



WICK ROAD

CONSERVATION AREA NO.83

Consultation Draft, November 2020

Note: Every effort has been made to ensure the accuracy of this document but due to the complexity of conservation areas, it would be impossible to include every facet contributing to the area's special

interest. Therefore, the omission of any feature does not necessarily convey a lack of significance. The Council will continue to assess each development proposal on its own merits, on a site-specific basis. As part of this

process a more detailed and up to date assessment of a particular site and its context is undertaken. This may reveal additional considerations relating to character or appearance which may be of relevance to a particular case.

Introduction

PURPOSE OF THIS DOCUMENT

The principal aims of conservation area appraisals are to:

- Describe the historic and architectural character and appearance of the area which will assist applicants in making successful planning applications and decision makers in assessing planning applications;
- Raise public interest and awareness of the special character of their area;
- Identify the positive features which should be conserved, as well as negative features which indicate scope for future enhancements.

This document has been produced using the guidance set out by Historic England in the 2019 publication titled Understanding Place: Conservation Area Designation, Appraisal and Management, Historic England Advice Note 1 (Second Edition).

This document will be a material consideration when assessing planning applications.

WHAT IS A CONSERVATION AREA?

The statutory definition of a conservation area is an 'area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. The power to designate conservation areas is given to local authorities through the Planning (Listed Buildings and Conservation Areas) Act, 1990 (Sections 69 to 78).

Once designated, proposals within a conservation area become subject to local conservation policies set out in Chapter 4 of the Council's Local Plan and national policies outlined in part 12 of the National Planning Policy Framework (NPPF). Our overarching duty which is set out in the Act is to preserve and/or enhance the historic or architectural character or appearance of the conservation area.

BUILDINGS OF TOWNSCAPE MERIT

Buildings of Townscape Merit (BTMs) are buildings, groups of buildings or structures of historic or architectural interest, which are locally listed due to their considerable local importance. The policy, as outlined in the Council's Local Plan, sets out a presumption against the demolition of BTMs unless structural evidence has been submitted by the applicant, and independently verified at the cost of the applicant.

Locally specific guidance on design and character is set out in the Council's Buildings of Townscape Merit Supplementary Planning Document (2015), which applicants are expected to follow for any alterations and extensions to existing BTMs, or for any replacement structures.

CONSERVATION AREA APPRAISAL

A conservation area appraisal aims to describe the special historic and architectural character of an area. A conservation area's character is defined by a combination of elements such as architecture, uses, materials and detailing as well as the relationship between buildings and their settings.

