

# BARNES

## Village Planning Guidance

Supplementary Planning Document | December 2015



# Contents

1.	Introduction	04
2.	Planning Policy and Wider Context	06
3.	Spatial Context	09
4.	Vision for Barnes	14
5.	Objectives	14
6.	Character Area Assessments	15
	■ Character Area 1: North West Barnes	16
	■ Conservation Area 2: Castelnau	20
	■ Character Area 3: Barnes Waterside and the London Wetlands Centre	24
	■ Character Area 4: Barn Elms / Rock Lane	26
	■ Conservation Area 5: Barnes Common	30
	■ Conservation Area 6: Mill Hill	34
	■ Character Area 7: Warwick Drive	36
	■ Character Area 8: Priests Bridge	38
	■ Conservation Area 9: White Hart Lane	42
	■ Conservation Area 10: Thorne Passage	44
	■ Character Area 11: Westfield (Little Chelsea)	46
	■ Conservation Area 12: Barnes Green	48
	■ Character Area 13: South West Barnes	52
	■ Character Area 14: West of Castelnau	54
7.	Features and Materials	58
8.	Guidance for Development Sites	66
9.	Shop Front Guidance	68
10.	Forecourt Parking	78
	Appendix I: Relevant Policies and Guidance	80

# I. Introduction

**The purpose of this Village Planning Guidance Supplementary Planning Document (SPD) is primarily to establish a vision and planning policy aims for, and assist in defining, maintaining and enhancing the character of, Barnes Village, and to 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 core of this SPD is a series of character area assessments for the component areas of Barnes. These character areas have been identified through the similarity of key features that are deemed to define their individual local character. The assessments establish dominant features and materials as well as an overall description of the street pattern and housing types.

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

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



Barnes Village Planning Guidance SPD area

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The boundary for the SPD is based on:

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

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

The community has been involved through:

- 'Drop in' sessions at Rose House on 15th November 2014 and Lowther Primary School, Stillingfleet Road, Barnes on 29th November 2014
- Resident walkabouts on the 16th and 30th November 2014
- Online questionnaire (from 7th November to 19th December 2014)
- Stakeholder workshop (19th January 2015, OSO Community Arts Centre, Barnes Green)
- Online consultation and questionnaire

from 16th February to 23rd March 2015 (Statutory consultation)

- 'Drop-in' session at OSO Community Arts Centre on 7th March 2015

### 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.



Consultation events for the Barnes Village Planning Guidance SPD

# 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 Barnes 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 is currently moving forward on allocating larger development sites as part of its Local Plan-making processes. Some larger sites in Barnes have

been identified through consultations undertaken by the Council. Where appropriate sites in Barnes have been assessed in Chapter 8 of this document to establish design objectives should they come forward for development. 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](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 Core Strategy (CS) and the Development Management Plan (DMP). This SPD relates to a considerable number of higher policies, notably:

### DMP Policy DM DC 1 Design Quality

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

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

- compatibility with local character



including relationship to existing townscape

- frontages, scale, height, massing, proportions and form
- sustainable development and adaptability, subject to aesthetic considerations
- layout and access
- space between buildings and relationship to the public realm
- detailing and materials

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

#### CS Policy CP7: Maintaining and Improving the Local Environment

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

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

construction.

#### CS Policy CP8: Town and Local Centres

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

#### CS Policy CPI 1 River Thames Corridor

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

#### CS Policy CPI3 Opportunities for All

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

#### DMP Policy DM OS 4 Historic Parks, Gardens and Landscapes

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

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

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

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

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

#### DMP Policy DM HD 3 Buildings of Townscape Merit

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

#### DMP Policy DM TP 9 Forecourt Parking

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

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation; or
- such parking would detract from the streetscape or setting of the property.
- It has an impact on the surrounding

environment both in terms of the loss of individual front gardens and in damaging the unity and character of groups of houses and the streetscape in general.

#### Policy DM OS 11 Thames Policy Area

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

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

## 2.3 Planning Policy Aims

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

- Improve the vitality and viability of Barnes High Street/Church Road as a shopping and service centre and the smaller shopping centres at Castelnau and White Hart Lane, and in particular protect retail sites.
- Protect and enhance the sites of special scientific interest at the Wetlands and Wildlife Trust Centre and the other sites of importance for nature conservation along the Thames and at Barnes Common, Leg O'Mutton Reservoir and Barn Elms Playing Fields.
- Ensure local character and historic buildings and features are retained and enhanced particularly the Conservation Areas at Castelnau, Barnes Green, Thorne Passage, Mill Hill, Barnes Common and White Hart Lane.
- Prevent an increase in unsightly car parking in front gardens where possible through planning control and publicising design guidance.
- Reduce the impact of through traffic and congestion and improve rail and bus services, (e.g. including opportunities to provide a direct bus route from Barnes Station to the centre of the Village and more frequent links to Putney).
- Improve Barnes Station and surroundings to create a high quality interchange and related public spaces.
- 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.
- Improve areas which are less attractive such as service roads, blocks of domestic garages and inappropriate shop fronts.
- Increase community use of Barn Elms Playing Fields through its development as a local centre for sports activities.
- Ensure the construction of the Thames Tunnel does not adversely impact on the residents or businesses in the area and that permanent structures do not have an adverse effect on the open space.
- Undertake tree planting with open space upgrading, while preserving, increasing and enhancing the areas of Lowland Acid Grass on Barnes Common.



# 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 Barnes

- There is a wide range of local shops, restaurants and facilities along the High Street, Church Road (including the Olympic Cinema), the adjacent sections of Castelnau and Rocks Lane, the north end of Castelnau and on White Hart Lane.
- Community Facilities include the Castelnau Library, the Barnes Community Association, the OSO Community Arts Centre and the Castelnau Community Centre.
- The area has five primary schools and three secondary schools.
- There are six churches located in the area.
- There are three GP practices, four pharmacies and two dental practices within the area.

The Barnes Village Plan area has experienced a noticeable increase in the number of Estate Agents (A2 Use) which has resulted, in areas such as Barnes High Street, in an over-concentration of such uses. The Council's planning policies in

relation to shopping facilities seek to ensure the long term vitality and viability of its town, local and neighbourhood centres. Applications for changes of use will be considered in accordance with the following policies:

Core Strategy: CP8 'Town and Local Centres'

Development Management Plan: DMTC 2 'Local and Neighbourhood Centres and Areas of Mixed Use' and DMTC 3 'Retail Frontages'.

Proposals that result in a loss of retail space in key shopping frontages will generally be resisted. In secondary shopping frontages proposals will only be acceptable if they do not, amongst other things, result in an over-concentration of such uses in the area.

## Connectivity and accessibility

- Rail services at Barnes Station and Barnes Bridge Station.
- Several bus stops located along Castelnau and Church Road.
- A 'Hail and Ride' service through the Lowther Estate and Suffolk Road areas and along Lonsdale Road.
- Good quality bus structure, though this could be improved by a more frequent service from Putney and by a direct service from Barnes Station to the centre of the Village.

- A range of walking and cycling routes including off road cycle paths, main road cycle routes and quiet cycle routes.
- The Barnes Trail provides a circular walk around the historic highlights of the village, marked out by silver discs in the pavement.

## Green Infrastructure

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

- WWT London Wetland Centre
- Barnes Common and Barnes Green
- Barn Elms Playing Fields (operated by Barn Elms Sports Trust – BEST)
- Barn Elms Sports Centre
- Recreation Grounds including at Vine Road, the Rocks Lane Tennis Centre, Suffolk Road and Washington Road (The Castelnau Recreation Ground)
- Leg o' Mutton Reservoir Nature Reserve
- Barnes Sports Club (Lonsdale Road)
- Small Profit Dock Gardens
- The Railwayside and Barn Elms Allotments

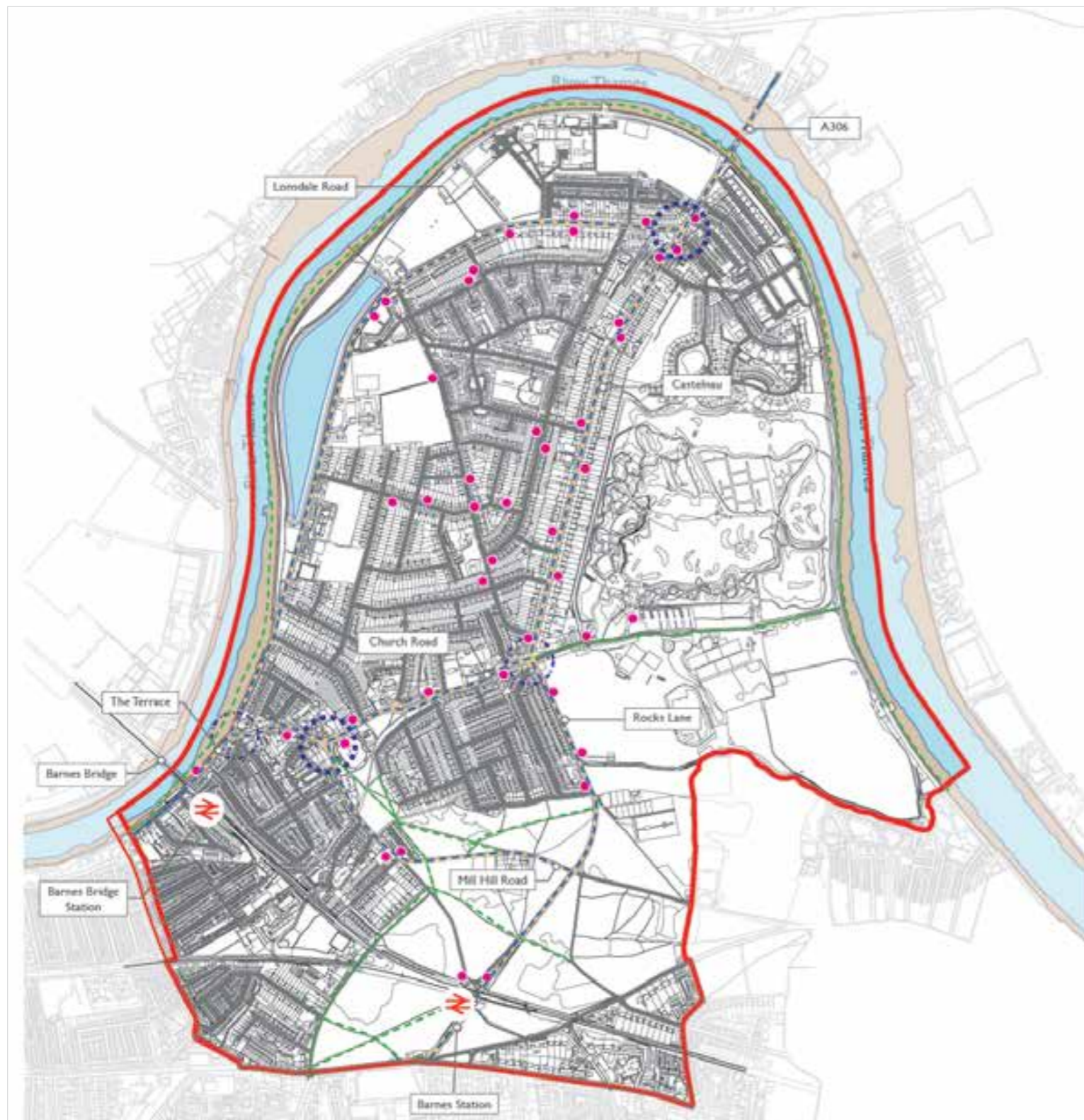
The Barnes Village Plan area contains important sites of nature conservation importance, including Barnes Common and Barnes Wetlands. Section GGA9 of the Greater London Authority All

London Green Grid SPG (2012) relating to the Arcadian Thames identifies the Beverley Brook corridor as a strategic link connecting the Thames Park National Trail through Barnes Common, Richmond Park and Wimbledon Common. However, the effects of, amongst other things, lighting from sources outside of, but in close proximity to, these assets can undermine their importance, including from an ecological perspective. In determining planning applications, and responding to consultations from adjoining Boroughs, including those across the river, the effect of development on these habitats will be considered in accordance with the objectives of the SPG and the Council's planning policies including:

Core Strategy: CP4 'Biodiversity' and CP10 'Open Lands and Parks'

Development Management Plan: DM OS 9 Floodlighting

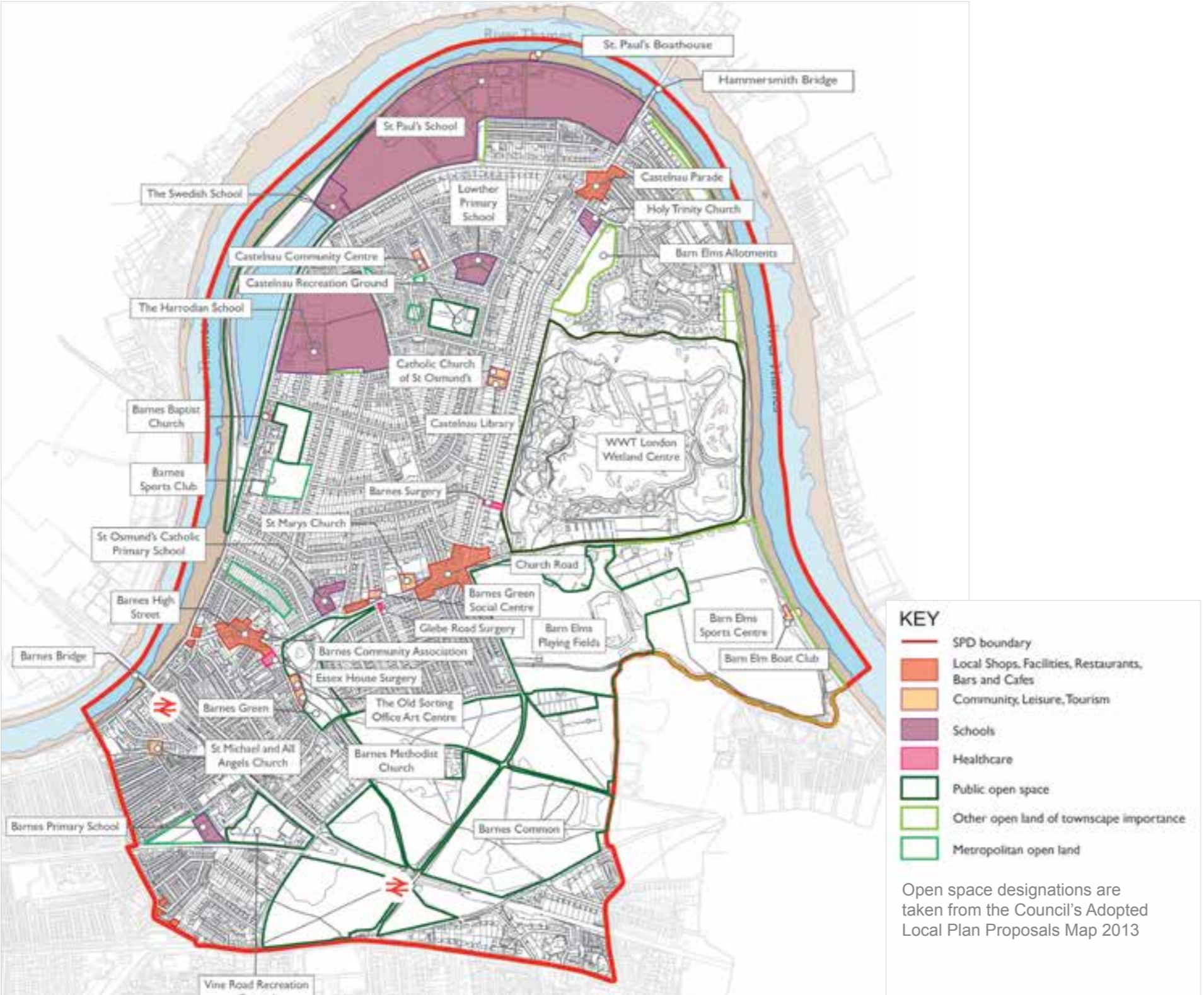
# Connectivity and Accessibility in Barnes



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# Facilities in Barnes



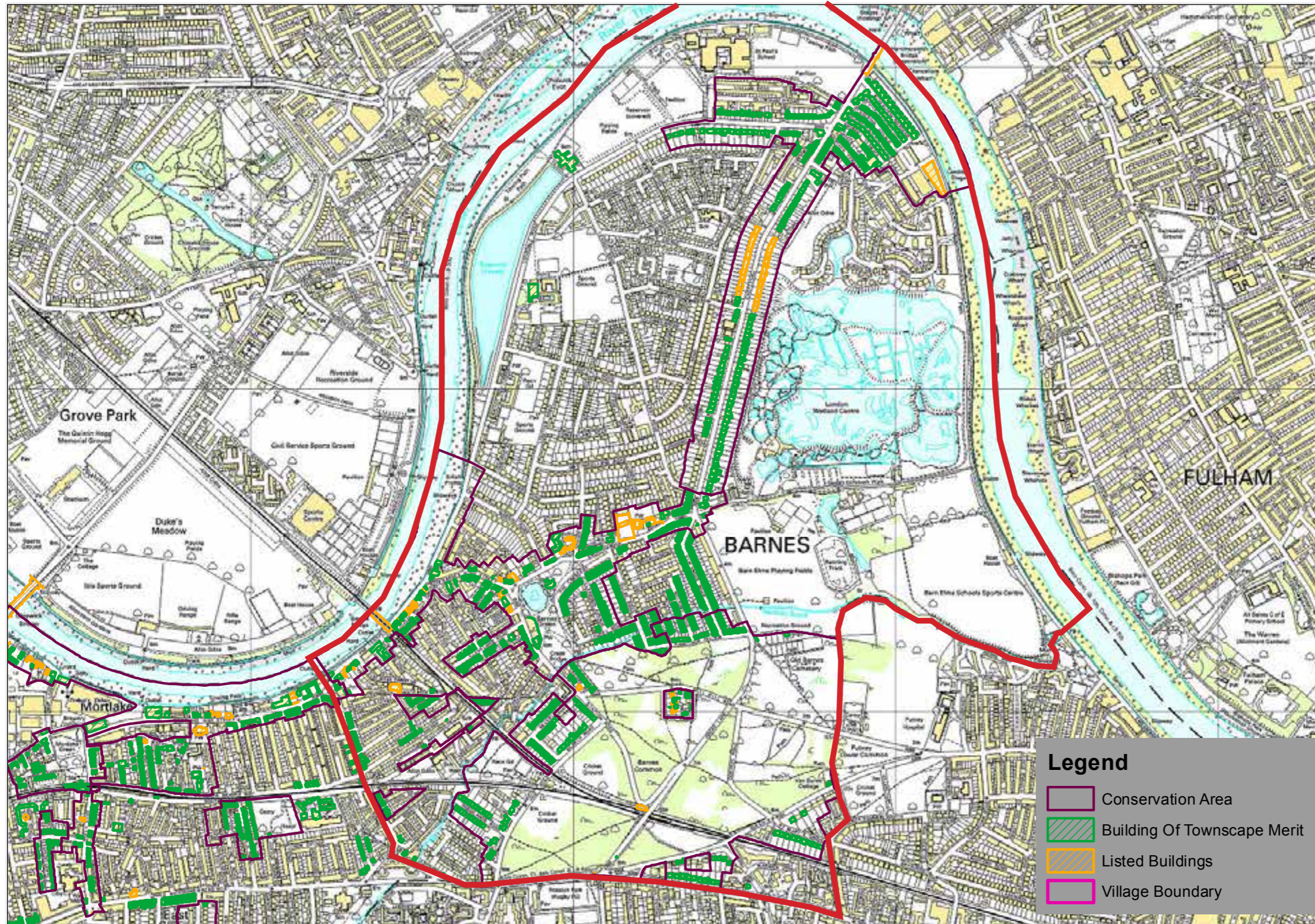
# Green Infrastructure in Barnes



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# Historic Assets in Barnes



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

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Please note that these designations are correct at the time of adoption of the SPD. For the most up to date information please see the Council's website.

# 4. Vision for Barnes

The vision for Barnes is to maintain and enhance the character of Barnes as an attractive residential area and as a place that people want to visit.

The key features of Barnes are the Green, the pond and surrounding buildings and trees which create an outstanding village atmosphere; Castelnau with its fine houses which provide a dramatic approach to Hammersmith Bridge; and the former Harrods depository building (now converted into flats).

The River Thames and related towpaths and open spaces are the other defining features of the area. Key open areas include Barnes Common, the Wildlife and Wetlands Trust London Wetland Centre, Leg O'Mutton reservoir and the Barn Elms Playing Fields.

Barnes High Street and Church Road have a good range of local shops and services and there are also important local shopping areas at White Hart Lane and in Castelnau.

The vision is based on maintaining and enhancing the character of Barnes as an attractive residential area as well as ensuring that Barnes High Street, Church Road and White Hart Lane continue to

provide a range of shops and services for residents and visitors within an attractive setting. It also gives a focus to improving the Castelnau shopping area so it provides a more welcoming environment for shoppers and in its role as an important gateway into both Barnes and the Borough. Improvements to facilities for younger and older residents would also contribute to the attractiveness of Barnes as a residential area.

There are opportunities to support the vision through improvements to areas well used by residents and visitors such as the High Street, the river frontage, river wall and towpath.

The impact of traffic and opportunities to improve facilities for pedestrians and cyclists, and strengthen public transport connections will be taken where possible, particularly where they strengthen links and connectivity between different parts of the Village.

