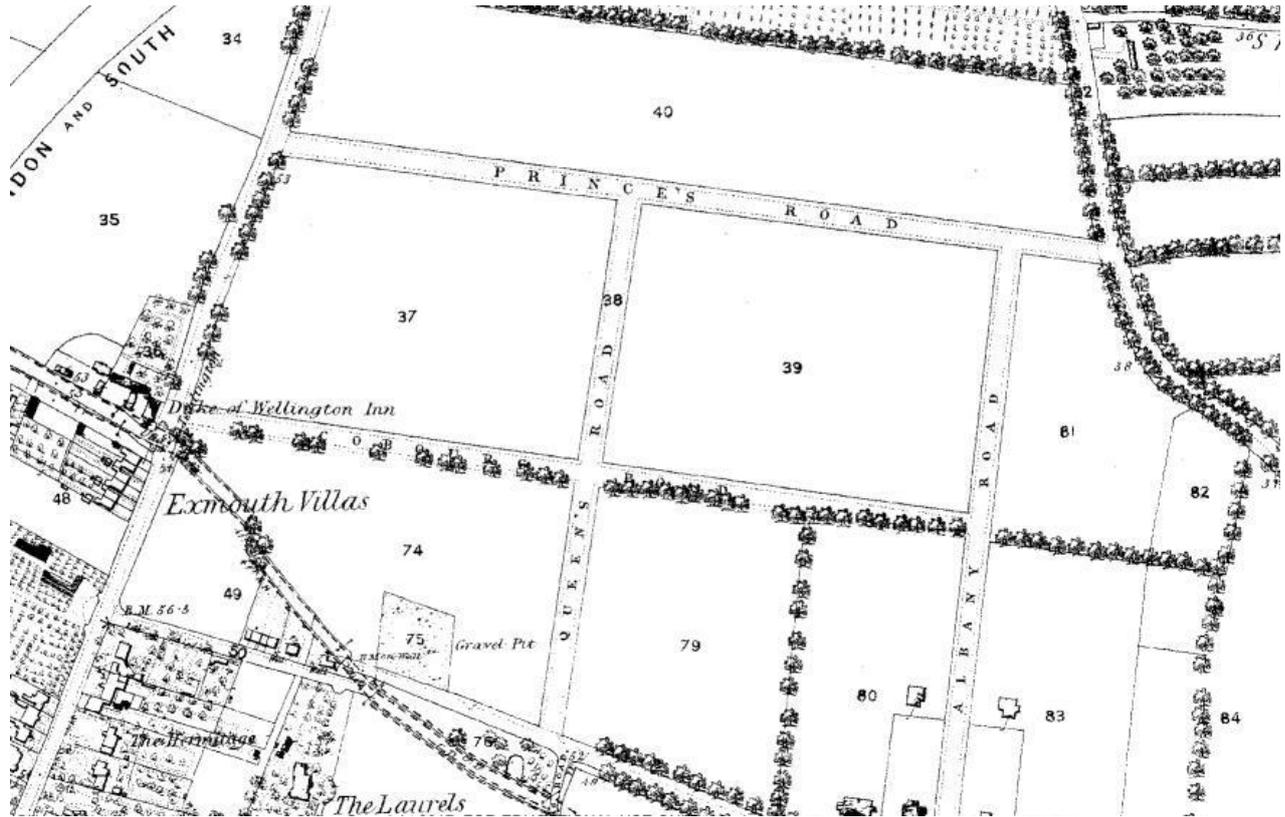
Above: Connaught Road street scene



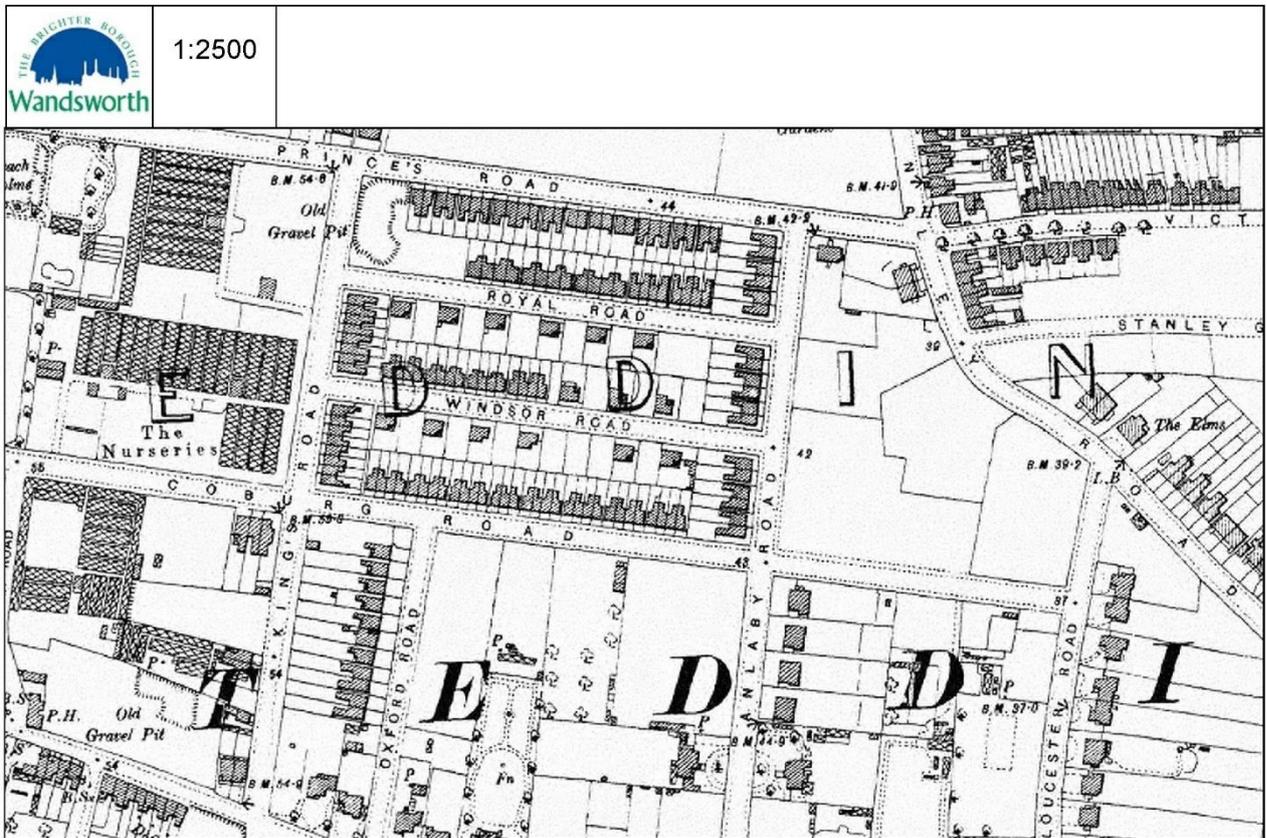
Above: Oxford Road Street Scene