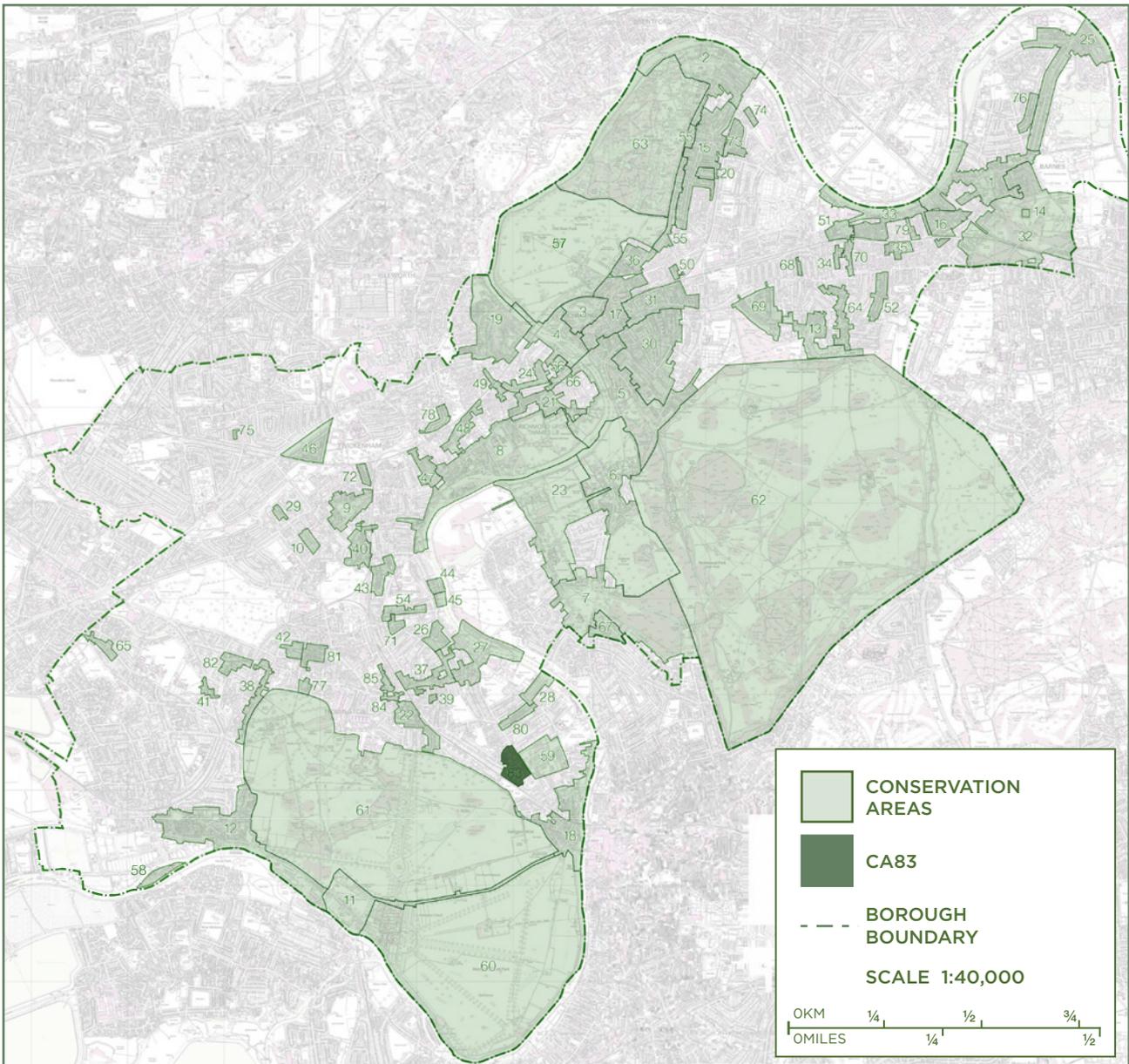
Many other elements contribute to character and appearance such as the placement of buildings within their plots; views and vistas; the relationship between the street and the buildings and the presence of trees and green space.

The conservation area appraisal is an evidence base rather than a planning policy document. This means that it is the main document for recording what is of principal importance in terms of character and appearance of each conservation area.

However, the relevant policies are contained within the borough's Local Plan, specifically Chapter 4 'Local Character and Design'. Refer to the Council's website for the latest Local Plan.



CONSERVATION AREA APPRAISAL
LONDON BOROUGH OF RICHMOND UPON THAMES



Map showing Richmond Conservation Areas. Conservation Area 83, Wick Road, highlighted.

- | | | | |
|----------------------------|---------------------------------|------------------------------|--|
| 1. Barnes Green | 23. Ham House | 45. Strawberry Vale | 67. Parkleys Estate (Ham) |
| 2. Kew Green | 24. Twickenham Park | 46. Rosecroft Gardens | 68. Holmesdale Avenue |
| 3. Richmond Green | 25. Castelnau | 47. Queens Road (Twickenham) | 69. Sheen Common Drive |
| 4. Richmond Riverside | 26. The Grove | 48. Amyand Park Road | 70. Sheen Lane (Mortlake) |
| 5. Richmond Hill | 27. Teddington Lock | 49. Crown Road | 71. Fieldend (Twickenham) |
| 6. Petersham | 28. Broom Water | 50. Sheendale Road | 72. Hamilton Road |
| 7. Ham Common | 29. Belmont Road | 51. Mortlake Green | 73. Burlington Avenue and West Park Road |
| 8. Twickenham Riverside | 30. St Matthias | 52. East Sheen Avenue | 74. Defoe and Ruskin Avenue |
| 9. Twickenham Green | 31. Sheen Road | 53. White Hart Lane | 75. Oaklands Estate |
| 10. Trafalgar Road | 32. Barnes Common | 54. Waldegrave Park | 76. Madrid Road |
| 11. Hampton Court Green | 33. Mortlake | 55. Kew Road | 77. Bushy Park Gardens |
| 12. Hampton Village | 34. Model Cottages | 56. Beresford Avenue | 78. Cole Park Road |
| 13. Christ Church Road | 35. Queens Road (Mortlake) | 57. Old Deer Park | 79. Cowley Road |
| 14. Mill Hill | 36. Kew Foot Road | 58. Platt's Eyot | 80. King Edward's Grove |
| 15. Kew Gardens | 37. High Street (Teddington) | 59. Normansfield | 81. Royal Road |
| 16. Thorne Passage | 38. Hight Street (Hampton Hill) | 60. Hampton Court Park | 82. St James's Avenue |
| 17. Central Richmond | 39. Blackmore's Grove | 61. Bushy Park | 83. Wick Road |
| 18. Hampton Wick | 40. Pope's Avenue | 62. Richmond Park | 84. Broad Street |
| 19. St Margarets | 41. Joanna Southcott Chapel | 63. Royal Botanic Gardens | 85. Church Road |
| 20. Lawn Crescent | 42. Mays Road | 64. Sheen Lane (East Sheen) | |
| 21. Cambridge Park | 43. Strawberry Hill Road | 65. Hanworth Road (Hampton) | |
| 22. Park Road (Teddington) | 44. Mallard Place | 66. Richmond Road | |