# 5. Objectives

The Barnes 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 policies (Core Strategy and Development Management Plan) which are essential to addressing local issues. (See paragraph 2.3 above and Appendix I)

# 6. Character Area Assessments

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

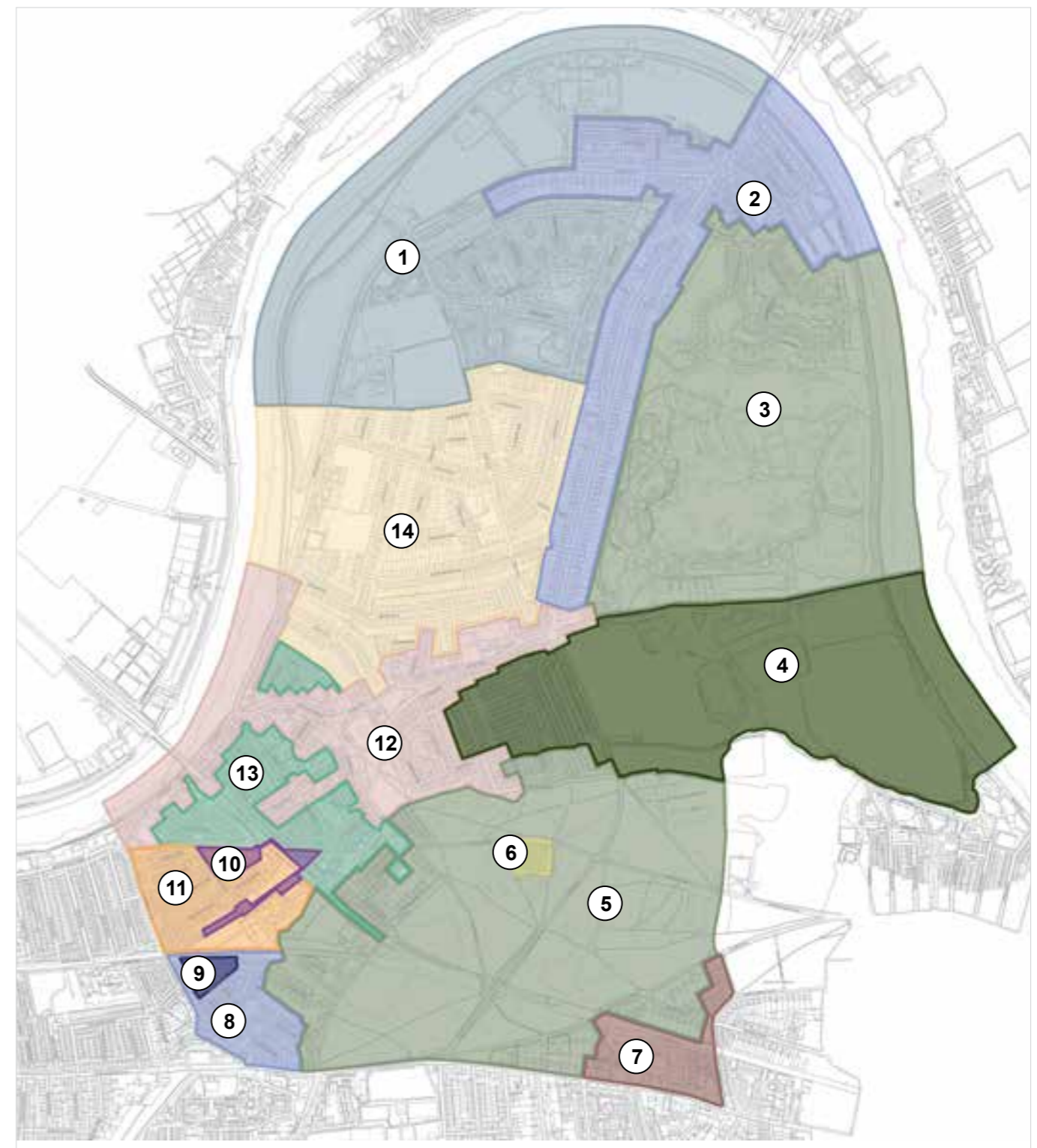
The character area assessments sub-divide the village into a smaller set of sub areas, some of which are further sub-divided.

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 adopted Conservation Areas. More information regarding Conservation Areas can be viewed at [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas.htm](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](http://www.richmond.gov.uk/home/services/planning/conservation_areas/article_4_directions.htm)

- Character Area 1: North West Barnes
- Conservation Area 2: Castelnau
- Character Area 3: Barnes Waterside and the London Wetlands Centre
- Character Area 4: Barn Elms / Rock Lane
- Conservation Area 5: Barnes Common
- Conservation Area 6: Mill Hill
- Character Area 7: Warwick Drive
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- Conservation Area 9: White Hart Lane
- Conservation Area 10: Thorne Passage
- Character Area 11: Westfield (Little Chelsea)
- Conservation Area 12: Barnes Green
- Character Area 13: South West Barnes
- Character Area 14: West of Castelnau



Character Area Plan

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# Character Area I:

## West of Boileau Road/Lowther Estate

### Character Summary

This character area comprises the streets north of Washington Road, north of and including the Harrodian School, and west of Castelnau Conservation Area, extending to the River Thames.

### Nowell Road / Kilmington Road

This north Barnes estate was built by the prolific Henry Boot Company during the 1930s. About 50,000 Boot houses were constructed between the wars, using precast reinforced clinker-concrete columns to minimize the need for brick. Since the 1980s many have needed to be reconstructed due to the failure of the concrete. The facades are generally rendered, however a number of blocks are broken-up with exposed brick panels. At ground floor is an arched opening to a shared recessed porch. Clay-tiled roofs are steeply pitched with gable-ends or hips and brick chimneys. Windows are set close under the eaves and flush with the front wall. Satellite dishes are widespread and almost all timber windows have been replaced with uPVC double-glazing.

Larger detached or semi-detached houses are set back from the street in substantial gardens lined with hedges or fencing. Streets are very wide, with cul-de-sacs opening off them, and incorporate wide green verges and concrete bollards, or planned open space such as that at Kentwode Green. At the corner of Nowell Road and Kilmington Road is Baynes House, a

one and two storey brick and concrete flat-roofed polygonal block of sheltered housing, which replaced the former property Lonsdale Farm.

On Jenner Place and lining Boileau Road are a range of three storey pavilions joined by shared stairwells, combining brick, concrete and weatherboarding on their facades. Neither of these later developments dominate the prevailing character of the 1930s estate.

### Dominant Materials and Features

Key features are: Rendered walls, brickwork, recessed arched porches, clay-tile pitched roofs, hedges, wide streets with trees and grass verges, cul-de-sacs, off-road parking, satellite dishes and uPVC windows.

### Lonsdale Road

Around the north Barnes estate and south of Lonsdale Road, schools and twentieth-century housing developments fit among playing fields, the Leg O'Mutton reservoir nature reserve and the river edge, with the busy Lonsdale Road itself connecting Mortlake and Hammersmith Bridge. At the north end of Verdun Road are Windermere Court and Grasmere Court - brick-clad 1950s four storey blocks of maisonettes. These are set in large open green spaces. The most notable of these is the open courtyard with willow trees to the north-west of Windermere Court facing Lonsdale Road. The flat roofline of the two blocks is reflected by the single storey corner-



Verdun Road

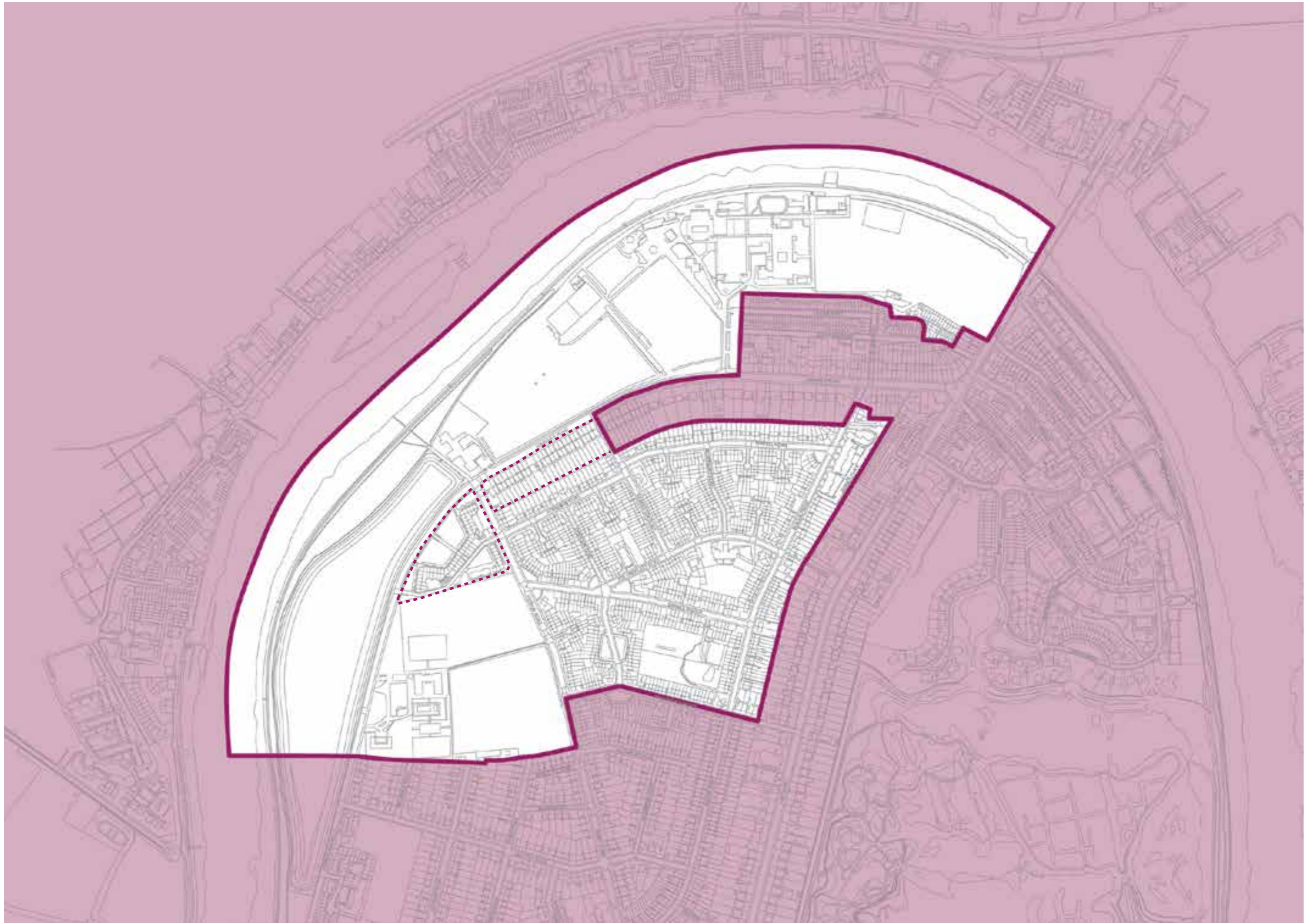


Kilmington Road



Lonsdale Road





Character Area 1: West of Boileau Road/Lowther Estate

shop unit opposite the west end of Howsman Road. To the west of Verdun Road is the Harrodian School, although views across the playing fields (Metropolitan Open Land) are blocked by the tall concrete wall which is suffering from erosion.

Looking over the green spaces around Swedish School and St Pauls School, large semi-detached houses are set well back from Lonsdale Road behind long drives and gardens bound by solid brick-and-rubble walls with hedges. The five properties furthest west date from between the wars, characterised by bow windows or canted bays with timber decorated gables, dormers and porches with balconies above. Three smaller detached houses, including one very recent building, separate them from a row of taller Edwardian semi-detached houses, which are very similar in design to their later neighbours, but are distinguished principally by their greater regularity and the black timber detailing of their gables. These Edwardian properties continue up to the edge of Castelnau Conservation Area.

### **Dominant Materials and Features**

The area is characterised by: wide green spaces and playing fields, mature trees, brick-and-concrete blocks, long flat rooflines, large semi-detached houses, projecting bays, applied timbering, gables and dormers.

### **Threats from development**

- Survival of boundaries to the 1930s estate houses is sporadic as off-road parking has been prioritised, leading to a loss of hedges and walls which were designed elements of the character of the development.
- Unsympathetic dormer extensions, rooflights and alterations to windows have detracted from the grandeur and regularity of the semi-detached houses on Lonsdale Road.
- Satellite dishes appear prominently against the substantial areas of blank rendered wall around the 1930s estate.

### **Opportunities**

- Improvement of the street edge, public realm and planting around the streets of the 1930s estate could restore some of its lost village character. Notably where dropped kerbs for pedestrian crossing have been introduced, any repaving should use tactile paving or cut concrete paving (to match the existing footway) for example at the Boileau / Stillingfleet junction.
- The boundary to the rear of the Harrodian School is currently a deteriorating concrete structure. Replacement with a permeable structure would greatly enhance the street scene along Verdun Road, potentially using railings as at St Paul's School on Lonsdale Road.



# Conservation Area 2:

## Castelnau

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

### Character Summary

Castelnau is situated in the north of Barnes Village and is bounded by the River Thames to the north, Barnes Waterside and the Wetlands Centre to the east and early twentieth-century housing to the west. It adjoins the Barnes Green Conservation Area to the south. The Castelnau Conservation Area was designated in 1982 and has since been expanded 3 times - in 1983, 1991 and 1996.

The buildings date predominantly from the mid nineteenth century when the area was developed for the first time to any significant extent. Notable development began in 1824 when Parliament permitted the Hammersmith Bridge Company to construct a toll bridge across the Thames to Castelnau, building a road into the village of Barnes.

### Harrods Depository

In 1894 Harrods opened a Depository having adapted and expanded the remains of what was originally a soap and candle factory. A secondary building was constructed in 1899 and the dramatic terracotta clad river front building with landmark cupola features was built in 1912. The decorative river façade of this building hides an innovative form of reinforced

concrete construction. The buildings have now been converted into residential flats.

### Dominant Materials and Features

The defining features are: the terracotta clad river front building and landmark cupolas.

### Harrods Village

Harrods Village is a gated development built at the same time as the Depository was converted, stretching west from the Depository to the wall at the eastern end of Riverview Gardens and Clavering Avenue, and from the river south to Trinity Church Road. The northern part of it lies within the Conservation Area and the remainder in Character Area 3 where its buildings can be readily distinguished from those of Barnes Waterside by their alternate bands of red and yellow brick.

### Northern Section

The Northern Section contains further Victorian and Edwardian villas. These are mainly in pairs and of a slightly smaller scale than those at the southern end. The sense of enclosure created by the greenery begins to weaken due to parking on smaller plots, which leaves insufficient room for planting.



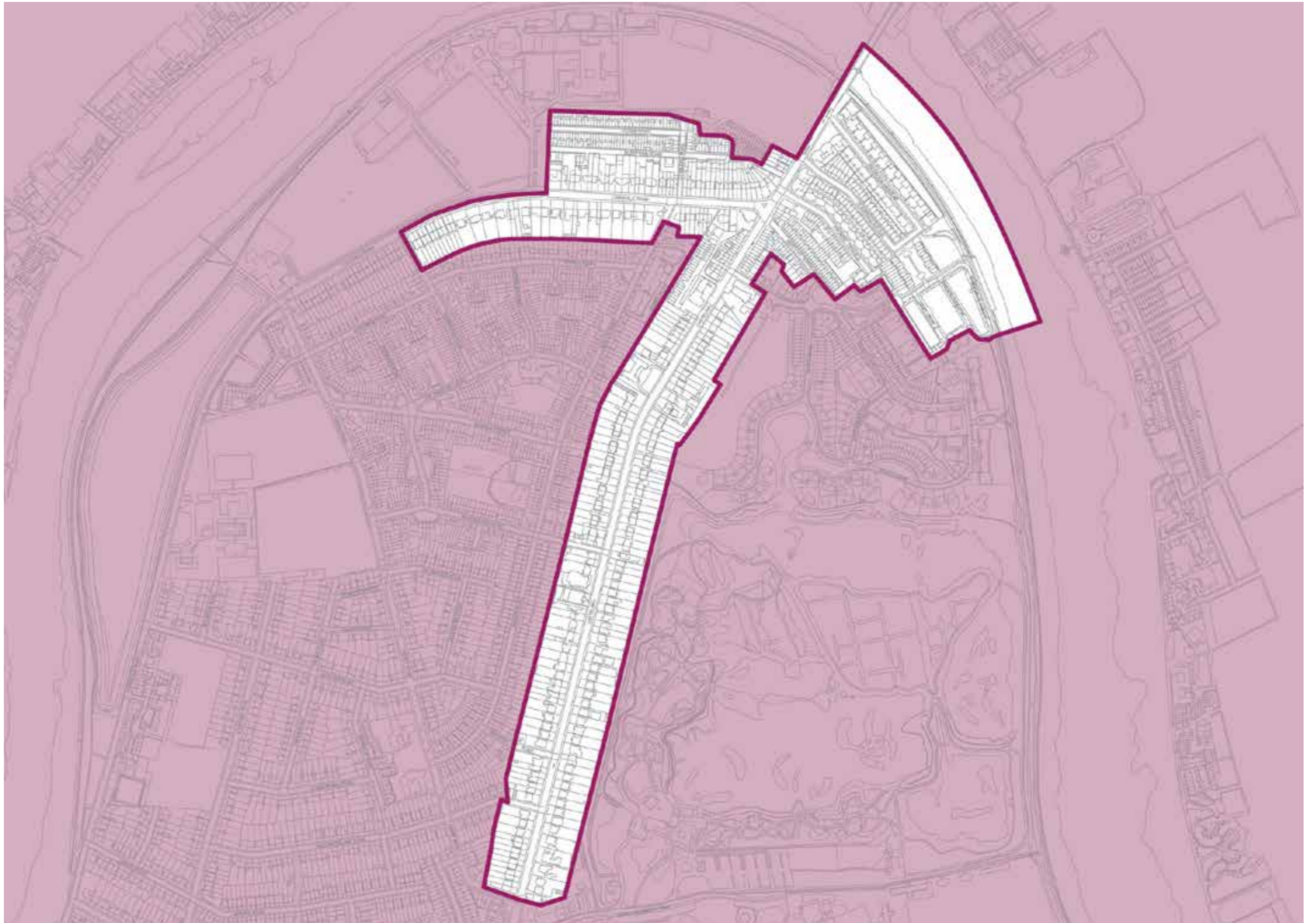
Castelnau shopping parade



Arundel Terrace



Lonsdale Road



Conservation Area 2: Castelnau

# Conservation Area 2: (continued)

## Castelnau

### Retail Parade

Holy Trinity Church marks the transition from residential to commercial. The various sections of retail frontage provide important amenities to local residents. The shop frontages and window displays provide an important splash of colour at first glance. However, the quality and retention of original features varies considerably and although there are good examples, a number of frontages have illuminated signs and lack conformity which detracts from the Conservation Area. The pavements and forecourt areas are often in a poor condition and there is a lack of suitable street furniture which detracts from the overall quality of place. Further specific shop front guidance for this area is provided later in this document.

### Dominant Material and Features

The area is defined by: Victorian and Edwardian villas, pairs of houses smaller in scale to those of the southern end, retail area to north originally built as houses with ground floors later converted to shops, typically (and originally) timber windows and doorways (some arched heads to doorways / shop windows), pilasters flanking the doorways, stallrisers and transoms. Some shopfronts have been altered and include aluminium / uPVC fronts with illuminated signs.

### Southern Section

The Southern section of Castelnau Conservation Area comprises large Victorian and Edwardian villas, mostly detached and set back from the road. The road is wide and straight with mature trees and shrubs along well defined front boundaries. The individual houses have steep pitched slate gables and roofs that are visible through the foliage. Glimpses of the houses from Castelnau reveal a pleasant variety of style and an overall cohesion through a use of similar building materials and bold architectural detailing.

### Dominant Material and Features

Key features are: Victorian and Edwardian villas (detached and set back from the road), mature trees and shrubs along well defined boundaries, steep pitched slate gables and roofs that are visible through the foliage and confident architectural detailing.

### Lonsdale Road

Lonsdale Road is characterised by villas which mostly date back to the 1860s. Building styles are less constrained here compared to the rest of the Castelnau Conservation Area. Many houses are three and four storey. The south side of the road contains mainly detached villas built in brick, many of which have smaller scale coach houses adjacent. The northern side of the road contains the most ornate houses which are Italianate in style and built exclusively in stucco. Large numbers of mature trees



Arundel Terrace



Castelnau



Lonsdale Road

survive and most front boundaries remain well defined by walls, hedges and shrubs, ensuring the road has a leafy enclosed character similar to other areas of Castelnau.

### **Dominant Material and Features**

Key features include: Villas dating back to the 1860s, three and four storey houses, mature trees and well defined front boundaries.

### **Glenthams Road, St Hilda's Road and Lillian Road**

Apart from Glenthams Road these roads are residential in nature, developed in conjunction with the rest of Castelnau in the mid-nineteenth century. The character of these roads contrasts greatly with that of Lonsdale Road, and are narrow and lined with charming terraces of, mainly, small Victorian cottages. There are no front gardens and doors open onto the pavement, reinforcing the intimate scale. The cottages are generally two or two and a half storeys high. There is cohesion in the use of building materials, with roofs of grey slate, and brick and stucco elevations. Glenthams Road is an anomaly being of a predominantly commercial character, built at the bottom of the gardens of the Lonsdale Road houses. Some of these are now becoming converted to residential use.

### **Dominant Material and Features**

Key features include: Narrow roads, lined with terraces of small cottages, two or two and a half storey, grey slate roofs, brick and stucco elevations.

### **Riverview Gardens**

Riverview Gardens is a quiet residential road. It contains long terraces of three and four storey flats, all using a warm red brick, horizontal strips of white stucco or stone. The road is lined with plane trees, the canopies of which meet to form a continuous tunnel of foliage during the summer months. Communal gardens run along the riverside properties adjacent to the river towpath.

### **Dominant Material and Features**

Three and four storeys, warm red brick, horizontal strips of white stucco or stone, lined with plane trees, which forms a continuous tunnel of foliage during the summer months.

### **Clavering Avenue**

The architectural style of Clavering Avenue is in complete contrast with the rest of the Conservation Area. Charming Arts and Crafts inspired houses line both sides of the road. Each house is a modest two storeys. Elevational treatments are a range of pastel coloured renders, both roughcast and smooth. Roofs tend to be of red clay tiles pierced by square red brick chimneys.

### **Dominant Material and Features**

Key features include: Two storey, pastel coloured renders, both roughcast and smooth, red clay tiles and square brick chimneys.

### **The Riverside**

The towpath along the riverside is within the Conservation Area. The towpath is informal with vegetation separating it from the railings which form the rear boundary of Riverview Gardens. Sloping revetments are in poor condition.

### **Dominant Material and Features**

Key features include: Informal towpath, vegetation separating towpath and railings.

### **Threats from development**

- Development pressure which may harm the balance of the landscape and river dominated setting, and the obstruction or spoiling of views, skylines and landmarks.
- Introduction of basements.
- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Loss of original front boundary treatments and front gardens for car parking.
- Lack of coordination and poor quality of street furniture and pavements, in some areas, particularly approaching

Hammersmith Bridge.

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

### **Opportunities**

- Improvement and protection of landscape and river setting.
- Preservation, enhancement and where possible, reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments and discourage an increase in the amount of hard surfacing in front gardens and opaque security gates.
- Coordination of colour and design, and improvement in quality of street furniture and pavements.
- Improvement of the condition and pedestrian convenience of pavements, and rationalisation of existing signage and street furniture.
- Retain and improve the quality of shop fronts and advertisements.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

# Character Area 3:

## Barnes Waterside and the London Wetlands Centre

### Character Summary

This character area covers the north-east part of Barnes near the riverside, between the Castelnau Conservation Area and the River Thames. At the southern end it meets Barn Elms Playing Fields, which was formerly part of the grounds of the manor house, Barn Elms. This area is occupied by a recent housing development, known as Barnes Waterside and the southern part of the mainly gated development known as Harrods Village, which lies to the north of Trinity Church Road and extends to the river as part of the Castelnau Conservation Area.

