

Broad Street Conservation Area 84

Designation

Conservation Area designated:
20.02.2019

Location

The Broad Street Conservation Area is predominantly located along Broad Street and The Causeway, and associated rear laneways, Teddington.

History and Development

Historic OS maps show that Broad Street and the Causeway (formerly Wolsey Road) existed during the mid 19th century and were largely undeveloped except for the prominent junction of The Causeway, Broad Street and Church Road. Development at this junction consisted of a public school (where the Church of St Paul and St. Peter is currently situated), St. Peter's and St. Pauls Church (opposite side of Church Road to where it is currently situated) which was designed by prominent Gothic Revival Architect G.E Street; a group of boarding houses called the 'American Houses' (at 52-58 Broad Street); a hospital on Elfin grove and a Town Hall at the junction of Middle Lane and the Causeway. Only the hospital (now dwellings), historic walls from the public school along the Broad Street boundary; and a single historic pier of the church wall survive along Church Road dating from the origins of development of this area.

A war memorial also exists at the corner of Church Road and Broad Street which commemorates the two world wars and would have enough local interest to be designated as a Building of Townscape Merit. Larger dwellings did also exist along Broad Street, such as Elleray House and its formal gardens fronting Broad Street, which were demolished in the late 19th century, with Elleray Road being the former main access to the house. By the early 20th century the Causeway and Broad Street were developed, predominately by three storey purpose built smaller individual shops. Some of the buildings were built in groups which have the same detailing, such as No.s 36-42 & 46-50 (even); and 4-14 (even) the Causeway which give an element of symmetry to the commercial street. This boom in development during the late 19th/early 20th Century will have also been bolstered by the construction of a tramway which commenced in 1903, however, this was to end in the 1930s when trams were replaced by buses. A number of dwellings were completed on streets off Broad Street, predominantly terraced properties such as along Elleray Road and Church Road.

During the mid to late 20th century the area saw a significant amount of regeneration and redevelopment. A former department store was demolished, to be replaced with a large supermarket with brutalist inspired design, and apartment buildings constructed along Broad Street which have eroded the historic streetscape, and hence why the entire Broad Street is not considered to be of equal historic and architectural significance. During this time, St. Pauls and St. Peters Church was demolished, leaving a historic pier, and a new church of modernist design was erected on the opposite side of Church Road which adds interest to the important junction of Broad Street, Church Road and The Causeway.

Character

The area represents a Victorian and Edwardian High Street which developed along a historic thoroughfare leading into the settlement of Teddington that developed on the opposite side of the railway tracks. Although there was early development along Broad Street, such as St. Peters and St. Pauls Church (1864) and a group of boarding houses (called the American houses) now both demolished, the current commercial street was developed as a separate entity to the Teddington High Street, the later of which was predominantly developed in the Georgian and earlier Victorian period. The railway bridge at the beginning of Broad Street is the highest topographical point of the area with views being gained down the street which curves downwards and to the right with buildings following the curve of the road. Buildings step down the hill from the railway bridge and

prominent landmark buildings can be experienced at the junctions of Broad Street/ Park Road and also at Causeway/Broad Street. At the commencement of the conservation area at Park Road, the building features a turret with hexagonal pointed roof rising from the 1st floor, unfortunately the windows have been replaced with unsympathetic UPVC. The shopfront of this building appears to be original and maintains curved glazing with a timber stall riser, slender pilasters at the entrance and large corbels next to the fascia board. There is good vertical and horizontal definition with the use of stone banding and stone fenestration surrounds which continue to step down Broad Street with further examples of timber windows and shopfronts being evident. Interestingly on the opposite side of Broad Street, a former brick public toilet has been converted into an office; however much of the building's form as a public convenience through its fenestration can still be experienced and adds to the historic form and function of buildings along this historic street scene.

Buildings are predominately 3 storeys tall and retain a number of historic lanes interspersed between the buildings which continue to the main rear lane which runs to the rear of properties fronting Broad Street and the Causeway. Some longer gardens with workshops are still retained which illustrate the historic form, function and relationship of the lanes, workshops and rear of properties. Buildings along Broad Street and the Causeway appear to have had purpose-built shopfronts, some of which are original and still in situ, with the majority of original pilasters, cornices to fascia boards and corbels remaining, whilst others are more modern, although sometimes retaining sympathetic elements.

The bank building to the corner of The Causeway and Broad Street is the only stone-fronted building within the immediate area and lies on a prominent junction. The building is still utilised as a bank and is more classical in design, being constructed in the late 19th century. The building's main entrance was through a Doric porch located on the chamfered corner of the ground floor; however this is now an ATM location. The building contains a stone banded ground floor with pedimented windows to the first floor and smaller rectangular windows to the 2nd floor, with a dentilled cornice leading onto the parapet.

Opposite the bank is a terrace of properties of No's 2-14 The Causeway, which is a symmetrical development of purpose built retail units with two symmetrical floors above the terrace. No.14 still retains the original shopfront which consists of a central opening, timber stall riser and thin pilasters to each side of the doorway which turn into three curved timber frames. The shopfront has large end pilasters where the corbel bracket rises to the first level and is surmounted by a plinth with ball finial with spikes. This unusual ball finial is repeated along the terrace of the causeway, with the remaining units having a modern timber shopfront, but different to the original details of No.14. To the opposite side at the junction with Church Road is a modernist church building which is included at this prominent junction and adds visual interest, even though the design is quite different to the predominant Victorian and Edwardian vernacular.

Along the remainder of Broad Street there is a variety of shopfronts, some more historically sympathetic than others, with in most parts the fascia boards, pilasters and corbelling intact for the majority of the street. The upper levels are more sympathetic and original in detailing with some buildings retaining historic glazing and roof forms which remain unaltered. An interesting group of single storey front extensions and shopfronts which project from the dwellings behind are present at No.s 47-57 (odd), which are also Buildings of Townscape Merit.

Middle Lane is a rear lane behind Broad Street and is interesting as glimpses of the rear of properties can be gained. Historically the lane accessed workshops to the rear of properties, with one such workshop still in existence, now utilised as a vehicle repair business which is an interesting survivor of the area.

The majority of Broad Street is paved in paving slabs which presents a good appearance, particularly in front of the newer developments where pavements widen. Footpaths are in

relatively good condition, however street lamps are utilitarian and works to remove clutter such as telephone boxes and excess signage would be beneficial to the street scene.

Problems and Pressures

- Loss of traditional architectural features and materials due to unsympathetic alterations and extensions;
- Poor signage and excessive illumination. Loss of original or quality shopfronts and unsympathetic alterations and advertisements such as disproportionate signage, excessive illumination, loss of detailing such as plinths, pilasters, inset doorways etc; and inappropriate placement of ATM machines.
- Lack of coordination and poor quality of street furniture and paving.
- Poor quality and disproportionate roof additions
- Use of poor quality products in building works such as UPVC, roofing felt and GRP products

Opportunity for Enhancement

- Preservation, enhancement and reinstatement of architectural quality and unity that is preferably based upon historic evidence;
- Seek the retention and reinstatement of proportionate historic shopfront details which are preferably based upon historic evidence and address the use of inappropriate lighting.
- Coordination of colour and design and improvement in quality of street furniture, paving and lighting which is based upon historic evidence and style;
- Improvement of highways conditions and pedestrian crossings, and rationalisation of existing signage and street furniture;
- Seek to encourage good quality and proportionate design and better quality materials that are sympathetic to the period and style of the building.