Statement of Significance

Summary of special architectural and historic interest of conservation area.

- The conservation area incorporates the significant historic settlement of South Teddington, and has architectural evidence of development following on from the establishment of rail infrastructure and the gasworks;
- Examples of mid-Victorian modest two-bay terraces with boundaries along the railway line;
- Examples of Victorian terraces displaying typical design and plan form, with shallow pitched

roofs, gauged brick arches or stone or render lintels, ground floor canted bay windows and stone cills. Architectural detailing is well preserved;

- Most terraces were constructed using London mixed stock brick with red brick or render highlighting fenestration and quoins;
- A number of properties appear to have original boundary piers still in place, with some houses featuring recycled historic railings with interesting detailing;
- Examples of well-preserved Edwardian buildings with features such as decorative street-facing gables, timber-

framed windows with segmented glazing bars and decorative ridge tiles;

- An example of an Edwardian shopping parade which displays design elements of the era, including shopfronts on the ground floor (now mostly replaced), timber verandahs on the first floor, pebble dash render, deep overhanging eaves, prominent chimneystacks, tiled roofs, and decorative ridge tiles;
- Street trees are a feature of the area, which when combined with the well-planted front garden spaces create a green, leafy environment.



Chantry House on Fairfax Road.

Location and Setting

General character and plan form, e.g. linear, compact, dense or dispersed; important views, landmarks, open spaces, uniformity.

Wick Road Conservation Area is located to the South of Teddington and north of Hampton Wick and is largely defined by Wick Road, the railway, Bushy Park Road, and Kingston Road.