The development took place at the same time as the conversion of the Grade II listed Harrods Depository and adjoining buildings into flats (see Conservation Area 2) and the development of the nature reserve to the south in the late 1990s. The development comprises 250 townhouses and apartment buildings.

### Barnes Waterside

Trinity Church Road and the north of Wyatt Drive are both wide roadways, planted with trees at regular intervals along their length. The houses are neo-Georgian brick terraces of three storeys, with paved driveways and garages at ground-floor level. Devereux Lane faces a pond, which is an important feature within the development. The southern Wyatt Drive and Cartwright Way are wide, winding and green, with paved driveways and

garages, attached to larger semi-detached or detached gabled brick houses. A series of apartment blocks lining Trinity Church Road have octagonal corner turrets. At the east end of Trinity Church Road, large six or seven storey red or yellow brick apartment blocks, some overlooking the river, are arranged around a central green and car park with views to the listed Harrods Depository, from which the development is separated by decorative gates.

Roads are wide and curving, neatly kept and in many places laid with pale red brick or yellow manufactured setts. Planting is widespread and boundary walls and other details are typically, again, in the same dominant red or yellow brick.

### Dominant Materials and Features

The area is characterised primarily by: Red brick, pale yellow brick and manufactured paving setts, railings, metal oriel balconies, car parking, paved driveways, garages, green verges, hedges and planted avenues.

### WWT London Wetland Centre

South of Harrods Village, four nineteenth-century reservoirs were converted into the Wildfowl & Wetlands Trust nature reserve and opened in 2000. It has subsequently been designated a Site of Special Scientific Interest (SSSI). A visitor centre with administrative and service buildings, all in yellow brick with slate roofs, stands near a car park to the south of the site, accessed from Queen Elizabeth Walk.

### Threats from development

- The predominance of cars in the area and the lack of through-routes enhances security but creates a rather suburban, depopulated character which stands in contrast to the well-integrated streets and busy main road in the Castelnau Conservation Area.

### Opportunities

- As a very recently constructed development, the consistent design details of Barnes Waterside – including materials – should be maintained and, since it retains co-ordinated management arrangements, this should be achieved with little difficulty.



Barnes Waterside

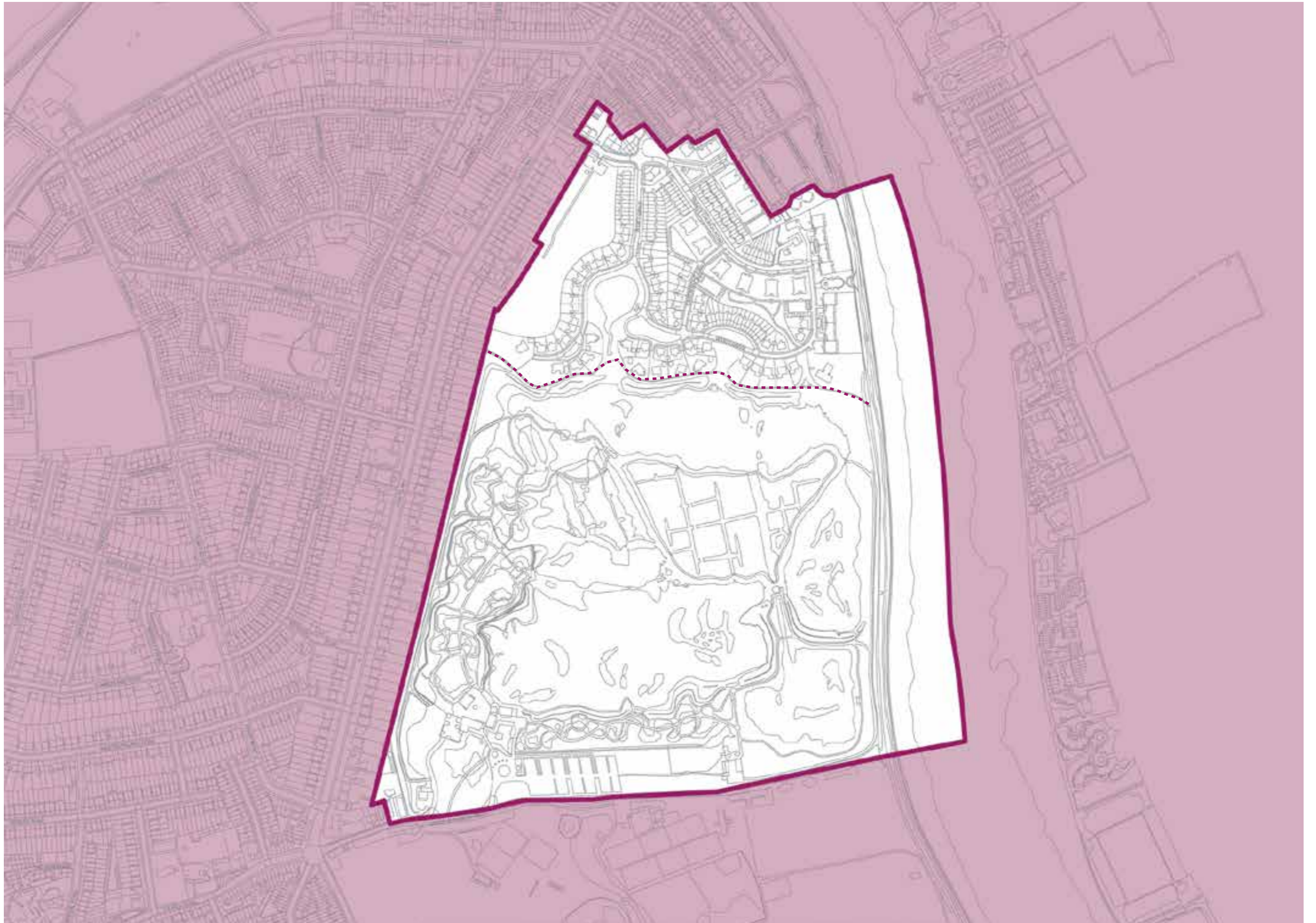


Trinity Church Road



Cartwright Way





Character Area 3: Barnes Waterside and the London Wetlands Centre

# Character Area 4:

## Barn Elms / Rocks Lane

### Character Summary

This character area consists of the Barn Elms Sports Trust and Sports Centre (the latter of which, whilst located in the Borough, is owned and managed by the London Borough of Wandsworth) and a small number of late-Victorian streets west of Rocks Lane. The area is bound by Barnes Common to the south and Church Road/Queen Elizabeth Walk to the north. Barnes Green Conservation Area lies to the west.

The whole area was formerly part of the estate of Barn Elms, once the manor house of Barnes. The manor was granted by King Athelstan to the Dean and Chapter of St Paul's and leased by them from about 1467 to a series of prominent persons including Sir John Saye, Chancellor to Edward IV and Sir Frances Walsingham, spymaster to Queen Elizabeth I. In 1820 the estate was sold to the Hammersmith Bridge Company which constructed Rocks Lane as an extension to Castelnau. The house later became the Ranelagh Club, but, having fallen into disrepair, was demolished in 1954. Only an icehouse beside Queen Elizabeth Walk and the nearby ponds remain of the original landscaped gardens.

The parcel of land between Rocks Lane and Barnes Green was occupied by four smaller grand houses: The Laurels (Beverley School), Hillersdon House, Priory Lodge and Elm Grove Road, none of which survive. While traffic on the main through-roads is heavy, the residential streets themselves are relatively

quiet, though dominated by on street parking.

The roads are tree-lined and have a regular and neat character with low front boundary walls of brick, some combining railings or replaced with white fencing.

The area is bounded by Beverley Brook, which is set in an open channel, which can be seen from bridges with decorative ironwork panels between the terraced housing on Elm Grove Road and Bellevue Road and the terraced and semi-detached housing on Rectory Road. On each of these roads, the houses are highly consistent, brick buildings of two principal floors with a gabled attic storey. They are semi-detached or terraces with a recessed entrance bay. Some of the front porches carry a balcony supported on columns; have an arch of decorative brackets; or else have a small slate-hung eave porch, with a single window over. Roofs are mainly of slate, with some decorative ridge tiles and gable finials.

Some streets incorporate more variations on the above typology: stretches of Meredyth Road have slate-hung dormers facing the street, and in parts tile-hung or applied-timber decoration to the gables. Glebe Road has a row of large brick and/or render-faced semi-detached houses with large projecting gabled bays at first-floor level, and shared gabled porches with decorative arches. They are particularly distinguished by highly decorative applied timber work. The terrace of houses on Rocks Lane, facing the open green space of Barn Elms, largely match those



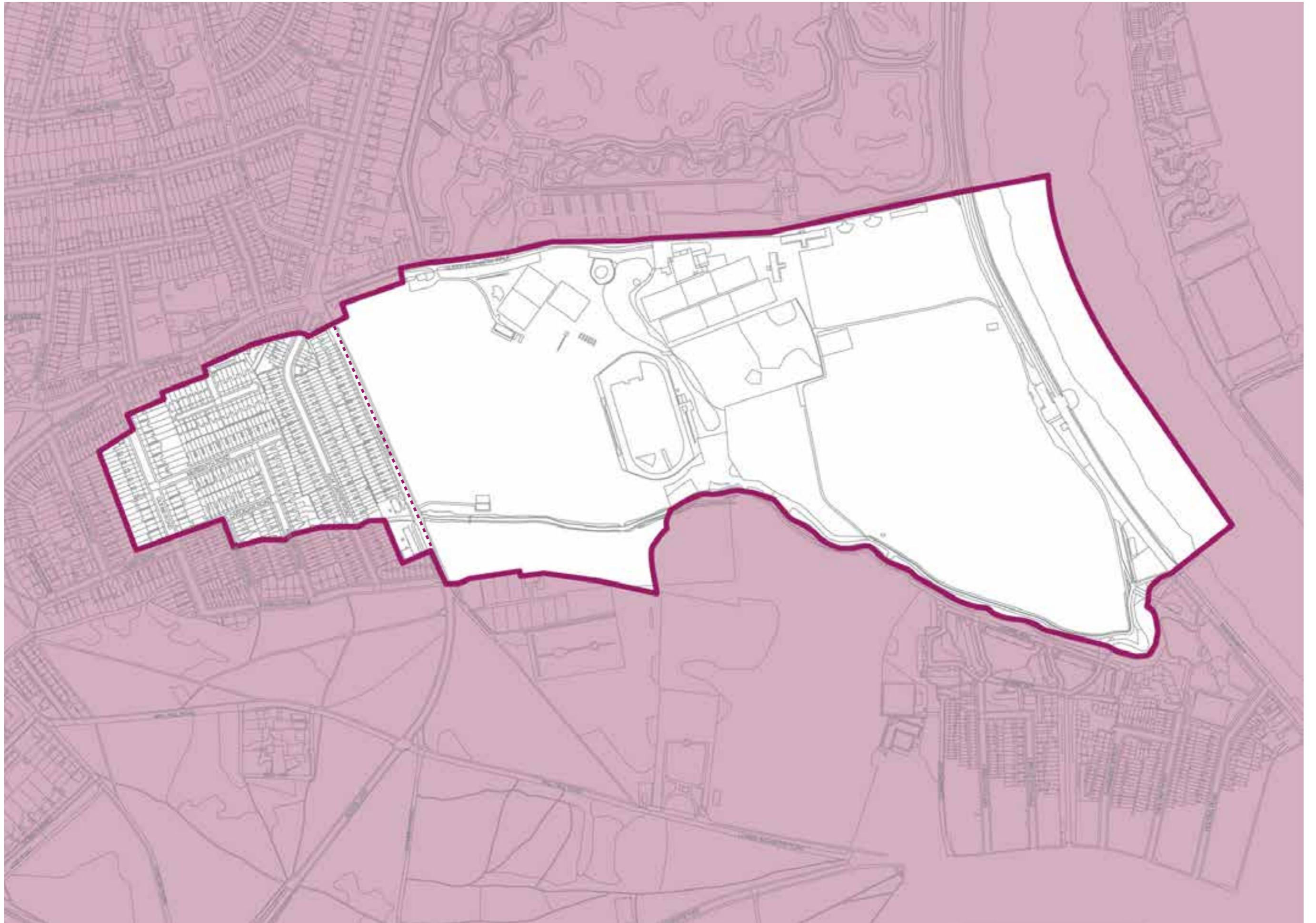
Rocks Lane



Rocks Lane



Glebe Road



Character Area 4: Barn Elms / Rocks Lane

on Rectory Road, but towards the north end they gain a full third storey with an arched window and balustrade, and beyond that others have a different decorative gable.

### **Dominant Materials and Features**

Key features include: Red brick, carved stone dressings, render, applied timbering, timber frame windows, slate roofs, decorative ridge tiles and finials, slate-hung porches, hung clay tiles, clay tiled roofs, clay chimneypots, Juliet balconies (front), rear balconies, cherry trees, brick gate piers and walls.

### **Threats from development**

- The houses on Rocks Lane facing Barn Elms enjoy views over valued greenspace, but their front gardens and facades are at times in a poorer condition than those on the streets behind them, and they are compromised by the heavy traffic on the main road. Many have later front-facing roof extensions.
- Rooflights, though generally not very aesthetically intrusive, are placed irregularly on the front pitch of roofs, detracting a little where they cluster from the attractive uniformity of appearance in the elevations of this area.

### **Opportunities**

- Many original or sympathetic replacement doors and timber window frames survive on most of the streets in this area, and gardens appear predominantly well-tended and planted. Where houses are similar to those which

fall within the adjacent Conservation Areas, they are generally somewhat smaller or less ornate, but of a similar quality.

- Apart from Glebe Road, where it is prevalent, there is almost no off-road parking in front gardens in this area, although some front-boundary walls have been replaced with inconsistent materials. There is therefore an opportunity to encourage replacement and upgrade of these front boundaries with in-keeping high-quality alternatives – preferably brick.



# Conservation Area 5:

## Barnes Common

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

### Character Summary

The Conservation Area is situated in the south east of Barnes adjoining Putney Lower Common to the east and to the south by the Upper Richmond Road. It surrounds the Mill Hill Conservation Area.

The boundaries are well defined by Vine Road to the west and Beverley Brook to the north-west, Ranelagh Avenue and the Rythe to the north. A blackthorn hedge and historic ditch separates Barnes Common from Putney Lower Common to the east and the Upper Richmond Road. The area was originally designated as a Conservation Area in 1982 and extended in 1988. The common has existed since 1925. The common extends to more than 100 acres and forms part of a green chain of related open spaces.

Barnes Common is Metropolitan Open Land, a local nature reserve and a Site of Importance for Nature Conservation. The area dominates the south of Barnes providing a rural setting to the village and a wealth of habitats with lowland acid grassland, scrub, broadleaf woodland and wetland. Despite being dissected by roads and the railway, the Common has retained its overall character as an ancient managed open space. It has been able to accommodate a limited number of other

uses such as sports grounds and Barnes Cemetery.

Houses in the area are mostly situated along the western fringe of Barnes Common.

### Vine Road

Vine Road has the earliest development with substantial two storey Victorian villas set in mature grounds behind walls and hedges which provide a strong boundary line behind the grass verge in the road. The Victorian villas are occasionally interspersed with more modest later, semi-detached brick Edwardian houses.

### Dominant Materials and Features

Key features are: Victorian villas, semi-detached Edwardian houses and strong boundary line.

### Scarth Road

Scarth Road contains an impressive row of three storey late Victorian houses. The group is distinctive in its array of roof forms which includes half hipped, gables and plain eaves with dormers. The variety of ornament features, which also extends to dressing and bay treatments, and the survival of many original chimneys, contributes to the character of the group.



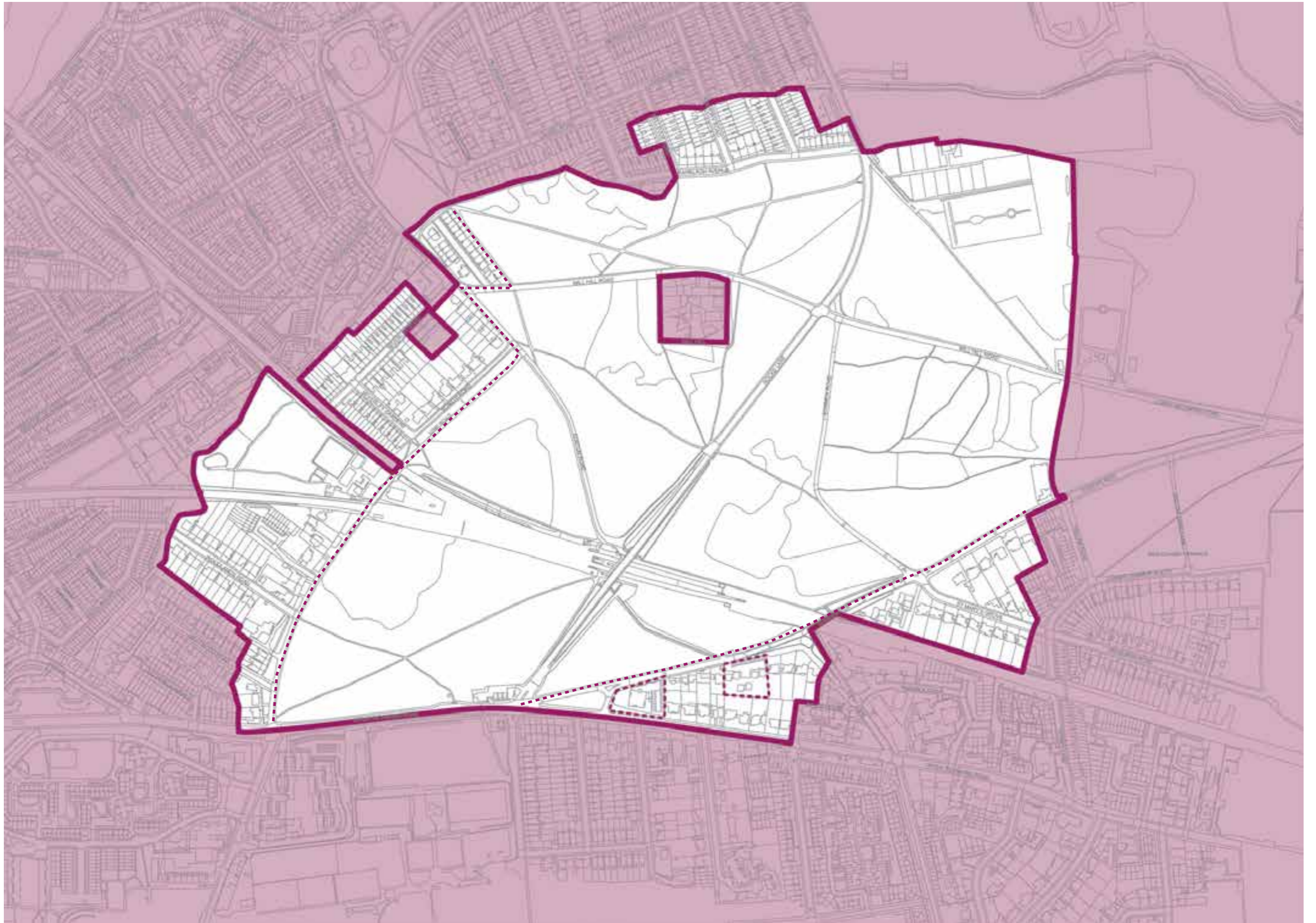
Vine Road



Vine Road



Ranelagh Avenue



Conservation Area 5: Barnes Common

# Conservation Area 5: (continued)

## Barnes Common

### Dominant Feature

Primary features include: three storey Victorian houses, distinctive roof forms, variety of ornaments features and original chimneys.

### Beverley Road and Beverley Gardens

Beverley Road and Beverley Gardens form a separate group of large Victorian and Edwardian houses with slate roofs, decorative features and grand entrance porches. They are built in yellow stock bricks with slate roofs.

### Dominant Features

Victorian and Edwardian Houses in London stock brick, slate roofs, decorative features and grand entrance porches.

### Cedars Road

Cedars Road is dominated by terraced Victorian housing in brick with slate roofs and chimneys on the front roof slopes. There are a variety of decorative porch details and window dressings. The houses have small but well defined front gardens. The effect of this together with the enclosing nature of trees on both Barnes Green and Barnes Common contribute to creating a secluded and peaceful character.

### Dominant Materials and Features

Victorian houses, chimneys on the front roof slopes and small well defined gardens.

### Ranelagh Avenue

Ranelagh Avenue is a distinctive group of three storey Edwardian town houses with rendered dressings, facing onto the Common. The houses are set within well-defined front gardens bounded by low stone and rendered dressings.

### South of Queen's Ride

The Barnes Workhouse was built in 1778 on a triangular piece of land enclosed from the Common between Queen's Rise and the Upper Richmond Road. Its supporting fields extended east to the Putney boundary and are now entirely developed, forming part of the adjacent Conservation and Character Area. Part of the monies for the sale of fields is still held by the Workhouse Trust for initiatives for the good of the people of Barnes.

### Threats from development

- Pressure for further development generally, which may harm the balance of the landscape-dominated setting, and cause the obstruction or spoiling of views, skylines and landmarks.
- Loss of traditional architectural features and materials by alteration.
- Loss of front boundary treatments and front gardens due to parking.
- Dominance of traffic on large main roads and poor pedestrian safety leading to clutter of signage and street furniture, especially around the boundaries of the railway.

- Ongoing intensification of development, particularly residential and recreational, can have an impact on areas of ecological value. Due consideration should be given to the effect of development, including that of lighting at night, at the periphery or within key green spaces such as Barnes Common and Barn Elms.

### Opportunities

- Improvement and protection of landscape setting.
- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain, reinstate and/or enhance front boundary treatments and original garden paving where possible, and discourage hard surfacing in front gardens.
- Co-ordination and unity of colour and design, and improvement in the quality of street furniture and paving.

Conservation Area Statement: [www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)



Beverley Gardens / Brook Gardens



Vine Road recreation ground



Vine Road





# Conservation Area 6:

## Mill Hill

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

### Character Summary

The Conservation Area is formed by a small isolated group of properties enclosed by Barnes Common and adjacent to Mill Hill Road which connects Barnes to Putney. The area was originally designated in 1982 and extended in 1988.

The area is a unique island site within the wider landscape, containing a variety of building types set on mainly irregular plots within a clearly defined boundary.