# Appendix 4 - Historic OS Maps

## 1870s



## 1890s



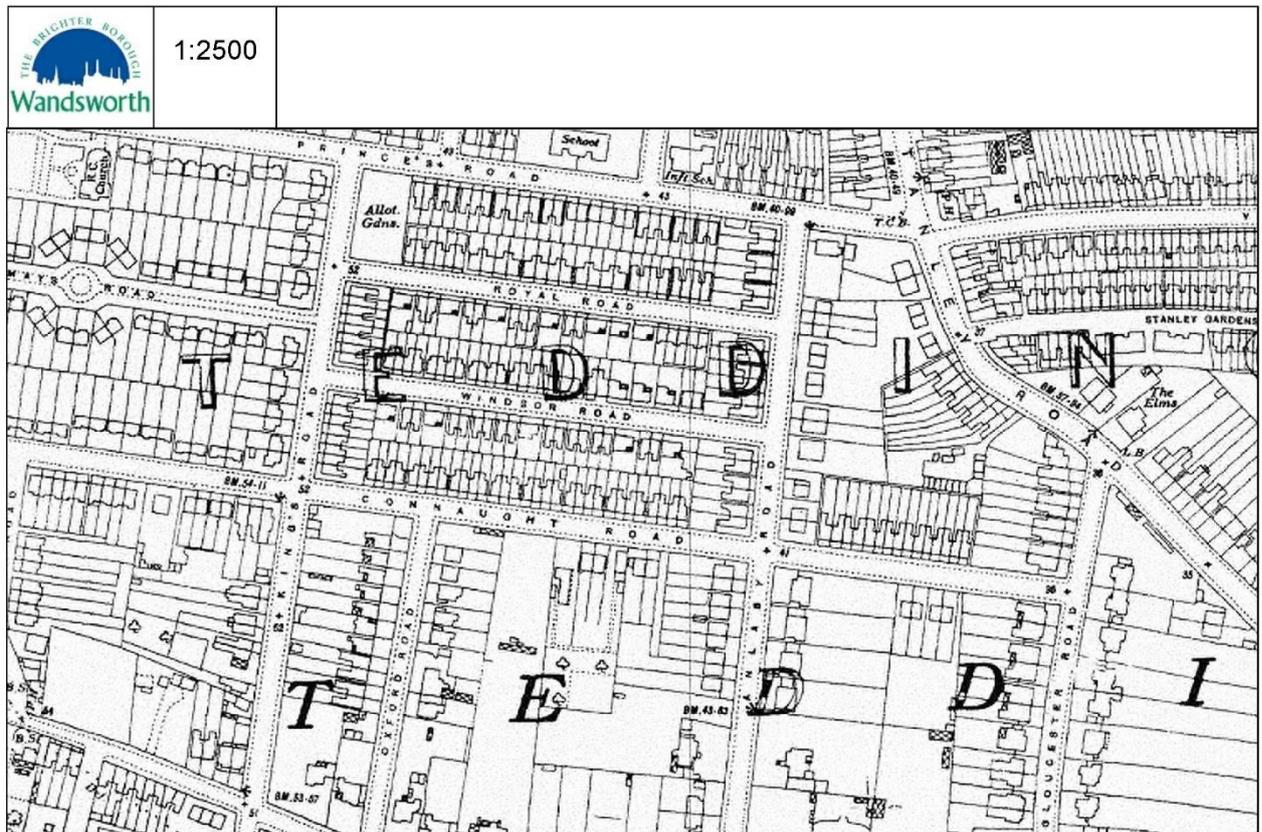
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# 1910s