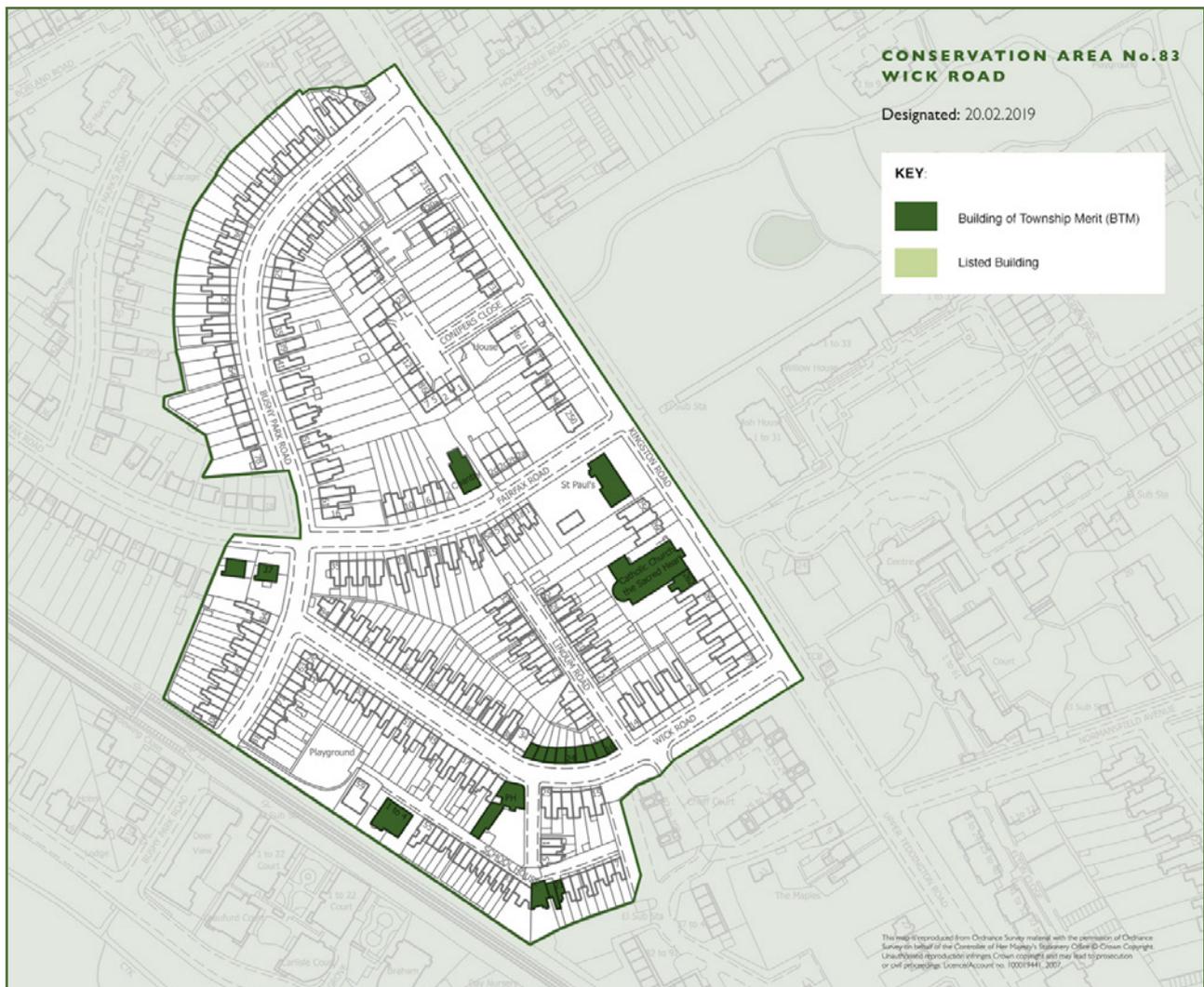
The land where the village of South Teddington was established was once the Teddington Common as shown on historic maps. With the addition of the railway in this area

in the early 1860s, development started with the construction of a large gasworks beside the train line which opened in 1864. The small settlement of South Teddington was created immediately adjacent to the railway line and gasworks, and consisted of Bushy Park Road, Fairfax Road, School House Lane, Lindum Road and Kingston Road. The settlement was fairly isolated and surrounded by green space, apart from the presence of several large country houses in the vicinity.

Houses which form the historic core are predominantly two-storey, modest tight-knit later Victorian

terraces, except for a few mid-Victorian houses along School House Lane which appear to be contemporary with the construction of the gasworks.

Later Edwardian development can be seen along Bushy Park Road, some larger higher-status dwellings can be found along Kingston Road overlooking the Normansfield Grounds, and a tall curved Victorian terrace of high status is situated on the bend in Wick Road. The area possesses key views to significant buildings such as the Catholic Church of the Sacred Heart, which is particularly visible from Wick Road.



Historical Development

Stages/ phases of historical development and historic associations (archaeology etc) which may be influencing how the area is experienced.

Historic maps indicate that the railway line and adjacent gasworks were the precursors of the residential development to surrounding land. Historic OS Maps demonstrate that the majority of local housing was constructed between the 1860s and

1900. Dwellings along School House Lane appear to be the first phase of development and are mid Victorian in date and style with simple classical elements and details. The roofs of these houses are hidden behind raised parapets compared with houses in Bushy Park Road, Fairfax Road, Lindum Road and Wick Road which have smaller, tightly knit terraces of modest later Victorian workers cottages with pitched and gabled roofs.

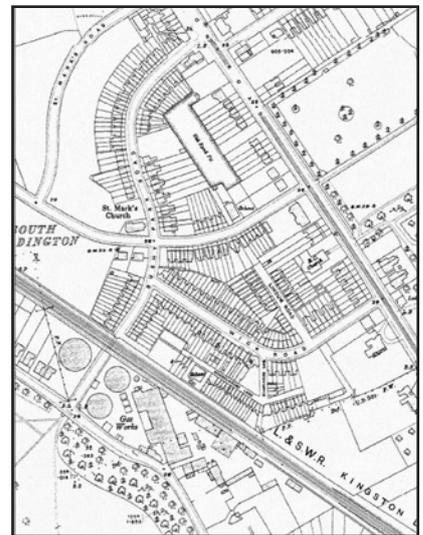
Historic architectural plans show development in this area occurring in a piecemeal fashion, owing to a number of different landowners. Despite that, the area, with its Victorian terraces displaying similar design, massing, and form, has a generally homogenous character. The remainder of Bushy Park Road was developed in the early 20th century.