The main area of historic interest is on the western side of the Conservation Area, on the site of an old mill. Most of these buildings are listed. They form a group of charming dwellings united by their scale, and restricted use of materials and finishes. The area is the highest point of Barnes at 8.15m above sea level and acts as a key viewpoint along Mill Hill Road and across Barnes Common. A rural character is observed across the area with the boundary treatment on the Common side being predominately either thick hedge, close-board fencing or both. There is a strong boundary along the road created by the weathered brick wall to Mill Hill Lodge. Mature trees are an integral part of the landscape providing enclosure and a backdrop to the buildings.

### Western Half

Houses within the area form two groups. The western half has an eclectic group of dwellings united by their scale and limited palette of materials and finishes. The property known as Mill Hill is a plain rendered gothic villa with a three storey octagonal tower with a leaded dome. Mulberry Lodge has a distinctive Dutch gable and Mill Hill Lodge, which incorporates the eighteenth century miller's cottage, is finished in weatherboarding.

### Dominant Materials and Features

Key features are: lancet windows, drip moulds and steep slate roofs.

### Eastern Half

The eastern group was formed in the nineteenth and twentieth century. Trock's Mill Cottage is a low built range which is clad in weatherboarding. Brooklyn Lodge and Bracken View are larger brick houses with exposed painted timber frame gables and decorative porches.

### Dominant Materials and Features

Key features are: eighteenth, nineteenth and twentieth century properties in brick, with timber cladding or details, exposed timber frame gables and decorative porches. Many are listed or Buildings of Townscape Merit

### Threats from development

- General pressure for new development which may harm the balance of the landscape dominated setting.
- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Loss of front boundary treatments and front gardens for car parking.
- Introduction of basements.

### Opportunities

- Improvement and protection of landscape setting.
- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retention and enhancement of front boundary treatments where possible.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)



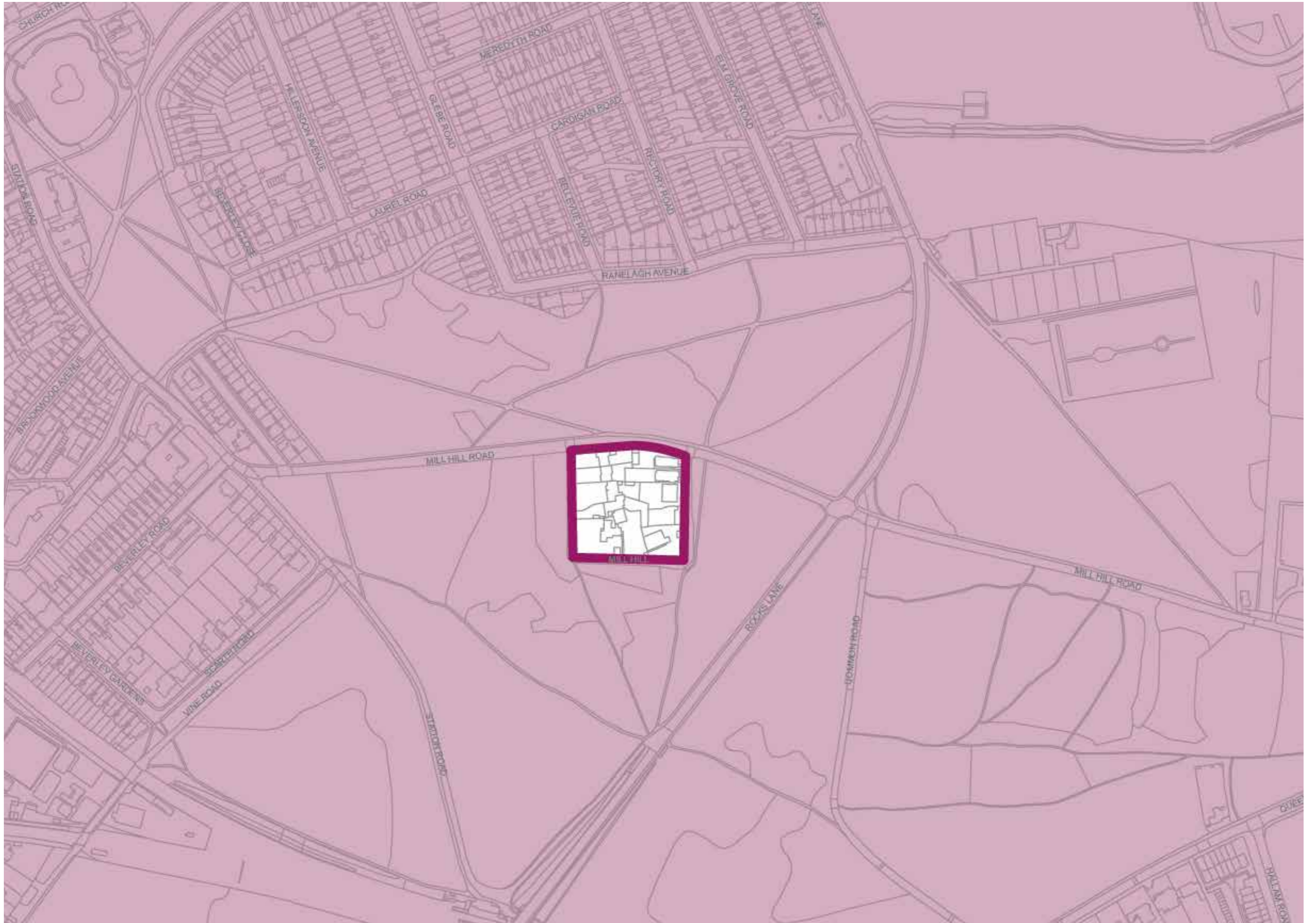
Mill Hill



Mill Hill



Mill Hill



Conservation Area 6: Mill Hill

# Character Area 7:

## Warwick Drive

### Character Summary

This character area covers four small parcels of land between the railway line and Upper Richmond Road, in the south-eastern corner of Barnes, on the very edge of the Borough. Barnes Common Conservation Area bounds the area to the north and west.

The main buildings in the character area lie on Warwick Drive, off Gypsy Lane. Warwick Drive curves around three eight storey brick-clad concrete blocks, linked by an elevated platform, which were built in the late 1960s upon the demolition of some substantial Victorian villas. Two rows of two storey terraces were built to the north and east of the large blocks at the same time, fronting shared green verges. In the early 1970s, the remaining Victorian houses between Gypsy Lane and Dyers Lane were demolished, and Warwick Drive was extended to serve a further five six to eight storey brown brick-clad blocks which adjoin Gypsy Lane.

East of Warwick Drive, an estate of two and three storey houses and apartment blocks with green spaces and a car park had been added by 1980. Three storey yellow brick-clad 1970s apartment buildings with balconies stand across Gypsy Lane on Beloe Close, facing the Common on Queen's Ride, and at the corner of St Mary's Grove and Dyers Lane. A similar seven storey block overlooks the junction of Upper Richmond Road and Queen's Ride, while a slightly later

development sits on Beloe Close facing Upper Richmond Road.

These areas of twentieth century development are characterised by wide, winding streets, edged with pleasant shared green verges and grassed areas, the majority of which appear to be landscaped as they were at the time of redevelopment. The two terraces on Warwick Drive are somewhat distinctive, set-back from the road, and retain late-1960s street furniture. The area is well maintained and managed with a uniformity of character given by the largely unaltered buildings.

### Dominant Materials and Features

Key features include: Mid to high-rise blocks, two storey neo-Georgian terraces, yellow and brown brick, concrete-framed buildings, concrete lamp-posts, wide grass verges and car parks.

### Threats from development

- Car parks dominate the layout of the landscaped 1960s and 1970s open spaces.
- The omission of islands of twentieth century development from the Barnes Common Conservation Area reduces planning control over the future character of this area, and of the designated heritage asset.

### Opportunities

- The quiet and enclosed character of Warwick Drive could be enhanced by the maintenance or improvement of street furniture and shared green spaces around the apartment blocks and terraces.



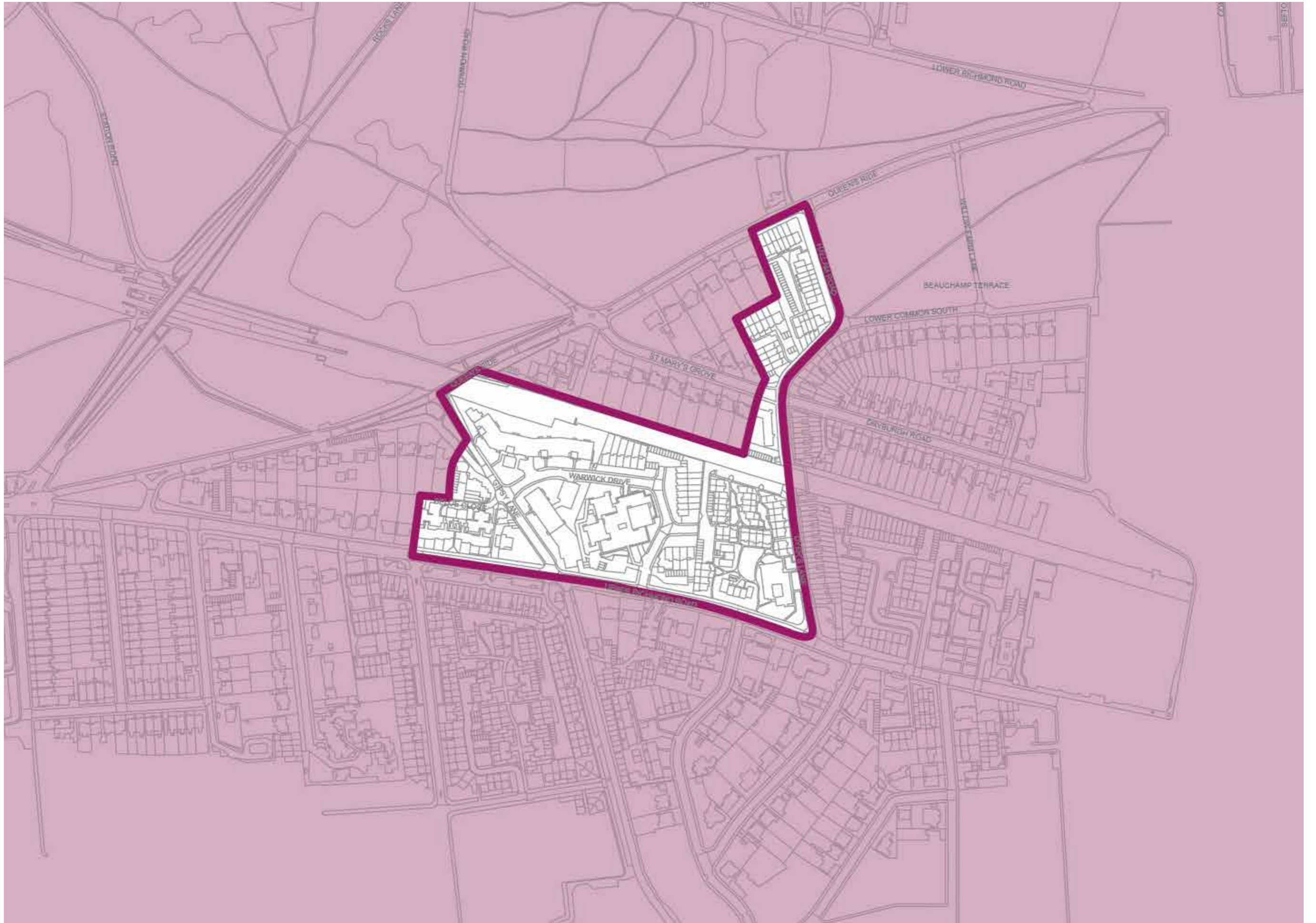
Warwick Drive



Warwick Drive



Beloe Close



Character Area 7: Warwick Drive

# Character Area 8:

## Priest's Bridge

### Character Summary

This character area covers the south-west corner of Barnes, including the bottom of White Hart Lane and Priests Bridge. It is bound by Upper Richmond Road West to the south, White Hart Lane to the west and Barnes Common Conservation Area to the east. Its northern boundary is marked by the beginning of White Hart Lane's Edwardian terraces, the White Hart Lane Conservation Area, and the railway line.

### Priest's Bridge

The name Priest's Bridge refers to the bridge which formerly carried Upper Richmond Road across the Beverley Brook. The street now called Priests Bridge was originally Upper Richmond Row, before the curve was bypassed with a new route between the World Wars.

A mixture of twentieth century buildings form a small high-street type row at the east end of Priests Bridge. It also includes two Buildings of Townscape Merit: one nineteenth-century survival and the Halfway House pub of 1938. An interesting mid-twentieth century corner block makes a canted corner with White Hart Lane.

### Dominant Materials and Features

Key features are: Dark brick, concrete frames and balconies, large apartment blocks, stone villas, street fronting commercial buildings.

### Westwood Road

This sub-area contains two looped plots of interwar development. Leconfield Avenue forms a narrow lane off Priest's Bridge, bound by garages, walls, shrubs and fencing. It is also the name given to a small cul-de-sac with two terraces of brick and render two storey houses, with squared projecting bays and oriel windows over doors, some still supported on timber-framed porches with decorative perforated screens. Westwood Road and Westwood Gardens, which ends in a cul-de-sac, contain larger semi-detached and detached brick houses, typically carrying render at upper levels, with tiled roofs and tile-hung bow-fronted projecting bay windows. Some semi-detached houses are painted white and have deep gable fronts, and squared or canted projecting bay windows. Rooflights and dormers can be seen. These streets feel very secluded and have a leafy informality given by irregular greenery and ill-defined front boundaries.

### Rosslyn Avenue / Treen Avenue

The streets of Rosslyn Avenue and Treen Avenue, and the two short connecting streets Tudor Gardens and Priory Gardens, also provide no through routes and so feel quiet. These streets contain pre first world war and interwar housing, with rendered, pebble-dash or brick-and-render semi-detached or terraced houses with gabled bays and tiled roofs. They have tiled porch canopies and orderly street trees, and regularity is created by generally well-defined boundary walls,



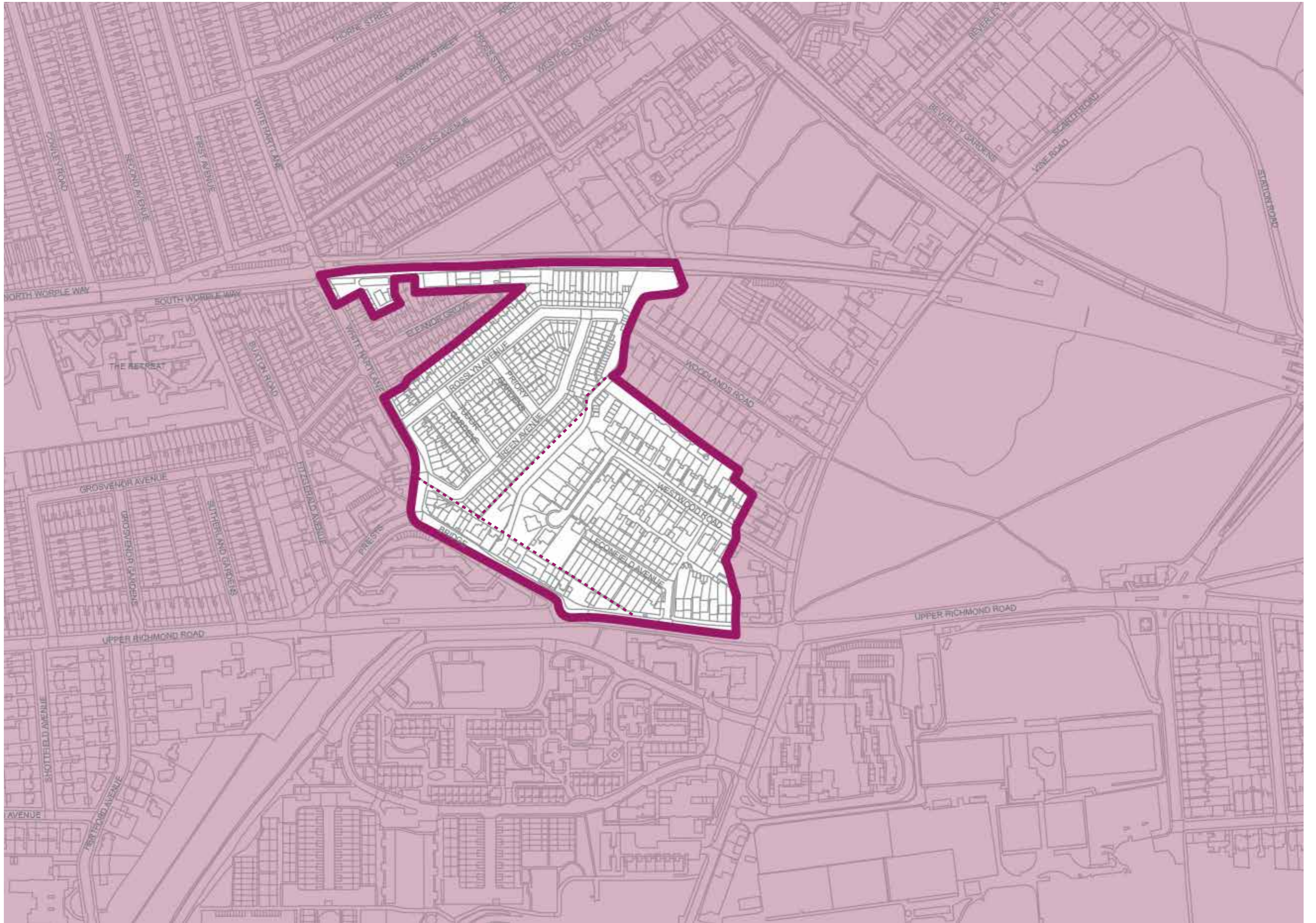
Treen Avenue



White Hart Lane



Rosslyn Avenue



Character Area 8: Priest's Bridge

hedges or fences. There are few rooflights, though dormers can be seen on some visible rear elevations; neither much disrupts the dominance of gables in the character of the street. Houses of a similar style, several with ground-floors converted to shop uses and others in need of upgrade, line this part of White Hart Lane, facing a three storey post-war brick apartment block with a long hipped roof.

### **Dominant Materials and Features**

Brick, smooth render, pebble dash, timber fencing, stone boundary walls with hedges, bow, squared or canted bays with gables, clay-tiled roofs, hung-tiles, timber porches with tiles and perforated screens.

### **Threats from development**

- Off-road parking and parking on pavements to maintain access around Leconfield Avenue combined with loosely-defined boundaries results in poor legibility.
- Narrow and poor-quality pavements on the north side of Priests Bridge and lower White Hart Lane discourage pedestrians.
- Some of the typically regular boundaries – in brick, stone or fencing – around Rosslyn and Treen Avenues have been removed for off-road parking; this trend threatens the orderly character of the streets.

### **Opportunities**

- Any redevelopment of Ruffell's Garage could provide an opportunity to deliver pedestrian/cycle improvements at the level crossing.
- Upgrading the public realm on the short commercial stretches of street in this area could reanimate it as a local hub for shops, cafes or small businesses, encouraging investment in buildings. The Priest's Bridge element benefits from occasional granite sets and concrete brick paving, whereas the White Hart Lane stretch reverts to traditional concrete slabs. Yorkstone or granite sets would be beneficial.





# Conservation Area 9:

## White Hart Lane

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

### Character Summary

White Hart Lane Conservation Area lies on the boundary between East Sheen to the west and Barnes to the east. It includes Eleanor Grove and part of White Hart Lane just south of the railway crossing. The Conservation Area was designated in 1988. The area includes two terraces of three storey houses on White Hart Lane itself and the whole of Eleanor Grove. Being a cul-de-sac the street has a sense of enclosure creating a neighbourly character.

White Hart Lane is an important historic route between the riverside and Upper Richmond Road West. The development of Eleanor Grove and this part of White Hart Lane occurred together in the second half of the nineteenth century.

White Hart Lane contains two storey terraced Victorian houses together with a more imposing frontage of three storey commercial buildings, forming a gateway to the Conservation Area. Terraced cottages with facades of painted brick or render enclose Eleanor Grove, either set behind small front gardens and boundaries or opening directly onto the street.

The older properties on the south side have shallow pitch slate roofs behind parapets with moulded cornice and blocking course

detail. Each building within this Conservation Area is effectively unique, although some may have been designed to match in pairs and short rows originally. Younger properties display roofs with projecting eaves supported on corbels. Several have matching corbelled cornice details to their chimney stacks. Retained chimney stacks enliven the roofscape. Houses retain a wealth of detail with moulded window surrounds and either bow windows or square bays with tripartite windows. The larger and well preserved buildings to White Hart Lane are of stock brick with render, set behind well planted front gardens and brick walls to the street.

### Dominant Materials and Features

Key features include: Terraced Victorian houses, enclosed character, short front gardens, painted brick or render, projecting bay canopies, pilastered door reveals, arched and pilastered window reveals, pitch slate roofs and tiled canopies, retained chimney stacks.

### Threats from development

- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Lack of co-ordination and poor quality of street furniture and pavements.
- Domination of traffic, parked cars and

poor pedestrian safety leading to clutter of signage and street furniture.

### Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity.
- Co-ordination of colour and design and improvement in quality of street furniture and pavements.
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing street furniture.

