

Sheen Lane (East Sheen) Conservation Area 64

Designation

Conservation Area designated:
12.11.2002

Location

OS Sheets: 2074, 2075

The conservation area lies north of the East Sheen Gate of Richmond Park and adjoins the northern boundary of the Christchurch Road (13) conservation area.

History and Development

In medieval times in the Sheen area, the main East West route was along what is now the Lower Richmond Road, connecting the ferry at Putney, the Archbishop's Manor at Mortlake and the Royal Palace at Richmond. Sheen Lane formed part of the main route south to Kingston. The line of the road reflects its medieval origins, which would have followed field boundaries. Intensive suburban development began in East Sheen in 1896 with the sale of the Palewell Estate. The sale of other estates followed, and building continued until 1914. After a break during the First World War, development recommenced, ending in about 1935. The majority of properties in Sheen Gate Gardens date from 1901 to 1905. From the Coach House (parts of which date from 1788 when it was built as the coach house to Sheen House) to the Red House junction, the West side is mainly Edwardian, whilst the East side was built between 1913 and 1914. From the Red House junction to Sheen Gate, properties generally date from 1923-1927. In general properties to the North of the Vicarage Road/York Avenue/Sheen Lane junction are pre First World War, whilst those to the South date from 1923-1935. A few properties dating from 1950-1980 have been included in the conservation area because of their position in the street scene.

Character

The area mainly consists of detached and semi detached residential properties dating from 1900-1935 and is characterised by distinct groups of similar properties. The cohesiveness of the area is provided by the linear feel of buildings of similar height, punctuated by key focal buildings of different styles and heights all fronting the ancient highway of Sheen Lane.

The route is not straight, but weaves gently, with two narrow points at the Coach House and the Red House. Not only does the road change direction at these junctions, it also changes width, widening towards the Park. The goal of Richmond Park is visible past the Red House junction at Vicarage Road. A number of high, stock brick boundary walls from the former estates survive along some road frontages.

The earliest detached and semi detached properties are of more individual designs, but from about 1910, there is more uniformity, with terraces and semi detached properties predominating. The predominant materials are red and brown brick, white painted render and the use of red plain tiles for roofs and tile hanging. Many corner buildings are individually designed, either using turrets in the Edwardian era, or open angled corners of the 1920's. Red brick chimney stacks provide punctuating features in the rows of semi-detached houses.

There are a number of key buildings usually located at road junctions. These include the Coach House, the Tudor style No. 228 Sheen Lane and the Red House, designed by Arthur Young, set behind high brick walls. All these properties are Buildings of Townscape Merit and there are others in the conservation area.

This area has a feeling of being well landscaped, with mature trees in front and back gardens making a positive contribution to the townscape and front gardens contain an enormous variety of trees, shrubs and hedges. Street trees are mainly located on Sheen Lane, Sheen Gate Gardens and Christ Church Road. Many of these trees are mature, pre-dating the surrounding housing.

Problems and Pressures

- Development pressure which may harm the balance of the landscape-dominated setting
- Loss of traditional architectural features and materials due to unsympathetic alterations

Opportunity for Enhancement

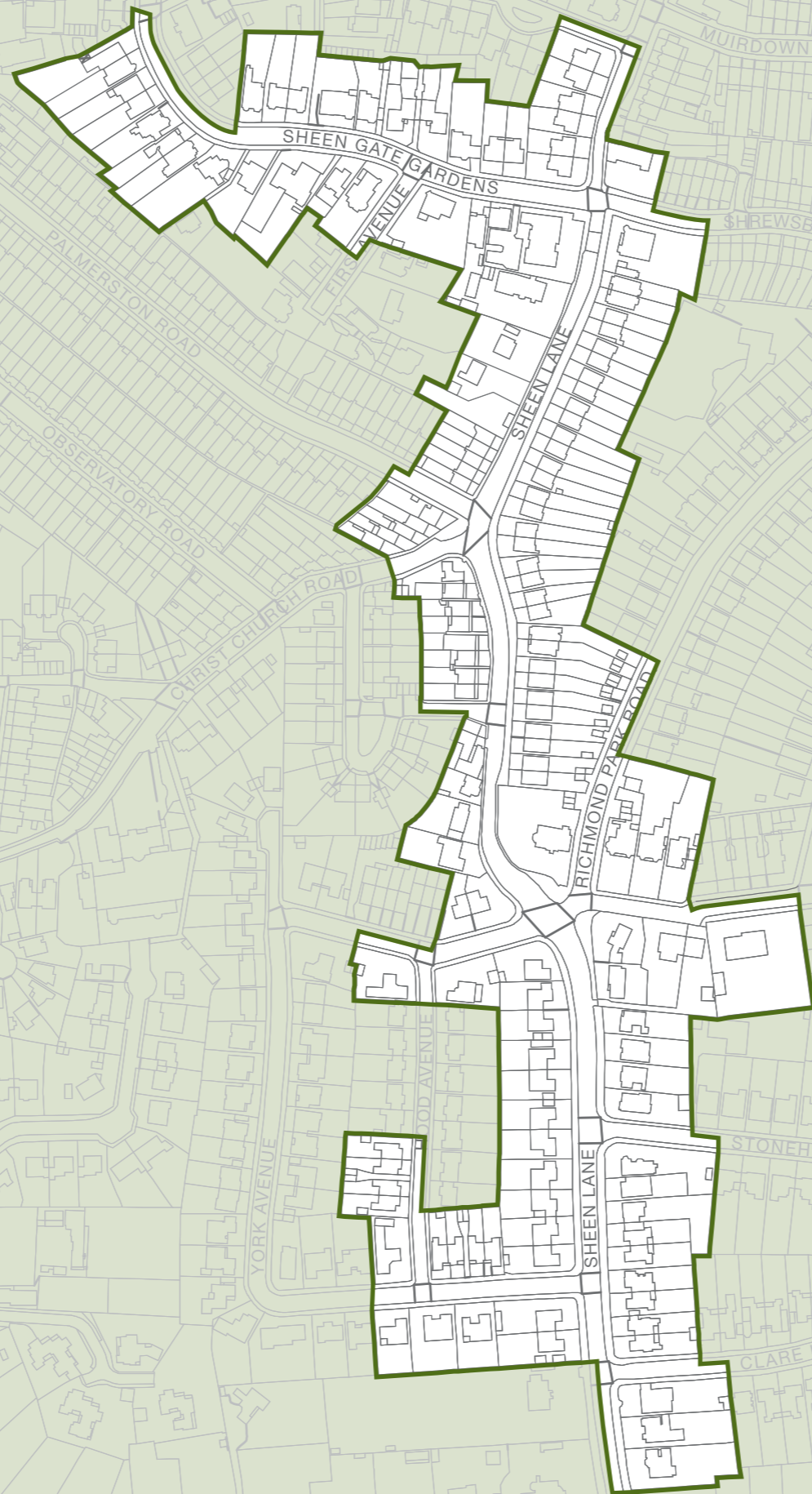
- Improvement and protection of landscape setting
- Preservation, enhancement and reinstatement of architectural quality and unity

Scale: N.T.S.



**CONSERVATION AREA No.64
SHEEN LANE, EAST SHEEN**

Designated: 12.11.2002



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