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# 1930s



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1950s

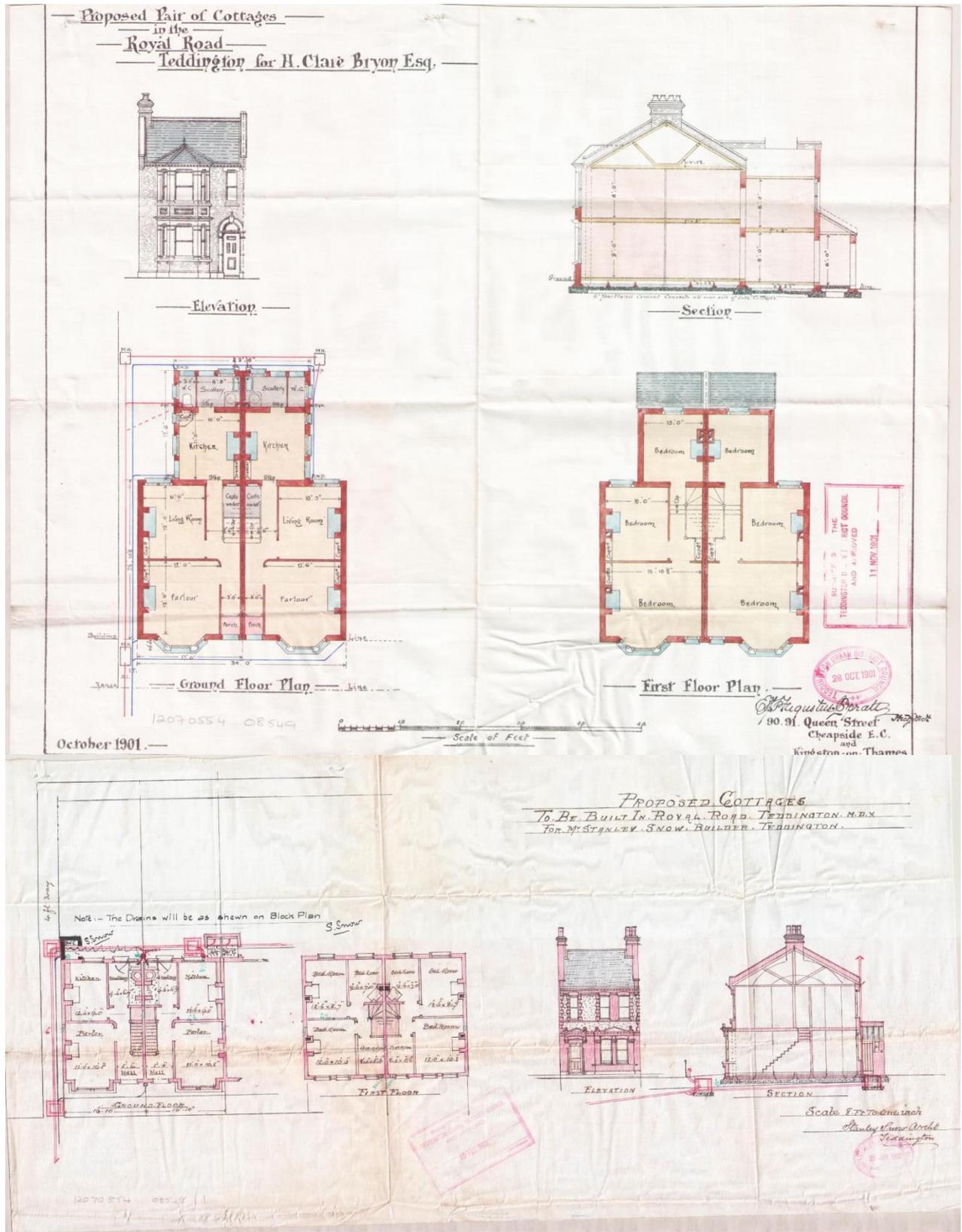