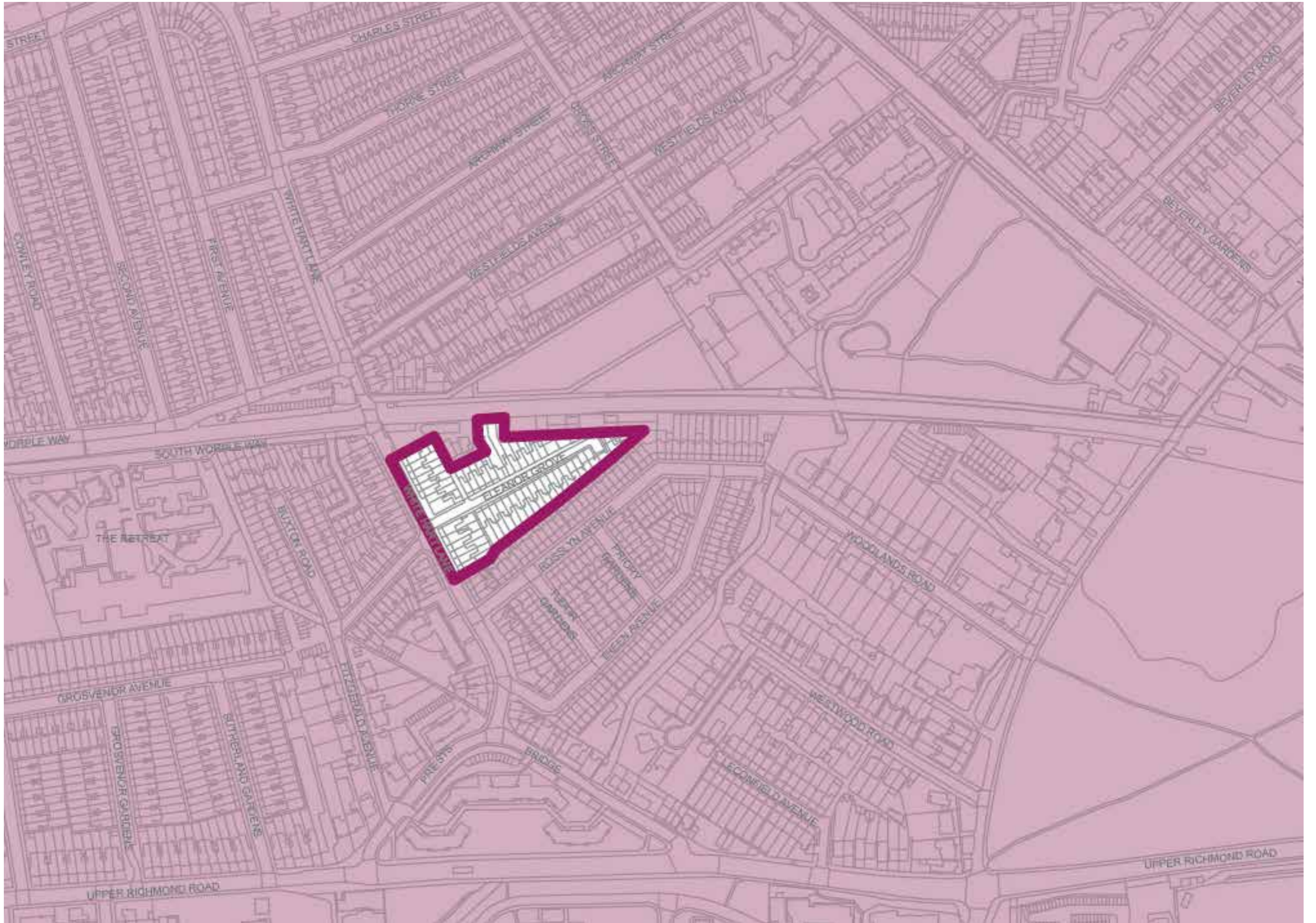
Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm) -



White Hart Lane



Eleanor Grove



Conservation Area 9: White Hart Lane

# Conservation Area 10:

## Thorne Passage

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

### Character Summary

Thorne Passage Conservation Area was originally designated in 1969 as a small cohesive group of mid-nineteenth century terraced cottages to the west of the railway. It was later extended in 1988 to include Beverley Path and Railway Side to the east. The Conservation Area is situated in the area known as Westfield (Little Chelsea). It is stretched thinly either side of the railway line along Thorne Passage, Beverley Path and Railway Side.

Thorne Passage Conservation Area is formed by charming and cohesive groups of small scale closely packed terraced cottages, divided by the nearby railway lines and green embankments. The distinctive narrow pedestrian passageways and private alleys of Thorne Passage, Beverley Path and Railway Side unite these cottages.

### Thorne Passage

The view along Thorne Passage is of green and tree bordered space. The simple cottages are distinctive, well looked after with planted gardens. The cottages are made of stock brick and most have their original windows.

### Dominant Features

Key features are: Tree bordered space, planted gardens, stock brick, original windows.

### Beverley Path

Beverley Path is a single terrace with a passageway through the middle allowing access to the rear of the properties. The houses of Beverley Path form a cohesive group, enlivened by red brick string courses and door arches, and original canted bay windows. Railway Side is formed of groups of terraced cottages set behind small front gardens or opening directly onto the path. The tiled façade of the public house is a distinctive feature of this area. The name derives from an earlier loop line connecting the Hounslow and Richmond lines, a stub of which can still be seen at the east end of Archway Street.

### Dominant Materials and Features

Key features include: Cohesive group of houses, red brick string courses and door arches, canted bay windows, terraced cottages and small front gardens.

### Archway Street and Cross Street

Archway and Cross Street contain a greater mix of buildings in terms of scale, height, style, colour and treatment. The buildings

range from two to three storeys, and include rendered or stock brick facades with red brick detailing. Occasional canted bay windows and a variety of treatments to entrances and doors are evident. There is a view north to the landmark Church of St. Michael and All Angels.

### Dominant Features

Key features are: Mix of building scales, two to three storey buildings, stock brick with red brick detailing, canted bay windows.

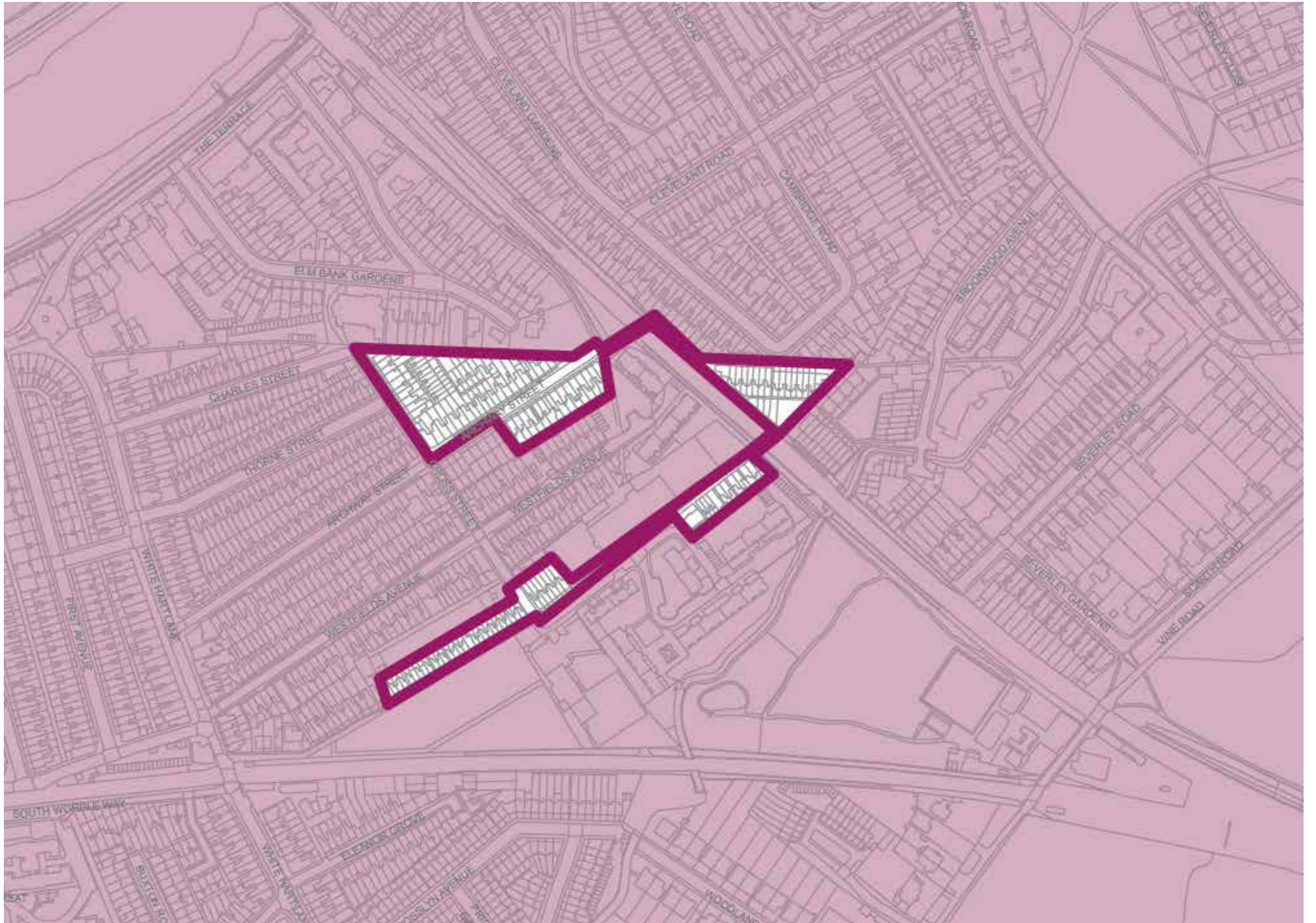
### Threats from development

- Loss of traditional architectural features and materials due to unsympathetic alterations.
- Lack of co-ordination, clutter and poor quality of street furniture and pavements, including in open spaces nearby, such as around Brunel Court and the high railings near Railway Side.
- Development within the vicinity using poorer quality materials and with a different architectural scale and relationship to the street detracting from the harmonious quality of the Conservation Area.

### Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity.
- Co-ordination of colour and design, rationalisation and improvement in quality of street furniture and pavements.
- Improved management of tree and shrub overhang along passageways.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)



Conservation Area 10: Thorne Passage

# Character Area 11:

## Westfield (Little Chelsea)

### Character Summary

This character area covers residential streets in the Westfield area between White Hart Lane and the Barnes Bridge branch of the London & South Western Railway line. The Beverley Brook separates it from the Vine Road Recreation Ground within Barnes Common Conservation Area to the south-east.

The Westfield area was used for market gardening for centuries until its sale by the manor of Barnes for development in 1865. Between Charles Street and the mid nineteenth-century cottages of Railway Side, four parallel streets of terraced cottages with shops and public houses were laid out in approximately the 1880s. They are small, tight terraced streets with only slight variations in the plots and street edges. The houses are two storeys in stock brick with red brick dressings, but many are rendered and washed in different light colours. Their details vary: a few retain historic bow windows, canted bays or arched openings and tiled front paths, while some have newer boundary fences or railings, uPVC windows, dropped sills or shutters.

However almost all the houses have slate roofs, substantial chimney stacks and stepped eave corbels between the houses. Street trees are few and irregular, so the regular brick and render facades and chimney stacks dominate the area's character. Kerb stones and stretches of cobbles remain in places. Interest is added by taller and irregular brick buildings, some with parapet and string

course details on corners, and the view of St Michael's Church on Cross Street and by the wall on Thorne Passage, which may have been the seventeenth-century boundary of the demolished Westfield House.

On the eastern side of White Hart Lane, the Westfield development saw terraces of around the same size built, but with regular canted bays and decorative pilasters around the windows on both floors. Here many of the original slate roofs have been replaced with pantiles and have irregularly-placed rooflights. At the north end of the road the houses are designated Buildings of Townscape Merit.

At the corner of Cross Street and Archway Street, a terrace of brick houses with garages at ground-floor replaced a school during the 1980s. A terrace on the north side of Charles Street is similar in date but lower in height and attempts a more contextual vernacular. Brunel Court at the end of Westfield Street and Westfield south of Cross Street are four storey brick apartment blocks with balconies, dating to the late 1960s, surrounded by un-landscaped grassed areas and car parking space. Westfield Primary School is housed in two low modern structures, one recently rebuilt.

### Dominant Materials and Features

Key features include: London stock brick, decorative brick detailing, slate tiles and large chimney stacks, stepped eave corbels, white and pastel-coloured render, sash and bow windows, tight terraced streets, taller buildings with string course and parapet

details and late twentieth-century infill blocks.

### Threats from development

- Replacement of original sash windows with uPVC double glazing, and in some places dropped sills or shutters or small paned bow windows.
- Rooflights and pantile roofs – especially on White Hart Lane – detract from the unity in the elevations of the planned parade of houses.
- Front boundary walls are less well preserved, or less sensitively rebuilt, along White Hart Lane than in the neighbouring Westfield streets.
- Domination of parked cars.

### Opportunities

- The best parts of Charles Street, Thorne Street and Archway Street – especially towards their eastern ends near Thorne Passage Conservation Area – have coherence and strong historic character. This may best be protected from erosion by the prevention of the further removal of original windows, loss of front boundary walls, or inappropriate colour treatments and planting.
- The parking and grass areas around the late twentieth century apartment blocks are poor quality and are generally surrounded by garages or service structures; re-landscaping these areas could help connect them to the allotments, recreation ground and other valued green spaces nearby.



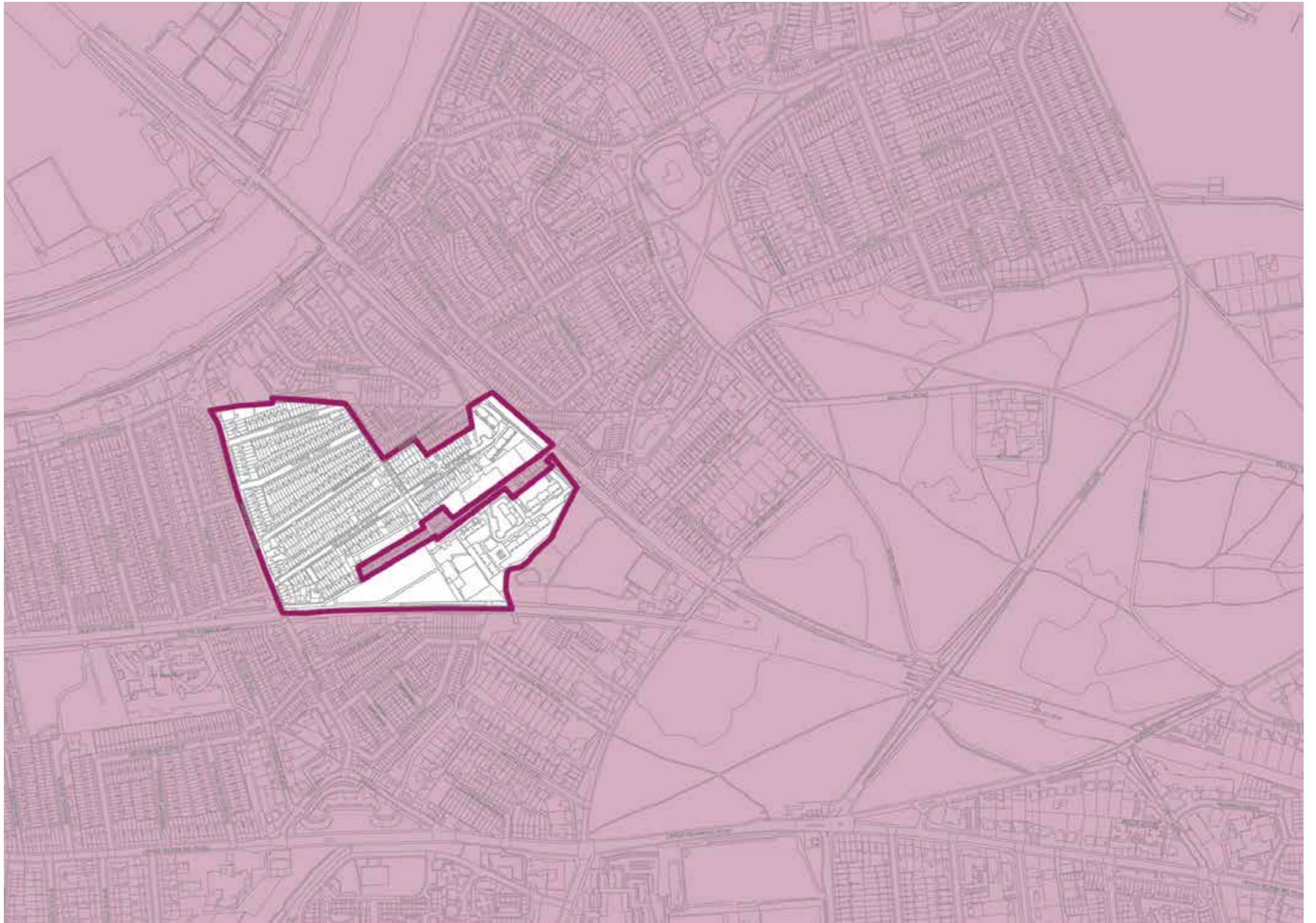
Charles Street



Westfields Avenue



Thorne Street



Character Area 11: Westfield (Little Chelsea)

# Conservation Area 12:

## Barnes Green

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

### Character Summary

The Conservation Area extends along the Surrey bank of the River Thames at Barnes and includes Barnes Green and some of the surrounding residential areas. It adjoins Castelnau Conservation Area to the north, Barnes Common Conservation Area to the south and Mortlake Conservation Area to the west.

Barnes Green Conservation Area derives its identity from four distinct elements; the Thames, the open space of Barnes Green itself, the Edwardian residential areas and the local shopping centres at Barnes High Street and Church Road.

Barnes Green Conservation Area was a very early designation, made just two years after the creation of the category in law, and was extended in 1982 to include Cleveland Road and its row of Lion Houses, similar in design to those east of the Green. Between these and Station Road are Victorian houses ranging from workers' cottages on Stanton Road to four storey mansion blocks and two storey semi-detached villas. While the Lion Houses on The Crescent face on to the Green, much of the length of the streets running at right angles off Station Road and Barnes High Street also have strong visual connections with the Green for much of their lengths. The Conservation Area

has great architectural variety, containing buildings from the eighteenth, nineteenth and twentieth centuries, but has reasonable consistency in quality and status. The grand and eclectic houses of The Terrace on the riverside are generally the buildings of the greatest architectural and historic interest in the area.

### Dominant Materials and Features

Key features include: Barnes Green and the pond with its associated paths and green space. Victorian houses including four storey mansion blocks, two storey semi-detached villas and workers' cottages, decorative Edwardian semi-detached and terraced rows, including noted Lion Houses, eclectic, historic Georgian and Victorian riverside terrace, nineteenth and twentieth century shopping street. Specific guidance relating to the Lion Houses can be viewed at [http://www.richmond.gov.uk/cg\\_the\\_lion\\_houses\\_ca1\\_lr.pdf](http://www.richmond.gov.uk/cg_the_lion_houses_ca1_lr.pdf)

### Stanton Road

To the north eastern end of Stanton Road the area is characterised by small Victorian cottage properties of simple appearance, which are largely unaltered. The area has strong architectural and physical cohesiveness and was included in the Conservation Area by extension in 1988.



High Street

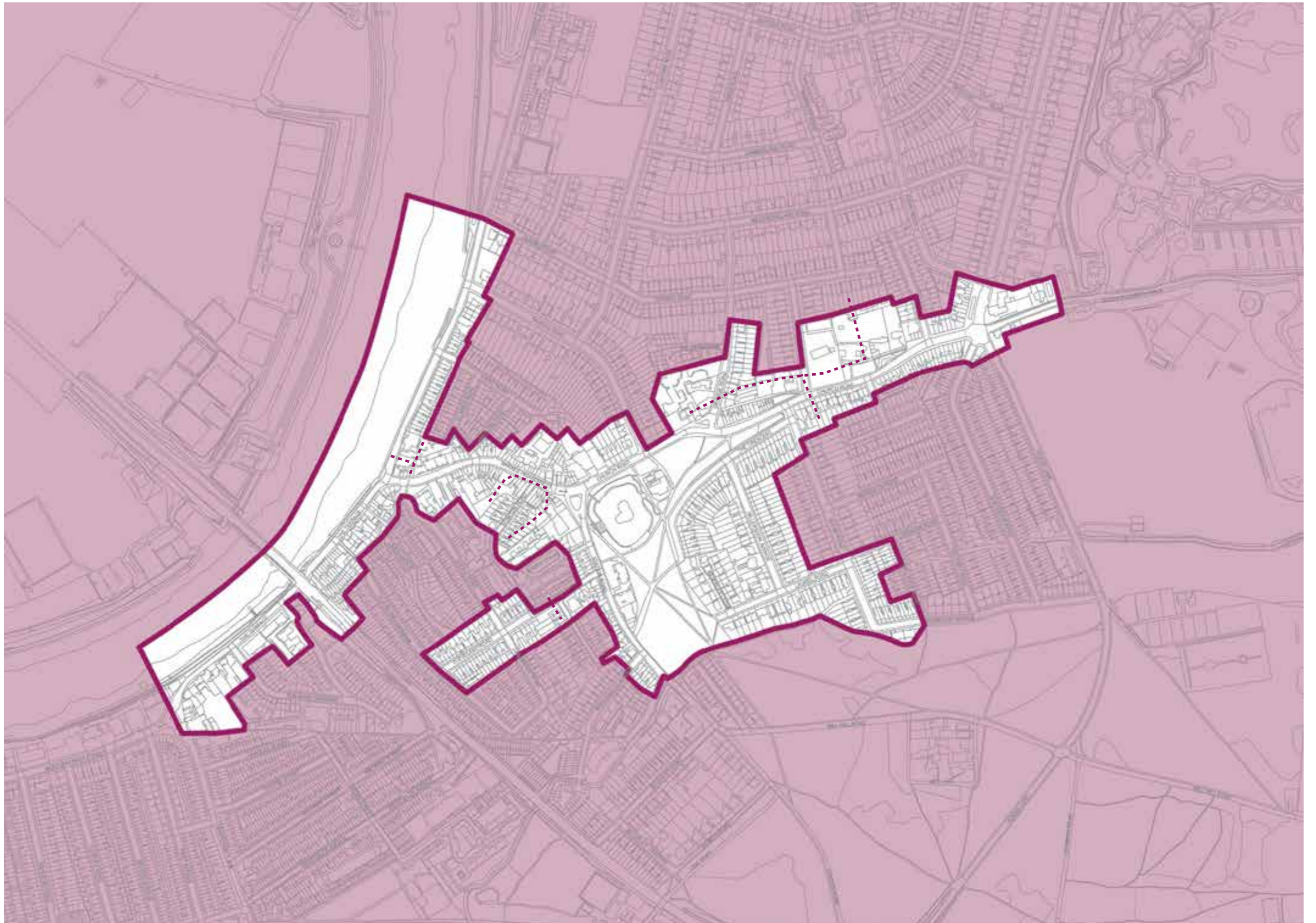


Church Road (A3003)



Barnes Pond





Conservation Area 12: Barnes Green

# Conservation Area 12: (continued)

## Barnes Green

### Dominant Material and Features

Small Victorian cottages, simple appearance, painted brick or exposed brick facades meeting the street and pitched slate roofs.

### Cleveland Road

This street contains to the east a terrace of late-Victorian two storey brick houses with pitched slate roofs and canted bay windows. Some modern brick houses have been built on vacant plots. To the west, three storey late-Victorian brick houses, many with rendered facades and arch, aedicule and pillastered door and window reveals. Two storey Victorian terraces and a pair of Edwardian Lion Houses finish the road. Cleveland Road was included in the Conservation Area by extension in 1982.

### Dominant Material and Features

Two and three storey Edwardian brick houses and slate roofs.

### Malthouse Passage

This area was included in the Conservation Area by extension in 1988 and is characterised by Victorian workers' cottages, small industrial buildings and a few earlier attractive cottage properties. These buildings are mostly unaltered and together form a group which is easily identifiable in character, social and historical interest.

### Dominant Material and Features

Victorian workers' cottages with little-altered details including arched lintels,

enclosed alley with fenced or walled gardens in front of brick facades, strong enclosed character of historic community associated with local industry.