1860s



1890s



1910s



1930s



1950s

Historical Development

Although historic plans show that this area was not constructed as a model village like the Shaftesbury or Peabody Estates, the variety of fairly standard designs, plan forms and detailing resulted in the fairly homogenous character seen today.

The settlement was also complete with, and punctuated by, ancillary services such as two public houses (one of which is still in operation on the corner of School House

Lane and Wick Road), two schools, and both conformist and non-conformist churches. Interestingly, St. Mark's Church was situated at the corner of Wick Road and Fairfax Road and was relocated to its present position on St. Mark's Road during the 20th century.

By the 1930s, South Teddington was no longer a distinct settlement, with Bushy Park Road by then fully developed, and further

development joining the settlement to the greater Teddington to the north and Hampton Wick to the south. The Old Sand Pit shown on Historic OS Maps located off Kingston Road was developed into a small group of apartments in the 1940s (known as Conifers Close) and still maintains the original Art Deco inspired design and styling.



Gasworks and Wick Road area to the right, separated by the Railway Line, 1937. (Source: Richmond Local Studies Library)

Architectural Quality & Built Form

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.)

The area around School House Lane is mid-Victorian in style and detailing with modest two bay terraces, originally faced with mixed

London stock brick, with several dwellings having had their façades rendered and/or painted. No setback is provided to the street with the end of the terrace on School House Lane being double fronted; this building was built as a public house. These houses along with the schoolhouse itself (1875) have rear boundaries abutting the railway line.

The larger part of the Victorian estate was constructed using London mixed stock brick with red brick or render highlighting

the fenestration and quoins. The designs employ a basic Victorian design and plan form with shallow pitched roofs, gauged brick arches or stone or render lintels, ground floor canted bay windows and stone cills, particularly along Wick Road, Fairfax Road, part of Bushy Park Road and Lindum Road.

These buildings are set back from the street with small planted front gardens and maintain much of their historic detailing and materials. Walls were most likely to be railings over a dwarf wall with coping, similar



Terrace of houses in Bushy Park Road.



Houses follow the curve of Fairfax Road.



Houses with pedimented porches and double entrances in Wick Road.



Houses with front gardens and low boundaries in Bushy Park Road.

Architectural Quality & Built Form

to other Victorian housing estates; however, most of the original railings no longer exist, possibly as a result of the Second World War when cast-iron was removed to be re-used.

Numbers 47/49 and 43/45 Wick Road appear to have original fence piers still in situ. Numbers 81 and 73 Bushy Park Road are interesting as they display recycled historic railings from a higher status building with spear finials and an example of serpent detailing (No. 73). Although

the original railings for these buildings would not have been as elaborate, these historic details are significant elements within the area.

A group of taller higher status buildings is sited along a prominent curved section of Wick Road (numbers 16-32) and are designated as Buildings of Townscape Merit. Numbers 16-22 have a rusticated ground floor and pedimented window surrounds to the first floor.

Numbers 10-52 Bushy Park Road represent a short run of Edwardian buildings with street-facing gables with decorative brickwork. Many of these buildings retain original features such as decorative timber windows with segmented glazing bars and decorative ridge tiles.

On the corner of Bushy Park Road and Kingston Road is an Edwardian shopping parade displaying design elements of the era, including shopfronts on the ground floor (now mostly replaced), timber verandahs



Curved terrace in Wick Road.



Old School House, which gives its name to School House Lane.



Row of colourful cottages in School House Lane.



View down School House Lane with locally listed building in foreground.

Architectural Quality & Built Form

on the first floor, pebble dash render, deep overhanging eaves, prominent chimneys, tiled roofs, and decorative ridge tiles.

Houses along Kingston Road present an elevated status and have basements visible at ground floor level, with steps up to the front doors.

All of these dwellings overlook the grounds of Normansfield House

and gardens opposite, now a housing estate with the original house still in the centre.

The development of Conifers Close adds an interesting dimension to the area with its development of apartments in an Art Deco style, incorporating large chimney breasts, stucco façade and Crittall windows which are still in situ.



Gabled row of houses with decorative window frames in Bushy Park Road.



Shopping parade with timber balcony detailing in corner of Bushy Park and Kingston Roads.