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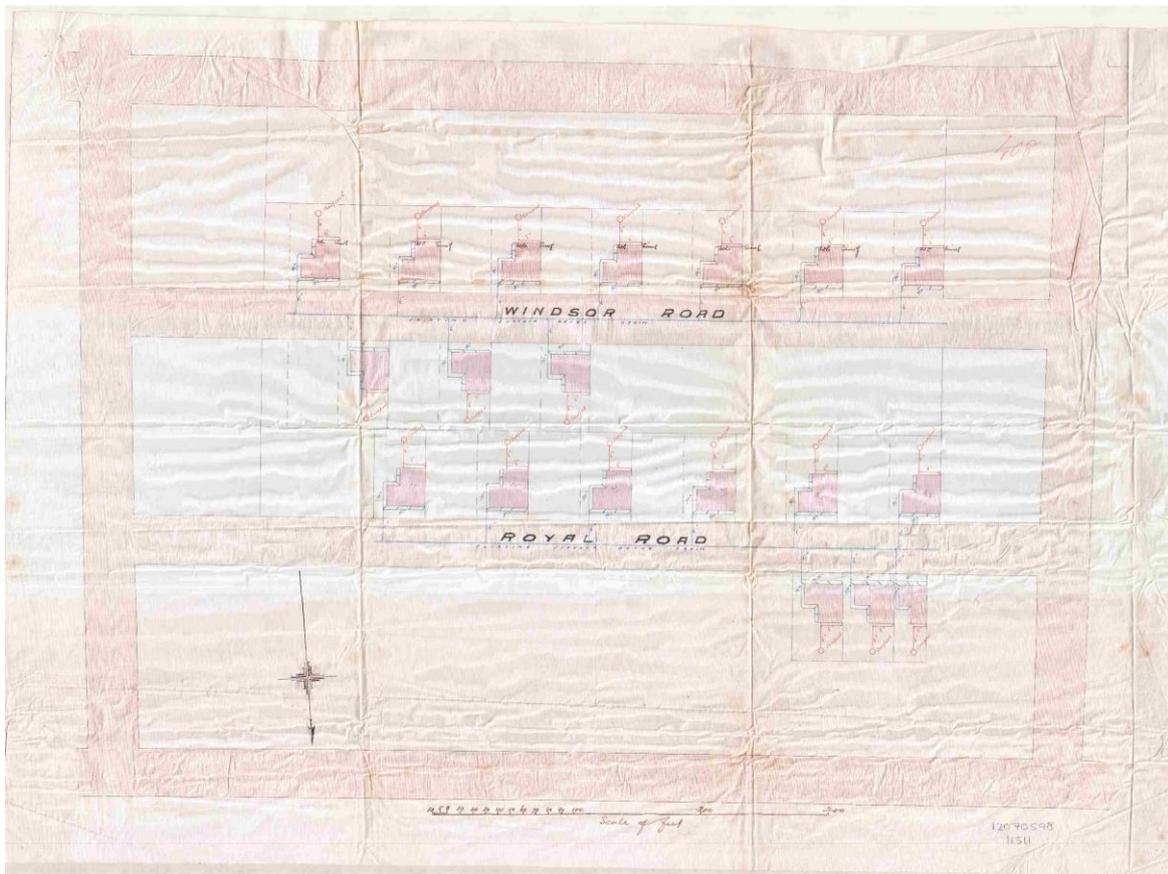
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# Appendix 5: Historic Plans