### Grange Road and Kitson Road

This area includes a group of three storey Edwardian semi-detached houses, and a unique group of interwar Arts and Crafts style houses including St Mary's Lodge. These form a wider setting of the listed early eighteenth century house The Grange.

### Dominant Material and Features

The primary features of the area are: Edwardian semi-detached houses, group of interwar Arts and Crafts.

### The Terrace

The Terrace runs parallel to the Thames and has a number of eighteenth and nineteenth century buildings of exceptional quality. Gustav Holst, the composer, lived at number 10 from 1908 to 1913.

### Dominant Material and Features

Eighteenth and nineteenth century buildings built separately, varied original architectural details.

### Lonsdale Road

Lonsdale Road is fronted by a number of Edwardian properties whose balconies take advantage of the River Thames view. Many retain the original features although there are instances where unsympathetic uPVC

windows have been installed. At the junction with Barnes High Street are two typical Victorian pubs with decorative tiling and etched glass, and next door a red brick late Victorian former Police Station. This part of the Conservation Area is dominated by the listed Barnes Bridge (1849) by Joseph Locke.

### Dominant Material and Features

Key features include: Victorian pubs, decorative tiling and etched glass, Barnes Bridge.

### Barnes High Street

Barnes High Street provides a key connection between the River Thames and Barnes Green and is an important and sensitive route in the area. It has a mixture of traditional and modern building types, the former being in various states of preservation. Development opportunities exist along the High Street and to the rear and these should be sensitive to the local context and historic environment. There are some good examples of retained original Victorian buildings, and shop fronts. A more detailed guide is provided later in this document indicating how the High Street shop fronts could be further enhanced. At times the High Street can be particularly congested and the dominance of traffic detracts from the ambience and quality of the Conservation Area. Improvements to the public realm and management of the interaction between people and vehicles would improve this.



Church Street



Glebe Road



Station Road

### **Dominant Material and Features**

Key features are: Tiled stall risers, key pattern pilasters, carved details.

### **The Northern End of the Green and Church Street**

The northern end of the Green is enclosed by a number of distinctive buildings, for example Milbourne House, St. Osmund's RC School, and the Sun Inn. Church Street is another important shopping area characterised by a continuous frontage of small shops many of which retain good details such as tiled stall risers, key pattern pilasters and carved detail.

St Mary's Church, part of which dates from the 11th century, is thought to be the second oldest church in London. Tradition says that it was reconsecrated by Archbishop Stephen Langton in 1215 on his way back from the signing of the Magna Carta at Runnymede.

The Olympic Studios was constructed in 1906 and displays English vernacular with reference to early 19th century Dutch modern architecture. It was originally called 'Byfield Hall'. It re-opened in 2013 as the new home for the Olympic Studios cinema. The building was a cinema for much of the first half of the century, before becoming a television then recording studio hosting many famous artists including the Rolling Stones, Jimi Hendrix, Led Zeppelin and The Beatles.

Residential properties on the south side of Church Street and those above the shops are distinctive and many have original features, although there is no uniformity. Along the south edge, towards the Green, the variation in, and in some instances, loss of original boundary features, impacts on its cohesiveness.

### **Dominant Materials and Features**

Key features are: Tiled stall risers, key pattern pilasters, carved details, Victorian brick, brick finish detailing.

### **Threats from development**

- General pressure from development which may harm the balance of the river and landscape dominated setting, and the obstruction or spoiling of views, skylines and landmarks.
- Introduction of basements.
- Loss of traditional architectural features and materials.
- Loss of front boundary treatments and front gardens for car parking.
- Excessive and increasing traffic affecting the character and functionality of the area, as well as the potential obstruction of the highway by daytime deliveries.
- Over concentration of some uses, notably estate agents, and loss of retail sites.

### **Opportunities**

- Improvement and protection of river and landscape setting including improvement to the river wall, as a key feature of the river context.
- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens.
- Retain and improve the quality of shop fronts and signage.
- Development opportunities exist along the High Street and to the rear. These should be sensitive to the local context and historic environment (including scale), to protect and enhance the character of the Conservation Area and the functionality of the High Street.
- Enhance the connectivity between the river and Barnes Green as an important historic and functional route, particularly through improvements to the public realm and materials. Pavement widening and a use of a range of materials, including historic granite sets, has proven to be effective in Richmond Town Centre and could be applied to Barnes. Opportunities to better manage the road space should also be explored.
- Improved management of tree and shrub overhang along passageways.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

# Character Area 13:

## South West Barnes

### Character Summary

This character area covers a diffuse part of Barnes near the riverside, around Barnes Green and the Barnes Bridge branch of the London & South Western Railway line. It ends at Thorne Passage and the Thorne Passage Conservation Area to its south, while the Barnes Green and Barnes Common Conservation Areas bound it on all its other sides. It ends on the railway line behind Brookwood Avenue. Lyric Road and parts of St Ann's Road and Melrose Road also form part of this character area.

### Cleveland Gardens

Development in this area was defined by the branch of the London & South Western Railway which left the mainline west of Barnes Station to cross the River Thames at Barnes Bridge. The line of Thorne Passage, connecting Mortlake High Street to Barnes Common and Mill Hill Road, and which follows the line of an historic pathway also defines the area. The area known as Elm Bank, contained market gardens in the mid-nineteenth century. Parts of Stanton Road and Cleveland Road, now in Barnes Green Conservation Area, and Cleveland Gardens were the first to be built. Grove Road was built in the first decade of the twentieth century.

Cleveland Gardens and Grove Road consist mainly of two storey terraces in brick. Grove Road mixes single storey canted bays with double-height plain bay windows,

while on Cleveland Gardens the canted bays and window and arched door reveals carry decorative pilasters and tiling or carving. Further south on Cleveland Gardens, stretches of the terraces have square bays with a slate-hung porch canopy, or gain turrets or gables above the projecting bays. All have small, walled front gardens facing narrow streets with irregular tree planting. These streets bend slightly, and buckle as they meet the older riverside development within the Barnes Green Conservation Area. Ellison Road has eclectic rows of small late Victorian and Edwardian terraces: some are irregular 1890s pairs in dark brick, while others reflect the canted-bay terraces on Grove Road; one pair has wider dimensions and a distinctive parapet and gable detail. These short streets have a sense of quiet enclosure given by verdant dead-ends. St Michael's and All Angels Church was built at the beginning of the 1890s to a design by the local architect Charles Innes, at the same time as the first new housing was being built at Elm Bank.

### Dominant Materials and Features

Stock-brick paired terraces, square or canted bays, slate-hung porch canopies and turret gables, low brick walls, decorative plasterwork or reliefs.



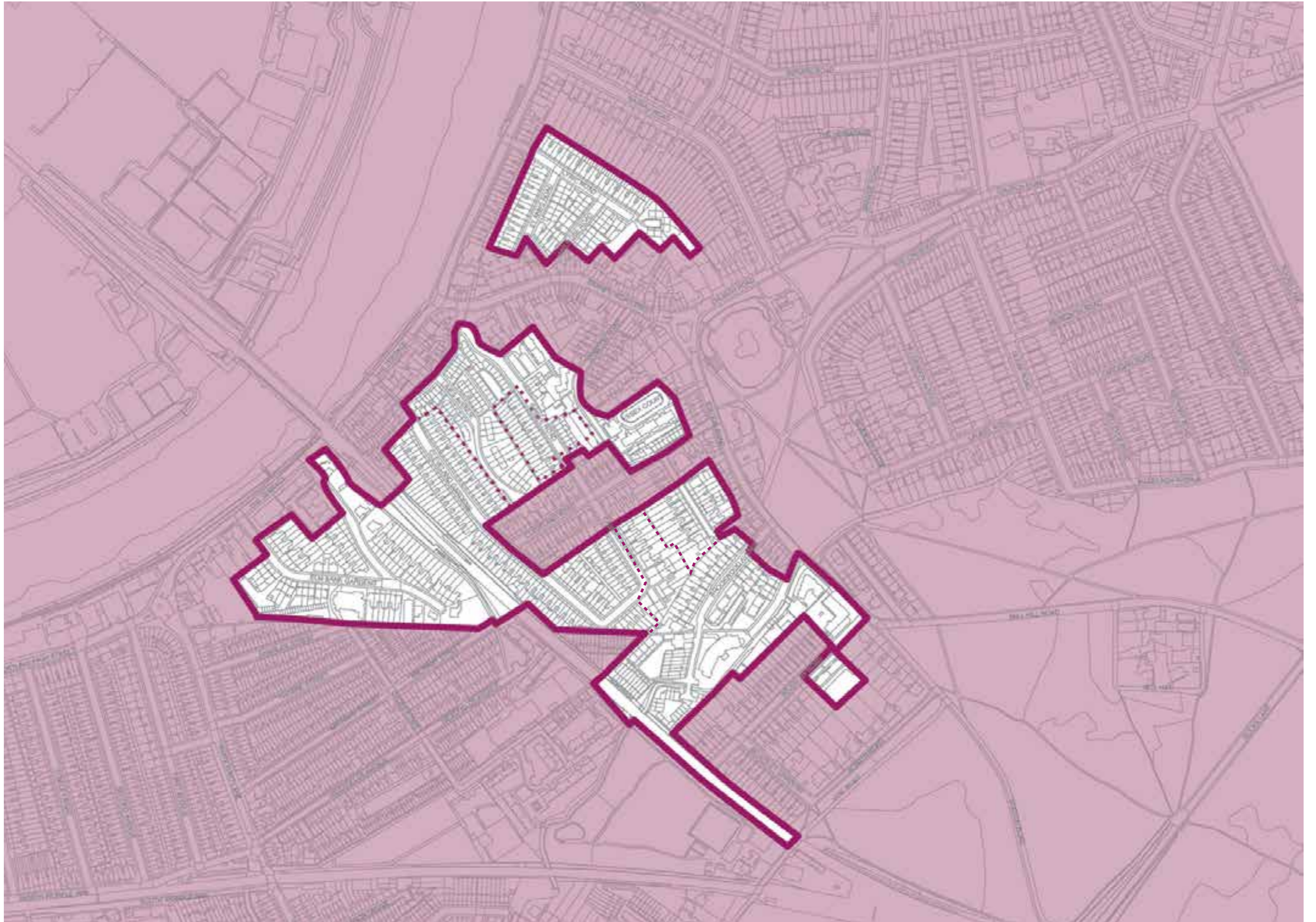
Elm Bank Gardens



Cleveland Road



Elm Bank Gardens



Character Area 13: South West Barnes

# Character Area 13: (continued)

## South West Barnes

### Elm Bank Gardens

The first houses on Elm Bank Gardens were built towards the end of the nineteenth century with the majority built in the first decade of the twentieth century. As noted, St Michael's and All Angels Church was built at the beginning of the 1890s.

Elm Bank Gardens is mainly terraced housing, dating from late Victorian and early Edwardian times with some later Edwardian and interwar housing towards the end of the street and on Elm Bank Gardens west near the church.

The two branches of Elm Bank Gardens curve attractively. Boundaries are a mix of hedges, brick and fencing and the street is characterised by lush planting in larger, less regular front gardens than are found in the Cleveland Gardens area. Some of the houses themselves, especially around the fork in the street near St Michael's Church, are of two storey brick, with turret-gabled, decorated canted bays and arched door reveals, as found on Cleveland Gardens. Beside the church, a row of gabled fronts take reference from the church's gable-end.

At the northern and southern ends of the street, 1920s and 1930s houses are grander and more eclectic in their detailing, and replace regular slate roofs with irregular rooflines and clay tiles. They include The Vicarage which has a double-gable front which backs onto the railway line and Thorne Passage. The detached, brick, plain neo-Georgian cottage beside The Vicarage faces

a terrace with decorative gables and wide clay-tiled ground floor bays with perforated timber porch screens, enclosing the attractive verdant cul-de-sac.

Approaching the river on the western fork, in the shadow of Elm Bank Mansions, two and a half storey houses are detached or semi-detached, with clay-tiled roofs and porches, gables and shallow square bays. Many of the interwar buildings have highly irregular rooflights and dormer extensions. A passage opens into a green-fringed yard of garages, adding to a sense of spacious informality.

### Dominant Materials and Features

Victorian and early Edwardian terraced housing, some Edwardian detached and Semi-Detached Edwardian and Victorian housing, eclectic detailing, clay tiles, timber porch screens, dormer windows and rooflights, curving roads, fences, hedges and large leafy gardens.

### Limes Avenue / Grove Road / Brookwood Avenue / Willow Avenue

Blocks of interwar and Post war infill developments behind Barnes Green north and south of Cleveland Road form another sub-area. The short brick terraced blocks on Limes Avenue were built in the 1920s, providing two storey workers' cottages set-back from the relatively wide street, planted with lime trees, behind short gardens with dwarf brick walls. Matching houses line the south side of Terrace Gardens (the north side lies in Conservation Area 12). The regular slate roofs and terracotta chimneypots

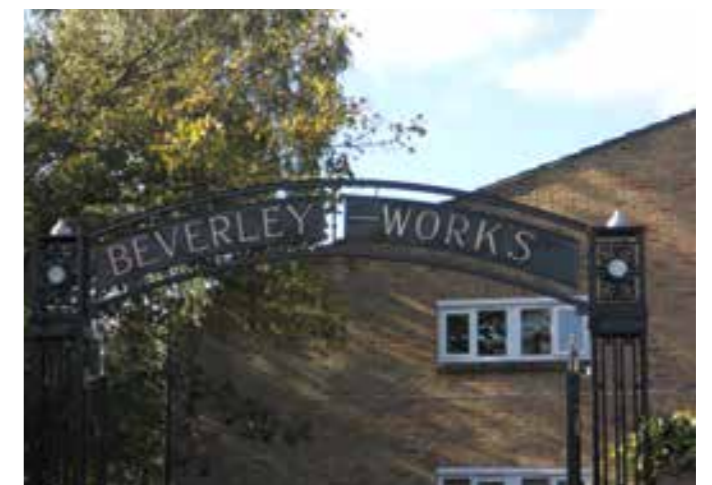
and ridge tiles give the street a neat and homely character, though most houses have mismatching plastic double glazing. Post war four storey blocks with balconies and two storey terrace blocks stand between a large interwar light-coloured brick and concrete apartment building of the 1930s at the top of Grove Road and mixed brick apartment blocks of the 1970s, 1980s and 1990s on Stanton Road.

To the south, Brookwood Avenue and Willow Avenue are a pair of closes with strong connectivity to Barnes Green. These replaced Grove House and its gardens and combine 1910s semi-detached houses, which have twinned porches under a slate canopy and double square bays, with 1950s brick semi-detached houses and a terraced block which were added on the site of the Beverley Engineering Works.

The streets are wide and curving with neat brick boundary walls. Slightly earlier two and a half storey semi-detached brick houses of around 1950 stand on the east side of Cambridge Road. On the north side of Brookwood Avenue, an interesting parade of semi-detached brick houses appears on an OS map of 1913, which reflect the structure of similar buildings around them, but use detailing and materials in a way which is unusual for their date and location. Most buildings have replaced their timber or metal windows and many have unattractive or out-of-keeping dormer extensions. Beyond Beverley Passage, mixed 1980s and 1990s brick developments of terraces, paired



Willow Avenue



Beverley Engineering works



Grove Road

terraces and detached houses create leafy cul-de-sacs with grassy areas.

### **Dominant Materials and Features**

Key features include: Brick semi-detached houses and larger Postwar infill blocks, brick, concrete balconies, short closes, insensitive window replacement, dormer window extensions.

### **Lyric Road / St Ann's Road / Melrose Road**

Lyric Road, Melrose Road and St Anns Road are similar in scale and building type and form, the two storey paired terraces having mainly shallow square gabled bays and small slated porches. These roads retain a number of decorative features including wooden balustrade balconies (west side of St Anns Road) and gable windows (Melrose Road).

### **Dominant Materials and Features**

Stock-brick paired terraces, square or canted bays, slate-hung porch canopies and gables, wooden balustrade balconies low brick walls, decorative plasterwork or reliefs.

### **Threats from development**

- Rooflights particularly threaten the unity of elevations on upper Cleveland Gardens and, because of their gables, to a lesser extent on Lyric Road, Melrose Road and St Anns Road. The loss of front boundary walls on these terraced streets is also a threat to architectural coherence.
- While Elm Bank Gardens is characterfully eclectic, different garden and driveway

treatments, dormer extensions, and the existence of spaces which might accommodate some further infill development pose a threat to the informal and leafy character of the street.

### **Opportunities**

- Some of the most interesting early twentieth century housing in the area on Ellison Road and Brookwood Avenue merits further attention.
- Improvements of front gardens and boundaries
- Reinstatement of architectural features.

# Character Area 14:

## Suffolk Road / West of Castelnau

### Character Summary

This character area consists of the streets north of the Barnes Green Conservation Area, between the River Thames to the west, Castelnau to the east, and bound by the grounds of the Harrodian School and by Washington Road to the north. Traffic is fairly frequent on Lonsdale Road, but limited road access to Castelnau means the side streets are relatively quiet, with a strong residential character.

### Westmoreland Road and environs

Short rows of semi-detached houses in exposed brick, with roughcast render, or with hung tiles and painted woodwork fill narrow plots along Kitson Road, Melville Road, Ellerton Road, Westmoreland Road, Baronsmead Road, Ferry Road, Byfield Gardens and Madrid Road, and were developed in the early twentieth century (Some pre and some post world war I). Some streets retain good uniform front boundary walls in brick with painted copings and panels of brick or infill rubble. Notably, there is greater uniformity at the northern end of Madrid Road than to the south. On Byfield Gardens, eclectic detailing including render, applied timber and irregular gables add decorative variety. Slightly larger gabled houses at the south end of Nassau Road, set further back from the street, with predominantly roughcast rendered facades, date from the same period.

### Gerard Road

At the west end of Gerard Road and further north, semi-detached houses of up to three bay widths occupy wider plots and are set further back from the street. Many have gabled square projecting bays, and most are roughcast render faced and have garages attached. Houses closest to the Barnes Green Conservation Area – some Edwardian, some 1920s and early 1930s – are generally grander and more ornate than those further north.

Throughout the area, streets and pavements are wide and lined with deciduous trees: their planting is fairly regular in the Edwardian streets, but sparser and more varied on Nassau Road and the streets further north, which consequently have a slightly more open character. The interwar semi-detached developments sit further back from the pavement, contributing to a slightly less enclosed character. On the larger plots of Nassau Road and Gerard Road, off-road parking is evident, which has led to the repaving of many front drives with results of inconsistent quality and appearance.

### Dominant Materials and Features

Key features include: Red brick, render, roughcast render, applied timbering, timber frame windows, gables, timber porches, hung clay tiles, clay tiled roofs, clay chimneypots, brick gate piers and walls incorporating rubble panels, planted front gardens and tree lined streets.

### Threats from development

- The survival of original windows is generally best on the most uniform Edwardian streets to the south of this area. Further uPVC replacement windows should be discouraged to avoid loss of character.
- Unsympathetic roof/sky lights.
- On streets in the northern part of the area, the conversion of former garage spaces or the paving-over of front gardens has resulted in a large amount of off-street parking, involving the depletion of greenery and unsympathetic alteration of front boundary walls. Where possible the demolition of boundary walls should be resisted.
- Inconsistently designed side extensions are evident on Ferry Road, which detract from the clarity of the plot layouts and the leafy street frontages in this area.

### Opportunities

- Many of the houses on Kitson Road and Nassau Road retain distinctive original joinery; as far as possible these features should be retained.



Nassau Road

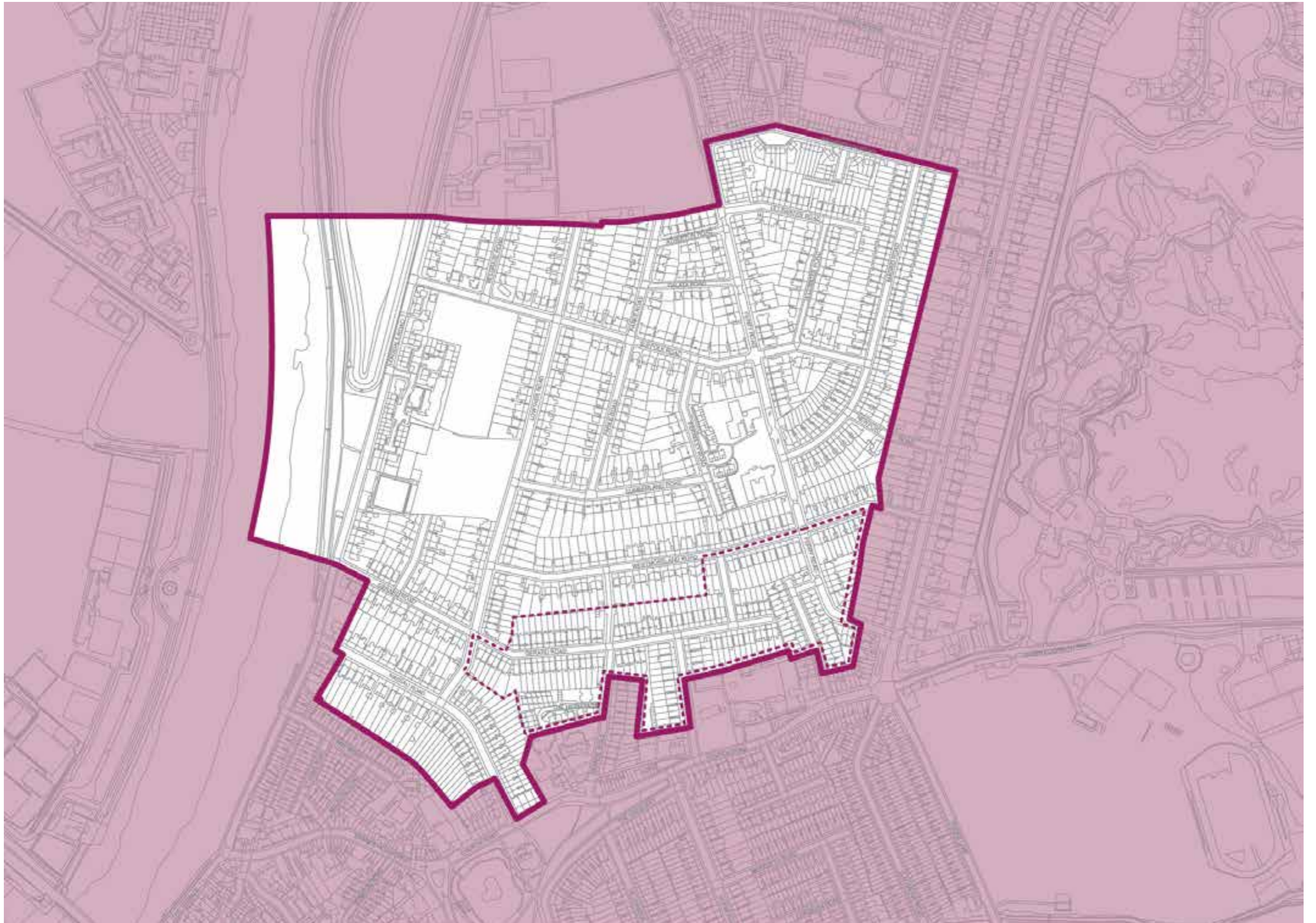


Gerard Road



Lowther Road





Character Area 14: Suffolk Road / West of Castelnau

# 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.**

Guidance here supplements the Council's range of existing Supplementary Planning Documents and Guidance which can be found at [https://www.richmond.gov.uk/supplementary\\_planning\\_documents\\_and\\_guidance](https://www.richmond.gov.uk/supplementary_planning_documents_and_guidance)

## Materials

Barnes is fortunate in having a wealth of surviving historic buildings that vary hugely in scale, age and character. Through the eighteenth and nineteenth, even into the early twentieth century, a palette of similar materials predominate 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](http://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 flat-fronted (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 to imitate 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.