The Lion Pub is a local landmark on the corner of Wick Road and School House Lane.



The imposing Church of the Sacred Heart on Kingston Road.

Architectural Details



Open Space, Parks, Garden & Trees

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.

The main green space for the area lies to the end of School House Lane, where the former school

playground has been turned into a community garden and open space, making a positive contribution to the character of the area.

Street trees within the area, which when combined with the well-planted front garden spaces create a green, leafy environment.

The conservation area is in close proximity to Bushy Park which is a Royal Park and Grade I registered Park & Garden.

Unfortunately, there are examples of poorly sited bicycle shelters and stores to front gardens, particularly along Bushy Park Road.



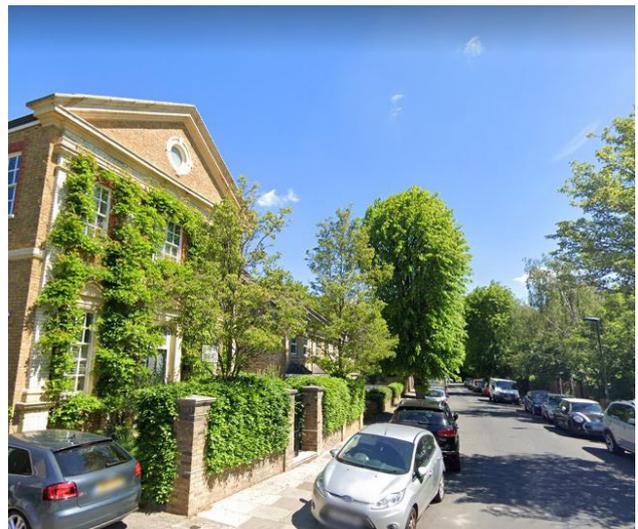
Former playing fields of the school, now a community garden/orchard.



Street trees and front gardens along Wick Road.



Street trees and front garden planting add to the character of Bushy Park Road.



Street trees and front gardens around Chantry House on Fairfax Road.

Management Plan

PROBLEMS AND PRESSURES

- Loss of traditional architectural features and materials due to unsympathetic alterations and extensions;
- Loss of garden space in residential areas for hard standing, vehicular parking, front lightwells and hard surfacing;
- Loss of visual gaps between properties;
- Lack of coordination and poor quality of street furniture and paving;
- Poor quality and disproportionate roof additions;
- Use of poor-quality products in building works such as uPVC, roofing felt and GRP products;
- Bicycle storage sheds inappropriately located within front gardens.

OPPORTUNITIES FOR ENHANCEMENT AND RECOMMENDATIONS

- Preservation, enhancement and reinstatement of architectural quality and unity that is preferably based upon historic evidence;
- To seek the reinstatement of front garden walls, which are based on historic evidence, railings and planting are improved alongside planning applications for refurbishment. Ensure that any lightwells are placed to the side and rear of properties and that hard standing is reduced;
- Preservation of visual gaps between properties;
- Coordination of colour and design and improvement in quality of street furniture and paving;
- Improvement of highways conditions and pedestrian crossings, and rationalisation of existing signage and street furniture;
- Seek to encourage excellent and proportionate design and better-quality materials that are sympathetic to the period and style of the building;
- Seek to install bicycle sheds to the rear/ side of sites, or within dwellings or sufficiently screened from the public realm.

Streetscene:

- Retain/ relay traditional paving slabs and granite kerbs/ channels;
- Distinctive granite setts and cast street nameplate at the junction of Old School and Wick Road and should be retained;
- Lamp and signpost columns should be repainted green- black;
- These and other measures should accord with the guidance in the Public Space Design Guide.

References and contributions

Text prepared by John Somers
JS Conservation Management
and Town Planning Ltd. in
conjunction with LB Richmond
Urban Design and Conservation.

All site photographs by J Somers
and LB Richmond Council.

REFERENCES

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Photographs taken on 15/03/2018
by John Somers, JS Conservation
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teddington/19th-century/](http://botlhs.co.uk/local-history/teddington/19th-century/)

Friends of School House Lane
Orchard <https://e-voice.org.uk/fshlo/>



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Farsi

اگر در فهمیدن این نشریه مشکلی دارید لطفاً به میز پذیرش
در آدرس قید شده در زیر مراجعه نمایید تا ترتیب ترجمه
تلفنی برایتان فراهم آورده شود:

Arabic

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

Punjabi

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

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