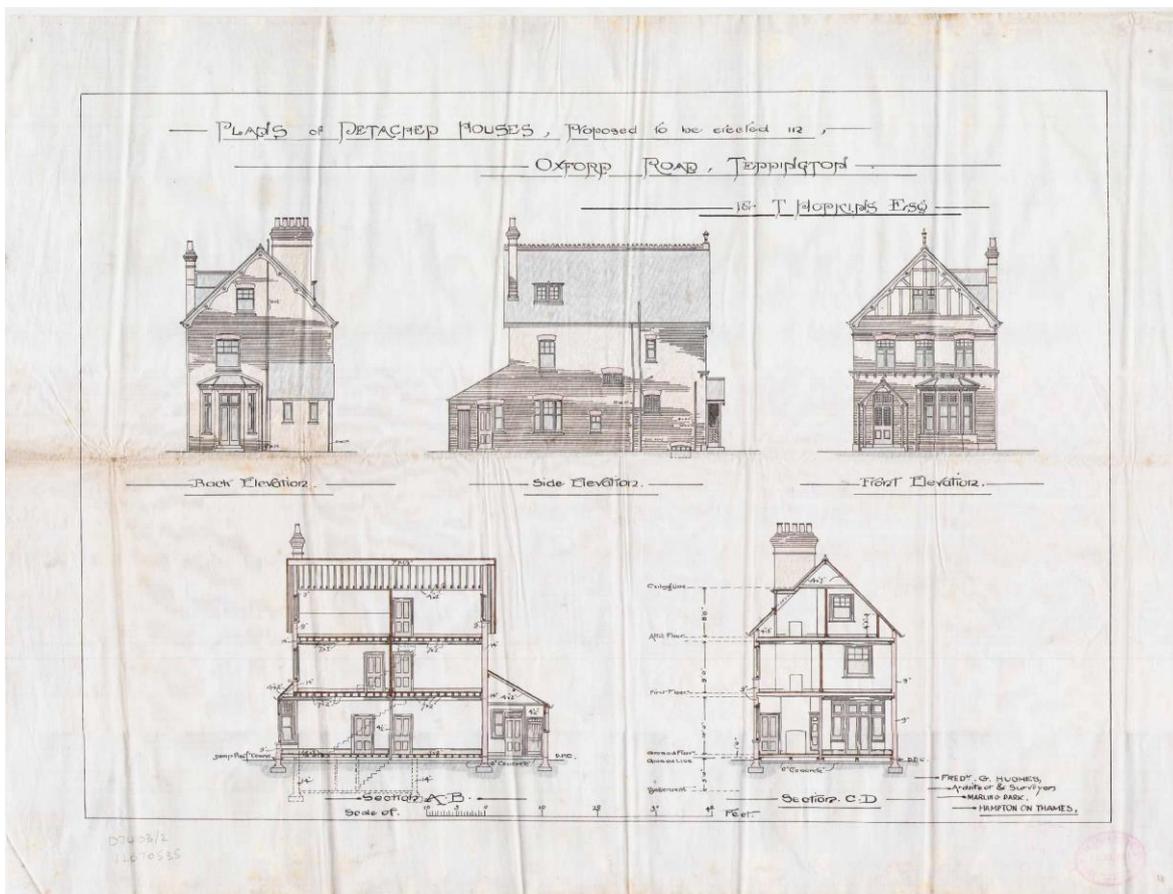


Above: Infill dwellings constructed along Royal Road





Above: Layout of detached dwellings with vacant plots in between along Royal and Windsor Roads



Above: Design of dwellings along Oxford Road