Homestead House on Church Road is an early Georgian classically-proportioned villa in brick with simple detailing. Although not a uniform terrace, the fine houses facing the Thames on The Terrace are good examples of Georgian town-house buildings.

**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. 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 the decorative use of colours became more popular. Renders and ornamentation (the latter usually made from artificial stone or terracotta) also became more widespread.

Two and three storey Classical Victorian detached and terrace houses, some with stucco or stone detailing, are concentrated in the south-west part of Barnes, with good examples along Cleveland Road. Smaller Victorian terrace housing for workers stand on the streets behind The Terrace, as well as on the east of the railway line, south of Beverley Path. These two storey cottages have simple four-pane sash windows, simple straight eaves and lack decorative

detail. Large Victorian villas on Vine Road illustrate the new forms and decorative details associated with the Gothic Revival. These styles are echoed in rooflines and ornamentation on later terrace houses such as those on Cleveland Grove.

**Edwardian:** 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. Terrace houses mixing brick, tile, render, timber and slate are found especially north of Church Road; Barnes' distinctive Lion Houses demonstrate the heights of ornateness reached in the period. The work of Norman Shaw and the Arts and Crafts movement had a profound effect on house-design that was to dominate for decades to come with features of vernacular architecture becoming much more common. The elaborate tiling and render with applied timbers around the gables of houses on the east side of Grange Road, and to some degree on Nassau Road, are examples of this influence. Basements were not an original part of their design.

**Interwar housing:** The vernacular semi-detached houses that became popular pre-WWI became regularised into the standardised designs of the 'Mock-Tudor semi'. Most of the houses to the west of Castelnau, between Washington Road and Gerard Road, were built in this style. These predominate but Art Deco was often used as an alternative style and though less common is often present in the details. Examples in Barnes are scarce, but a few semi-detached houses on the north side of Brookwood Avenue are closer to this style than the vernacular influence. The Neo-Georgian style was also popular for flats, shops and public buildings.

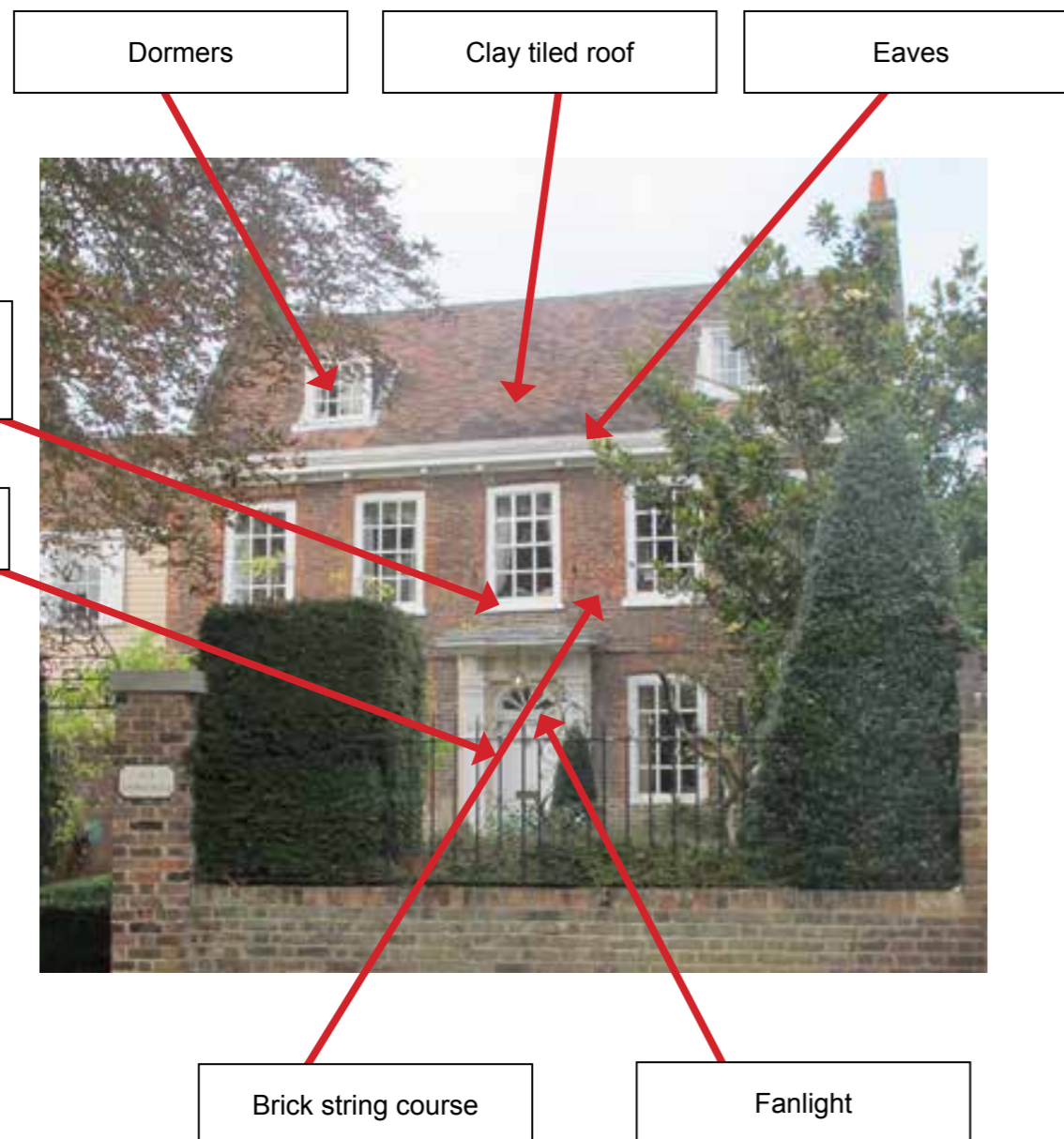
Although often faced with traditional materials building technology had changed. North of Washington Road, as far as Lonsdale Road, an estate of houses constructed by the Henry Boot company incorporates precast reinforced-concrete columns to make up for a shortfall of brick after WWI.

**Post-war (the 1960s and 70s):** A radical shift away from the traditional styles of the past century occurred with Modernism and a new attitude to architecture and place-making. Blocks of flats were seen as the ideal solution to increasing density though regular terraced housing and low rise blocks of flats and maisonettes persisted. The two forms were combined in Barnes at Warwick Gardens. Concrete was more widely used and a new stripped-down aesthetic distinguishes this period from others. Low rise in-fill blocks such as those found on Beverley Road demonstrate the difference concrete made to the form even of brick-faced street architecture.

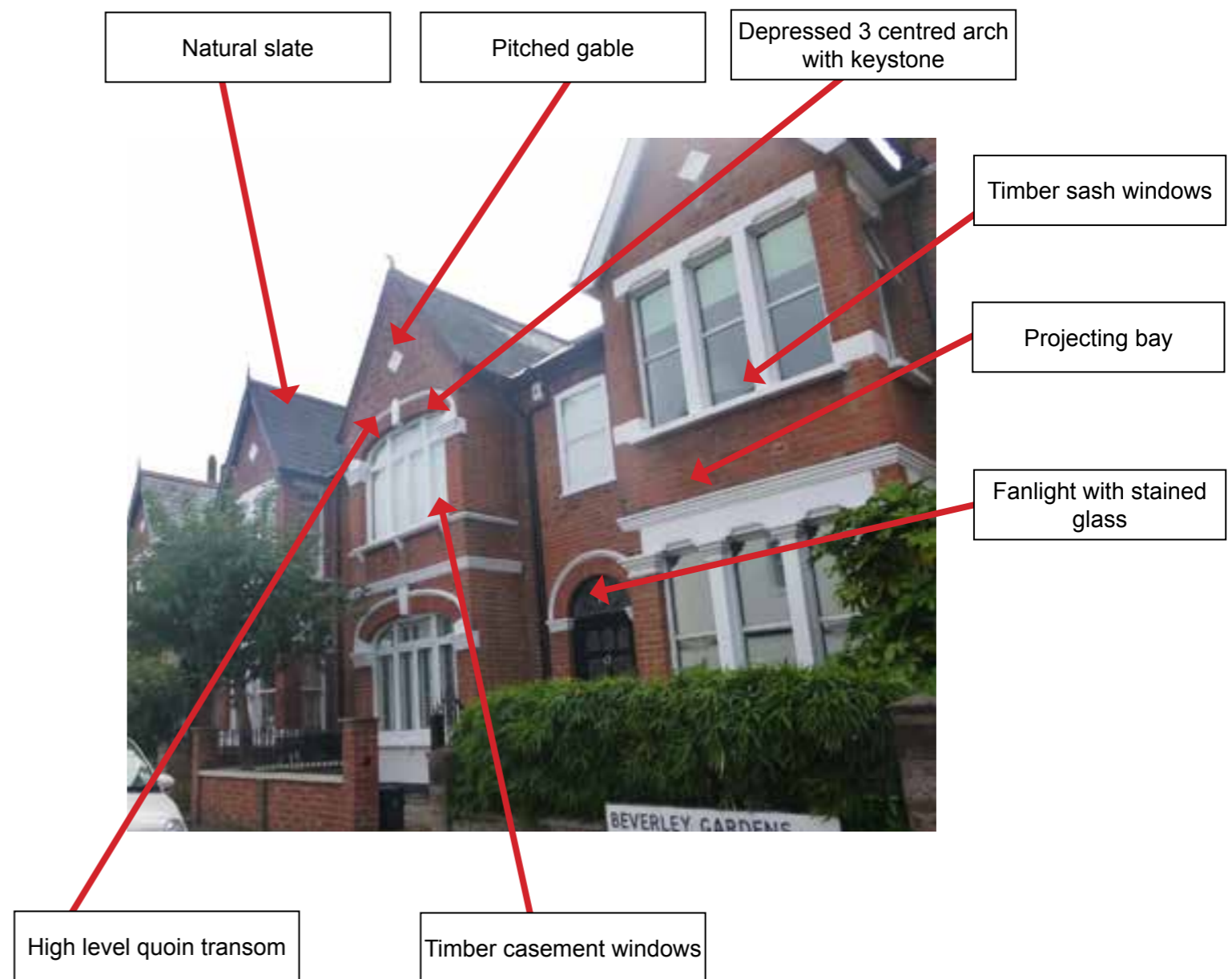
**Recent development:** Recent development less rigorously conforms to a particular style or ethos. Higher density developments are more common as the pressure on land is greater. Within sensitive historic areas like Barnes there is usually an attempt to refer to its context with traditional facing materials and detail, as at the Harrods Village development.

# 7. Features and Materials (continued)

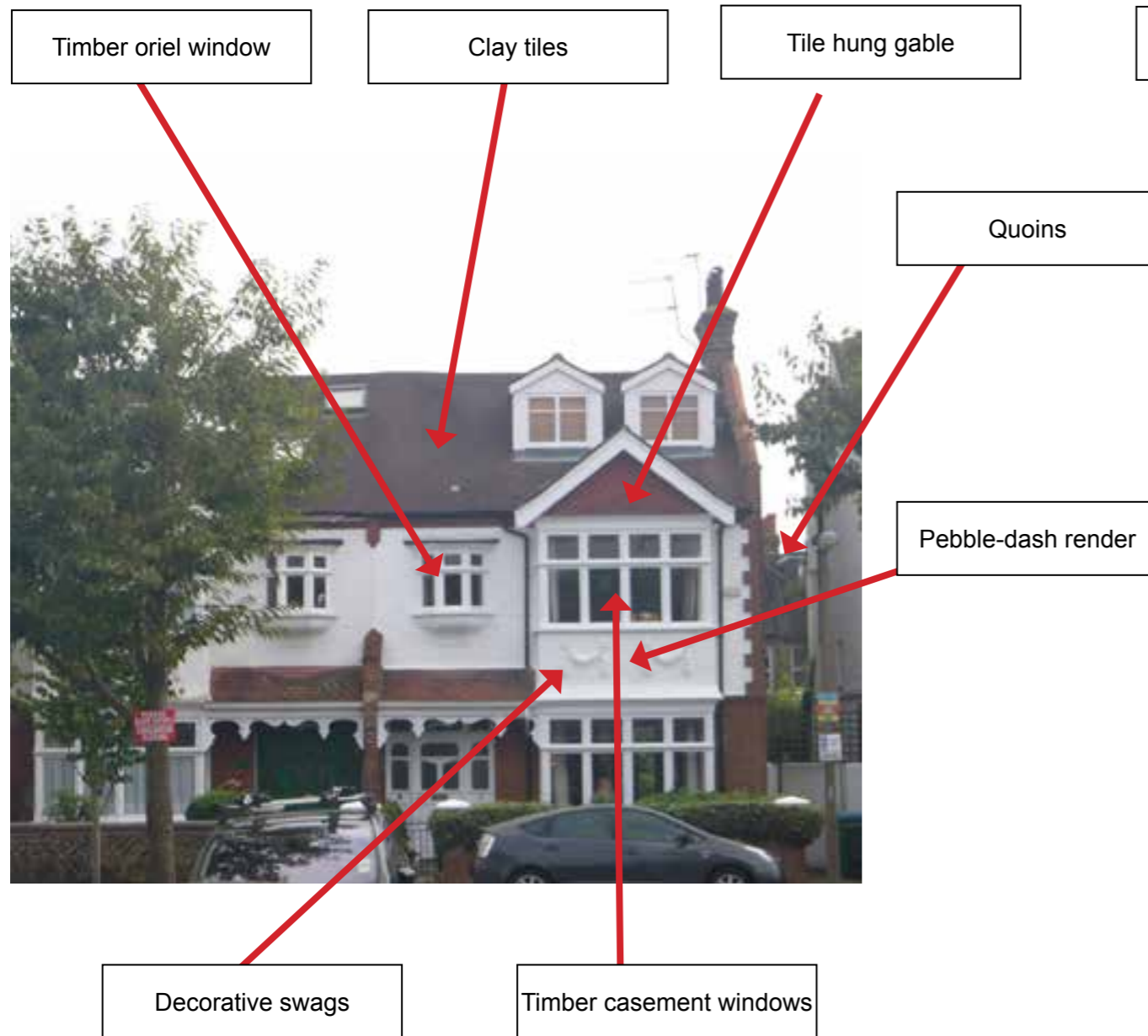
## GEORGIAN



## VICTORIAN



## EDWARDIAN



## INTERWAR HOUSING



# 7. Features and Materials (continued)

Georgian



Early Victorian



Victorian



Late Victorian / Edwardian



**Interwar**



**Post War**



**Contemporary**



# 7. Features and Materials (continued)

## Windows

Windows are key features in all the buildings in Barnes 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. If houses or flats have original windows they should therefore be restored or, if necessary, replaced like with like. Along with the promotion of character, sustainable materials should also be prioritised, promoting 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;
- 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. 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 generally 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;
- If the original windows have sash openings, then avoid top-hung casements as these often do not replicate the look or proportion of the original windows.
- Glazing bars should be kept as narrow as possible to replicate original details,

should be integral to the structure of the window and not applied to the outside of the glass, and 'raised' rather than flat;

- Very thick frames not only look chunky, but reduce light into the room. Outer frame thickness should not be excessive.





Georgian 'six over six' flush sash window



Georgian-style 'six over six' and two-pane sashes in the same Victorian terrace; both windows have typically Victorian 'horns' at the bottom of the upper sash



A Victorian three-light sash



A twentieth-century uPVC picture window with side casements



Replacement narrow bar uPVC windows filling three long openings in a late-Victorian bay



A tripartite late-Victorian or Edwardian window with central sash and hybrid margin lights



Typically Edwardian hybrid sash



Late twentieth-century uPVC imitation sash window with horns



An Edwardian timber-frame hybrid bay window with leaded transoms



Arts and Crafts-inspired leaded lights in an Interwar timber bay window



Interwar Crittall-style steel framed windows with casement openings

# 8. Guidance for Development Sites

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:

## **Barn Elms, Queen Elizabeth Walk, Barnes**

Potential allocation: Rationalisation of sports use, enhancement of landscape, including provision of public indoor sports hall.

The existing on site structure is a prefabricated building sited on Metropolitan Open land and central to the open space and surrounding sports pitches. It is in a prominent location although partially screened by mature trees along the periphery roads. Site developments should:

- be carefully designed and sited so as not to detract from the open appearance of the land.
- be designed to have the minimum visual appearance and impact on the open land, to avoid disturbance to wildlife on the site and the adjoining Wildfowl and Wetlands Trust Centre.
- ensure that existing trees and planting that form part of the historic landscape are preserved and supplemented by further landscaping and tree planting to enhance the parkland landscape and minimise the visual impact of the building on the open land.

## **Barnes Green Police Station, 96-102, Station Road, Barnes**

Potential allocation: Residential, including affordable units.

The existing development is of an unsympathetic modernist design with brick and metal roofing and harsh public realm. There are elements of homage to the surrounding architecture, notably the sloping rooflines and dormers to the north along Station Road. Site developments should:

- Pay due regard to the policy context for the site which adjoins the Barnes Common Conservation Area on three sides, as well as nearby listed buildings and Buildings of Townscape Merit and their settings.
- Consider the heights of adjacent and surrounding buildings being to two and a half to three storeys.
- Respond to the architecture of the locality which includes a range of buildings but most noticeably the large Victorian and Edwardian houses of Station Road and Beverley Road.
- Make a positive contribution to the frontage of Station Road.
- Utilise the site area to provide a parking solution which minimises the impact of vehicles and on street parking.

It should be noted that planning permission for the demolition of the existing building and redevelopment of the site for seven terraced houses including associated access, car parking and landscaping works was granted on 26 February 2015 under Ref. No DC/LTH/15/0057/FUL.



1. Barn Elms, Queen Elizabeth Walk, Barnes
2. Barnes Green Police Station, 96-102, Station Road, Barnes

# 9. Shop Front Guidance

The Council has an adopted general guide to shopfront design (Shopfront Supplementary Planning Document (SPD), March 2010). This guidance does not replace that SPD but provides area-specific information on the design and character of the shopfronts in Barnes to inform owners and developers regarding alterations and replacements. The Borough's shopfront SPD sets out the policy context for when planning permission and listed building consent is needed for new shopfronts and gives borough-wide guidance. Planning permission is invariably needed for replacement shopfronts and advertisement consent may be needed for new signage. This Village Planning Guidance SPD should be read in conjunction with the 2010 SPD.

Barnes has a number of historic shopping parades and some surviving examples of historic shopfronts. These should be preserved and, where architectural details are missing, they should ideally be replaced. As a general rule, shopfronts and alterations proposed to them should respect the character, overall design and materials of the host building.

Parades were often built with the same shopfronts along their length. Over time many get replaced and the uniformity of the parades is undermined. Sometimes the replacement shopfronts have value for the quality of their design, craftsmanship or historic value and should be retained. Often however, the replacement shopfronts lack aesthetic value and are installed without

consideration for how they will affect the appearance of the whole parade and street.

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

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

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

## Shutters

Security shutters are not a traditional feature of shopfronts and do not, as a rule, enhance their character. Roller shutters, when lowered, can create an unattractive environment. If considered necessary, metal lattice-type shutters on the inside of the shop window provide the necessary security whilst not dramatically changing the appearance of the shop front. The other alternative is traditional timber shutters that are fitted over the shop window on the outside.

## Castelnau

There are four parades of shops on Castelnau of mixed quality, interspersed with large Victorian and late Regency houses set behind front gardens. Lowther Parade at the south end of Castelnau is included under the Church Road subsection below.

The parades (Nos. 185 – 203 and Nos. 174 - 200) on Castelnau are on opposite sides of the street. They appear to have been built as houses and the ground floors later converted to shops.

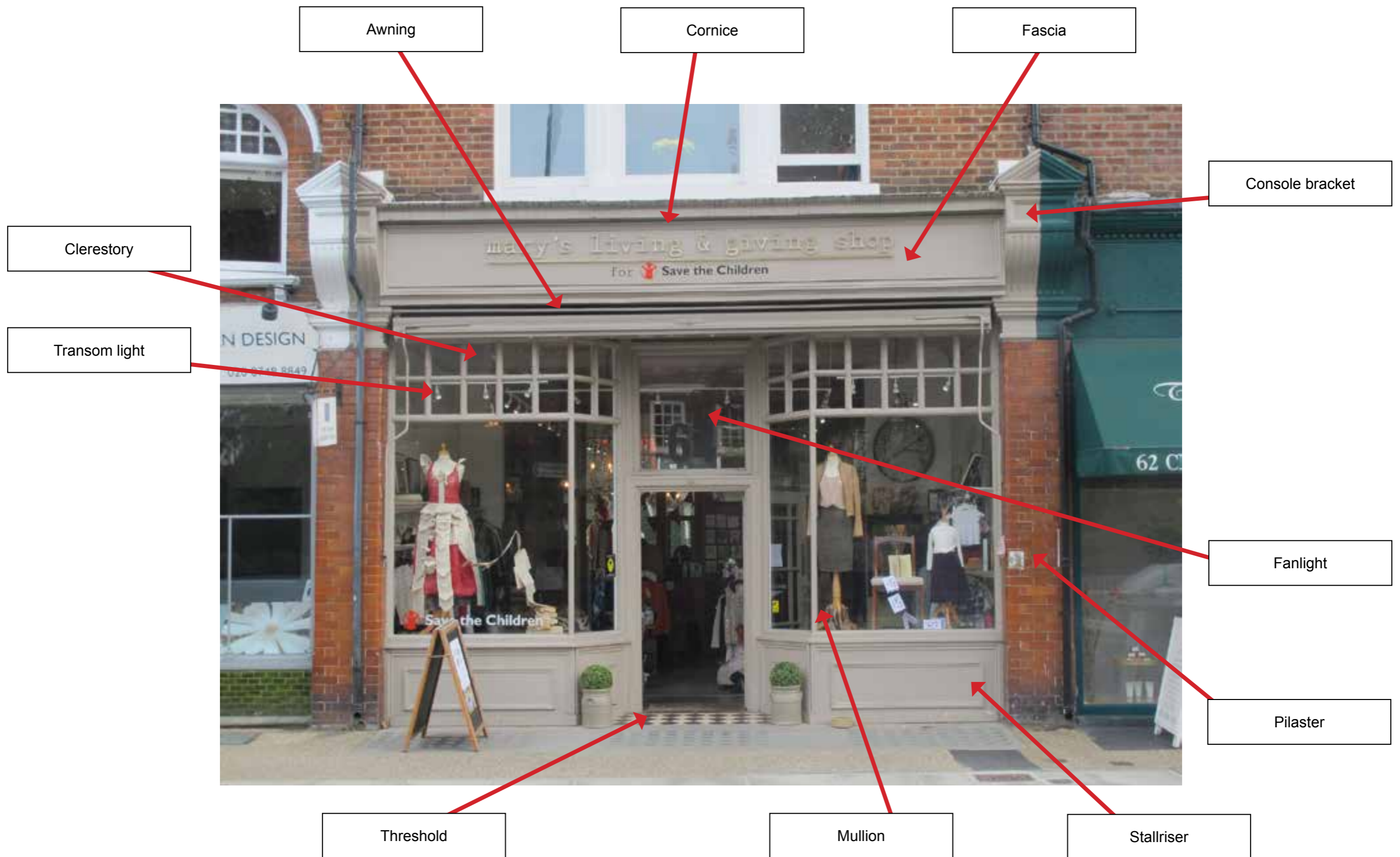
**Nos. 185-203 Castelnau** – This parade is on the west side of the road composed of simple, stock brick, three storey Victorian buildings of one bay each. The only real decoration on the upper floors is an architrave around the first floor windows.

Nos. 191 and 193 have what appear to be surviving shopfronts dating from when the ground floors were first converted to shops. They are both in timber with segmental arched shop windows and doorways, a timber fascia with a cornice and pilasters flanking the doorways. The glazing bars on No. 193 appear to be later additions. The elegant composition of these shopfronts is attractive and their traditional proportions relate well to the buildings above. If this design was reinstated along the parade they would restore some of the uniformity of the buildings.

No. 189 next door is also a surviving shopfront but has been faced in stone and the fascia altered.

**Nos. 174-200 Castelnau** – These buildings are actually made up from two similar parades, separated by the entrance to Merthyr Terrace. They are both grander than Nos. 185-203 with string courses and more embellished architraves above the ground floor.

There are no especially attractive or historic shopfronts that survive on these parades. No. 192 is the best of them with its traditional composition and framing. Replacements should use traditional materials (wood and glass rather than uPVC/ aluminium) and sensitive sizing of fascia boards, retain or reintroduce pilasters and stallrisers and other decorative traditional features.



Typical key features to shop fronts

# 9. Shop Front Guidance (continued)



191 and 193 Castelnau

## Positive features:

- Timber fascias
- Cornice above fascia
- Pilasters
- Arched heads to doorways and shop window



192 Castelnau

## Positive features:

- Stall riser
- Transoms
- Timber fascia
- Console bracket
- Timber door with panel

## Opportunities for improvements along the parades by addressing:

Aluminium shopfronts; uPVC shopfronts; over-sized fascias; projecting box fascias; plastic hanging box signs; awnings with signage; cluttered signage/advertisements in shop windows; internally illuminated hanging signs; internally illuminated lettering; exterior roller shutters.

## Barnes High Street

There are a mixture of styles of shopfronts on Barnes High Street which reflect the variety in the age of the buildings. Many of the shops are not part of long parades which were built at the same time making it hard to generalise about their character. Those that are part of an individual building or a pair have not been addressed unless they have exceptionally good shopfronts that should be preserved.

Working west to east 35-36A is a small, curving parade of 4 shops, 35A and 36A are good historic survivals which should be preserved and used as a template for the other two in the instance of replacement or alteration.

**Positive features (No. 35A):** panelled stallriser; spandrels; timber fascia; timber, panelled double doors; pilasters with console brackets.

24 Barnes High Street is an example of an historic shopfront on an individual building that should be retained and restored.

**Positive features (No. 24):** timber stallriser; timber fascia; console brackets; timber panelled door; tiled pilasters (could be restored as have been painted).

52 Barnes High Street is an excellent example of an historic shopfront that should be preserved. It is one of two shopfronts on this early twentieth-century building. Above this shopfront the original windows survive and relate to the multi-paned upper lights of the shop windows.

**Positive features (No. 52):** Timber fascia; pilasters; multi-paned upper lights; timber panelled stall riser; timber door.

No.53 is the start of an attractive short Edwardian parade. It is a good example of a shopfront which has some features in common with no. 52.

**Positive Features (No. 53):** Timber fascia with cornice; multi-paned upper lights; stall riser; console brackets.

No. 18 Barnes High Street is another historic shopfront which should be retained. It is part of a pair of red-brick Victorian buildings with number 17.

**Positive features (No. 18):** Timber fascia with cornice; multi-paned upper lights; timber panelled stall riser; timber door.



35A Barnes High Street



24 Barnes High Street



52 Barnes High Street



53 Barnes High Street



18 Barnes High Street

# 9. Shop Front Guidance (continued)

Nos. 14-15 and 16 Barnes High Street are both attractive shopfronts and form part of the same parade which includes No. 13. However these two shopfronts are very different. No. 16 is in the style of a Georgian shopfront and 14-15 is much simpler and Victorian in style.

On the south side of the road is a short parade of four simple, apparently early Victorian shops that were probably converted from houses. There are some decorative pilasters that survive that should be retained on Nos. 6 and 7. Both of these are historic shopfronts and should be retained. No. 7 (J. Seal) is particularly unusual with decorative tiles on the stallriser and columns flanking the entrance.

## Positive features: (Nos. 6 and 7)

decorative pilasters and console brackets; stallrisers (panelled on No. 6 and tiled on No.7); fascia on No.7 that relates well to the whole shopfront and the size of the console brackets.

Adjacent to this parade is another of a similar date with three good historic shopfronts at Nos. 1-2, 3 and 5. They all differ in detail but are timber shopfronts with similar characteristics. No. 1 is particularly fine.

**Positive features (No. 5):** timber panelled stallriser; timber fascia; timber panelled door; decorative mullions; decorative hanging sign.

**Positive features (No. 1 and 2):** Carved stallriser and pilasters (No. 1); tiled and tessellated thresholds; decorative iron mullions; timber panelled doors with fanlights; timber fascia with cornice; console brackets.

## Opportunities for improvement exist on Barnes High Street by addressing:

- Over-sized fascias
- Plastic fascias
- Metal shopfronts
- Branded shopfronts that do not relate to their physical context
- Overly-dominant signage/advertising including through illumination
- Exterior roller shutters
- Lack of stall-risers



16 Barnes High Street



6 and 7 Barnes High Street



1 and 2 Barnes High Street





Relating Parade frontages, Barnes High Street

# 9. Shop Front Guidance (continued)

## Church Road, Barnes

Church Road runs along the north side of Barnes Green and links to Barnes High Street. The shops are more spaced out and the road feels more residential and spacious than commercial.

From west to east: on the north side of Church Road is a very fine red brick building with stone dressings. Two shops occupy its ground floor, the simple, black-framed windows of No. 15 do not distract from the strong architectural form of the building although 'aggressive' lighting detracts from the experience at night.

**Positive features (No. 15):** Simple, dark window frames.

A two storey parade that occupies Nos. 49 - 63 Church Road is composed of three different buildings: an Arts and Crafts parade; a three storey, mid-twentieth century building with flats above the ground floor shops and a simple, two storey Victorian parade. Many of the shops have historic shopfronts which should be preserved. Most have awnings over the shop windows. These are largely in canvas with minimal signage and so form an attractive feature of this group. 55 Church Road is a good example of a surviving original shopfront with tripartite glazing of the shop window. There would originally have been green glazed tiles on the pilasters in between the shopfronts. 59 Church Road has a lovely

tiled front which should be preserved and restored.

**Positive features (No. 55):** Decorative timber glazing bars; timber panelled stallriser; timber door; pilasters.

Further along there is a parade at the eastern end of Church Road on the south side, opposite Lowther Parade (discussed below). Like Lowther Mansions, this is a fine Edwardian block with a number of attractive historic shopfronts but it is hard to tell which, if any, are original. The parade appears to have been built in two phases – Nos. 68 to 100 are one design and have distinctive pilasters decorated with the Greek key pattern which should be preserved.

No. 100 (right) is a very good example of an Edwardian shopfront.

**Positive features (No. 100):** Granite stallriser and pilasters; tessellated threshold; recessed entrance; timber door; thin glazing bars; fascia; curved glass, recessed doorway with timber door and fanlight.



15 Church Road



55 Church Road



100 Church Road

**Positive features (No. 64):** Timber fascia of correct size; timber panelled stallriser; multi-paned clerestory; tiled pilasters with console brackets; recessed doorway; tiled threshold.

Other good shopfronts on this parade which should be preserved are: No. 58; No. 60; No. 66 is a very fine historic shopfront with green glazed tiles on its stall riser; No. 86 which is very idiosyncratic; No. 90; and No. 92.

At the South end of Castlenau is Lowther Mansions which returns onto Church Road. It is a red brick Edwardian mansion block with flats above ground floor shops (called Lowther Parade). 145A has a very fine shopfront with delicate glazing bars and a decorative clerestory. The only harm that has been caused is that the tiles on the stallriser have been painted. This is likely to have been exceptional rather than the standard original shopfront but should be preserved.

The shopfront that survives on 133 Church Road is much more likely to have been the original standard shopfront for Lowther Mansions as there is another example with the same features on a shop also on Lowther Mansions fronting onto Castelnau. It should be used as a model for new shopfronts on this block. The glazed pilasters and capitals are much better preserved along the Church Road front and can be used as a reference for replacements on Castelnau.

**Positive features (No. 133):** slim glazing bars; panelled stall riser; appropriately-sized fascia; tiled pilasters; console brackets; recessed doorways.

**Opportunities for improvement exist by addressing:**

- Over-sized fascias
- Plastic fascias
- Internally illuminated hanging signs
- Plastic box hanging signs; worn awnings
- Metal shopfronts
- Branded shopfronts that do not relate to their physical context
- Overly-dominant signage/advertising



64 Church Road



133 Church Road



145A Church Road

# 9. Shop Front Guidance (continued)

## White Hart Lane (east side)

White Hart Lane is a shopping street that runs north-south and leads off the junction with Mortlake High Street and The Terrace at its north end. Historic maps appear to indicate that the properties along the eastern side of White Hart Lane were built at around the same time as the residential roads within the Westfield ('Little Chelsea') Character Area (No. 11).

Working North to South:

East side: Nos. 1 and 3 White Hart Lane are attractive traditional shopfronts. These shops belong to a small group of buildings on the junction between White Hart Lane, The Terrace and Mortlake High Street. They were not built as a parade and are an eclectic group of old and new buildings some of which have shopfronts at the ground floor.

**Positive features (No 1):** Timber fascia with cornice; stallriser; timber glazing bars; ventilation grill; timber panelled door; recessed entrance.

East side: At the south end of White Hart Lane between Rosslyn Avenue and Treen Avenue there are a few houses where the ground floor has been converted to shops. There is no uniformity to the shopfront design and most are unremarkable. Although not used as a shop No. 151 is attractive with Georgian-style multi-paned shop windows.

## Opportunities for improvement exist on White Hart Lane by addressing:

- Excessive signage
- Over-sized fascias
- Aluminium fascias
- Aluminium shopfronts
- Box hanging signs
- Internally illuminated signage



No. 1 White Hart Lane



No. 151 White Hart Lane



# 10. Forecourt Parking

**The Council has an existing Supplementary Planning Document (SPD) covering ‘Front Garden and Other Off Street Parking Standards’ (adopted September 2006). This document provides detailed advice on the legal and design issues when creating a parking area in your front garden and access to it from the highway. Council Policy DM TP 9 also establishes the principle approach to Forecourt Parking, notably that it will be discouraged.**

The Barnes Village Planning Guidance SPD draws upon the 2006 SPD, providing updated and specific information for Barnes 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 Barnes, as in other areas of Richmond and across London as a whole, increases in population and car ownership have resulted in greater demand for car parking spaces. Where houses are not able to have garages, or where there is insufficient on and off street parking, this can lead to increased demand for front garden parking.

Conversion of front gardens for car parking can individually and cumulatively adversely impact on the appearance of an area

and detract from its overall character if undertaken without careful consideration. The Council is keen that where front garden parking does occur, it is done in the best possible way, by following the guidance given in this and the 2006 SPD.

## Planning Permission

In some cases alterations to front gardens fall within the terms of ‘permitted development’, in which case planning approval is not required and therefore the Council has little or no control over the creation of forecourt parking.

You will not normally need planning permission outside of a Conservation Area, if a new or replacement driveway of any size uses permeable (or porous) surfacing which allows water to drain through, such as permeable concrete block paving or porous asphalt, or by directing rainwater to a lawn or border to drain naturally.

If the surface to be covered is more than five square metres planning permission will be needed for laying traditional, impermeable driveways.

It is important to note that in Conservation Areas, planning permission is required for demolition of boundary walls, fences and railings over 1m in height. Article 4(2) Directions can also restrict the removal of structures such as those that would be required to allow access for parking (see the

2006 SPD for details).

The Council’s Development Management Plan (Policy DM TP 9) generally discourages front garden parking because of the impact on the appearance of the street and loss of vegetation and biodiversity.

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

## Important features in Barnes

Many front gardens and frontage features in Barnes 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 Barnes 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.

### Fencing

Picket fencing, both stained wood and painted white, can be found in some Barnes streets, replacing lost brick boundary walls. This is not common in Barnes and generally not in keeping with the area’s character.

### Iron railings and gates

Eighteenth and nineteenth century iron railings (and gates) are a traditional feature found at some of Barnes’s houses. Typically these are embedded into a lower boundary wall, enclosing the front garden whilst keeping visual obstruction to a minimum. Examples can be found on Cleveland Road and Cleveland Gardens. St Paul’s School playing fields on Lonsdale Road also uses iron railings which retains the sense of open space.

### Hedges

Hedges enclose front gardens and define public and private space. They provide an attractive green feature to the streetscape therefore it is important for them to be retained as frontage features either on their

own or in combination with walls or railings. Hedges are extremely common in north Barnes and due to the lack of any formal structures, appear to have been the original boundary treatment to the Boot Houses. Maintained and conforming hedges create an attractive street scene – although less so with excessive heights.

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



Boundary wall - Madrid Road



Hedgerow - Kilmington Road



White capped walls and pillars - Westmoreland Road



Low boundary walls with railings - Cleveland Gardens

# Appendix I: Relevant Policies and Guidance

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

## LBRuT LDF Core Strategy (April 2009)

Main policies that the SPD will support:

### CP7: Maintaining and Improving the Local Environment

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

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

### CP8: Town and Local Centres

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

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

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

### CP14 Housing Standards & Types

- 14.D The density of residential proposals should take into account the need to achieve the maximum intensity of use

compatible with local context, while respecting the quality, character and amenity of established neighbourhoods and environmental and ecological policies. The London Plan consolidated with Alterations since 2004 Density Matrix and other policies will be taken into account to assess the density of proposals.

### CP20 Visitors and Tourism

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

- 20.A Encouraging the enhancement of existing tourist attractions, such as Kew Gardens, Hampton Court Palace, Ham House and the River, including sport stadia particularly those of RFU and Harlequins;
- 20.B Promoting sustainable transport for tourists to and within the borough, including the passenger services along the Thames;
- 20.C Directing new hotels to the Borough's town centres or other areas highly accessible by public transport;
- 20.D Requiring accommodation and facilities to be accessible to all;
- 20.E Enhancing the environment in areas leading to and around tourist destinations.

Other relevant policies:

### CP10: Open Land and Parks

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

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

### CP11 River Thames Corridor

- 11.A The natural and built environment and the unique historic landscape of the River Thames corridor within the Borough will be protected and enhanced, and the special character of the different reaches identified in the Thames Strategy and the Thames Landscape Strategy respected.



## CP17 Health and Well-being

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

## LBRuT LDF Development Management Plan (November 2011)

Main policies that the SPDs will support:

### Policy DMTC 1 Larger Town Centres

To maintain and improve the town centres, the Council will require appropriate development to take place within the identified Town Centre Boundaries of the five maintown centres. These are Richmond, the major centre, and the four district centres – Twickenham, East Sheen, Teddington and Whitton.

Proposals that contribute towards a suitable mix of uses will be approved, provided that they are appropriate to the function, character and scale of the centre. Acceptable town centre uses could include retail (if within or well related to designated frontages), business, leisure, tourism, community uses, health and residential development compatible with other development in the town centre.

Proposals will be acceptable within the Town Centre Boundaries if they:

- (f) Maintain or enhance the amount of active frontage, subject to Policy DMTC 3 'Retail Frontages'.
- (h) Respect and enhance the heritage, character and local distinctiveness of the centre.

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

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

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

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

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

### Policy DMTC 3 Retail Frontages

#### B Secondary Retail Frontages

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

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

### Policy DM OS 3 Other Open Land of Townscape Importance

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

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

1. It must be linked to the functional use of the Other Open Land of Townscape Importance; or
2. It can only be a replacement or minor extension of existing built facilities;
3. In addition to 1. or 2., it does not harm the character and openness of the open land.

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

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

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

- 4.1.6 Other Open Land of Townscape Importance (OOLTI) can include public and private sports grounds,

school playing fields, cemeteries, allotments, private gardens, areas of vegetation such as street verges and mature trees. The designated areas are shown on the Proposals Map but there will also be other areas which could be considered as being of local value to the area and townscape which merit protection.

4.1.7 In some parts of the borough, open areas, including larger blocks of back gardens, which are not extensive enough to be defined as green belt or metropolitan open land, act as pockets of greenery of local rather than London-wide significance. Many of these are of townscape importance, contributing to the local character and are valued by residents as open spaces in the built up area. Policy DM HO 2 'Infill Development' and Policy DM HO 3 'Backland Development' also recognise the importance of gardens, which will be considered as greenfield sites. Green oases are particularly important and will be protected in areas of high density development and town centres.

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

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

#### **Policy DM OS 4 Historic Parks, Gardens and Landscapes**

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

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

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

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

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

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

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

1. consent would only be granted for the demolition of Grade II Listed Buildings in exceptional circumstances and for Grade II\* and Grade I Listed Buildings in wholly exceptional circumstances following a thorough assessment of their significance;
2. retention of the original use for which the listed building was built is preferred. Other uses will only be considered where the change of use can be justified, and where it can be proven that the

3. original use cannot be sustained; alterations and extensions including partial demolitions should be based on an accurate understanding of the significance of the asset including the structure, and respect the architectural character, historic fabric and detailing of the original building. With alterations, the Council will normally insist on the retention of the original structure, features, material and plan form or features that contribute to the significance of the asset. With repairs, the Council will expect retention and repair, rather than replacement of the structure, features, and materials of the building which contribute to its architectural and historic interest; and will require the use of appropriate traditional materials and techniques;
4. using its legal powers to take steps to secure the repair of Listed Buildings, where appropriate;
5. protecting the setting of Ancient Monuments and Listed Buildings where proposals could have an impact;
6. taking a practical approach towards the alteration of Listed Buildings to comply with the Disability Discrimination Act 2005 and subsequent amendments, provided that the building's special interest is not harmed, using English Heritage advice as a basis.

### Policy DM HD 3 Buildings of Townscape Merit

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

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

### Policy DM HD 7 Views and Vistas

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

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

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

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

### Policy DM HO 2 Infill Development

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

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

### Policy DM HO 3 Backland Development

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

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

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

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

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

### Policy DM TP 9 Forecourt Parking

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

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation; or,

- where such parking would detract from the streetscape or setting of the property; or,
- where the use of the access would create a road or pedestrian safety problem; or
- where the width of the proposed entrance will be greater than the width of a normal driveway.

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

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

### Policy DM DC 1 Design Quality

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

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

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

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

### Policy DM DC 7 Shop fronts and shop signs

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

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

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

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

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

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

### Other relevant policies

#### Policy DM OS 2 Metropolitan Open Land

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

It will be recognised that there may be exceptional cases where appropriate

development such as small scale structures is acceptable, but only if it:

1. Does not harm the character and openness of the metropolitan open land; and
2. Is linked to the functional use of the Metropolitan Open Land or supports outdoor open space uses; or
3. Is for essential utility infrastructure and facilities, for which it needs to be demonstrated that no alternative locations are available and that they do not have any adverse impacts on the character and openness of the metropolitan open land.

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

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

#### **Policy DM OS 11 Thames Policy Area**

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

1. ensuring development protects the individuality and character, including the

views and vistas, of the river and the identified individual reaches;

2. discouraging land infill and development which encroaches into the river and its foreshore other than in exceptional circumstances, which may include where necessary for the construction of river dependent structures such as bridges, tunnels, jetties, piers, slipways etc.;
3. ensuring development establishes a relationship with the river and takes full advantage of its location, addressing the river as a frontage, opening up views and access to it and taking account of the changed perspective with tides;
4. encouraging development which includes a mixture of uses, including uses which enable the public to enjoy the riverside, especially at ground level in buildings fronting the river;
5. protecting and promoting the history and heritage of the river, including landscape features, historic buildings, important structures and archaeological resources associated with the river and ensuring new development incorporates existing features;
6. protecting and improving existing access points to the River Thames, its foreshore and Thames Path, including paths, cycle routes, facilities for launching boats, slipways, stairs etc. and encouraging opening up existing access points to the public, both for pedestrians and boats;

7. requiring public access as part of new developments alongside and to the River Thames, including for pedestrians, boats and cyclists, where appropriate;
8. increasing access to and awareness of the river including from the town centres.

#### **Policy DMTP 6 Walking and the Pedestrian Environment**

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

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

#### **Policy DMTP 7 Cycling**

To maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and

sufficient, secure cycle parking facilities, see Policy DMTP 3 'Enhancing Transport Links' and Policy DMTP 8 'Off Street Parking - Retention and New Provision'.

## Relevant SPDs/SPGs

- Design Quality SPD Adopted Feb 2006 [www.richmond.gov.uk/spd\\_design\\_quality\\_doc\\_lowres-2.pdf](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://www.richmond.gov.uk/public_space_design_guide)

Thames Landscape Strategy (2012 refresh). This can be viewed at [www.thameslandscape-strategy.org.uk](http://www.thameslandscape-strategy.org.uk)