

## Conservation Area Character Appraisals

### **1.0 CONTENTS and PURPOSE OF REPORT**

- 1.1 This report sets out the policy background to conservation area character appraisals. It identifies the existing and future need for appraisals and the way in which they will fit into the new planning system. The report also highlights the current and future procedures required for conservation area management, and the relationship of appraisals within them.
- 1.2 The document attached comprises three parts. The Introduction is standard and describes the background to conservation area designation in general terms, and for LB Hounslow as a whole.
- 1.3 The second part is a group of documents comprising an individual character appraisal for each of the eight conservation areas that lie all or partly within Isleworth and Brentford Area Planning Committee's area.
- 1.4 The individual character appraisal for each conservation area is provided in accordance with the intention identified in UDP policy Env-B.2, 4.15. Their content and format are described in more detail in section 6 of this report.
- 1.5 The third part is again general, being an explanation of the approach that should be taken to work on buildings in conservation areas. This is proposed as the basis for a general management framework, and which is to be extended to cover aspects of work in more detail.
- 1.6 This material is brought to the committee for information and commentary, and also for approval to present it to Sustainable Development Committee, for authorisation to undertake public consultation. This will commence a conservation area management regime that accords with the new planning system in terms of public involvement, sustainability appraisals and environmental assessments.

### **2.0 SUMMARY**

- 2.1 The committee is requested to note and comment on the conservation area appraisal statements; and to recommend them to SDC for approval on a stand-alone basis, and as a basis for extending the appraisal process into a management framework relating to the new consultative and flexible planning system.

The committee is requested to note the identified pressures, and to comment further on potential for change in and to the conservation areas. Comments could include requiring investigating possible changes such as:

- Extension or reduction of the boundary areas;
- Further properties to be included on (or excluded from) the non-statutory List of Buildings of Townscape Character;
- Identification of key issues for enhancement ie neutral or negative areas, tree planting or management,
- Emphasis on special features for preservation by way of Article 4(2) reduction of permitted development
- Emphasis on extra care to be taken eg on traffic management and streetscape issues

- 2.2 The effect of these comments, and pressures on the character of the conservation area will be tested during survey and feedback at a further consultation process, and results will be brought back with appropriate recommendations at a later date.
- 2.3 The committee is requested to note the principles for consideration of development proposals set out for each area. Again these are not intended to be complete, and the opportunity to extend these and augment with more specific detail will follow from the baseline appraisals once they are approved.
- 2.4 The committee is requested to note that development control guidelines, as set out in the supplementary planning guidance for the relevant conservation areas, will stay in force until they are superseded by the requirements of the new planning system. **The existing guidelines will not be superseded by these statements at this stage.**

### 3.0 CURRENT POLICY BACKGROUND

- 3.1 Designation of Conservation Areas has been possible since the Civic Amenities Act 1967. It has remained the method of putting area-based conservation policies, in support of a special interest, ahead of the presumption for development. It began with, and still works best, with public endorsement.
- 3.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 which empowers the method requires (Section 69) that every local planning authority shall from time to time determine which parts of their area should be designated as conservation areas, to be **“an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”**. The duty is then imposed on the planning authority, by Section 72, to pay special attention, whilst exercising their planning powers (for example, in relation to applications) to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 3.3 Further explanation on how to evaluate the special interest, and then manage the area/s designated is described in Planning Policy Guidance note (PPG) 15, Planning and the Historic Environment, (September 1994). This remains the primary government guidance on conservation areas, although it is expected to be updated relatively soon.
- 3.4 Under the new planning system: the Planning and Compulsory Purchase Act, 2004, Hounslow Borough’s UDP of December 2003 and its supplementary guidance will have to be replaced by a Local Development Framework (LDF). This introduces a family tree or portfolio of policy *documents*, which will collectively deliver the spatial planning strategy for the Borough. Integral to the production of these documents is the statutory requirement to carry out sustainability appraisals assessing the social, economic and environmental impacts of each planning document.
- 3.5 The London Plan is part of the statutory development plan and is a material consideration in determining planning applications. The UDP of December 2003 and its supplementary guidance are “saved” as policy for a period of 3 years from commencement of the Act, ie until September 2007. The currently adopted supplementary planning guidance on conservation areas (1997), saved along with the current UDP, will have to be re-built to complement the new planning framework.

- 3.6 The current (December 2003) UDP includes a dedicated range of Heritage policies at ENV-B.2. The currently adopted supplementary planning guidance (SPG) 1997 was consulted upon with the contemporary UDP, therefore Chapter 7, comprising the statements on conservation areas, is part of the “saved” policy. This includes statements for: *The Butts, Gunnersbury Park and Surrounding Area* (the Triangle area is actually within Chiswick planning committee area), *Isleworth Riverside, Osterley Park, St Paul’s*.
- 3.7 There are no SPG entries for subsequent designations: *Grand Union Canal and Boston Manor, Spring Grove and Kew Bridge Conservation Areas*. However they went through public consultation and their full descriptions at the time of designation, are effectively conservation area statement / appraisals. However the *Grand Union Canal and Boston Manor* in particular has been expanded.
- 3.8 The Residential Design Guidelines, illustrating designs that may be considered appropriate, are adopted SPG. There is a specific chapter on conservation areas.

#### **4.0 CONSERVATION AREA STATEMENTS / APPRAISALS IN GENERAL**

- 4.1 The purpose of designating Conservation Areas is to put into the decision-making process, when considering proposals for change, the *character* of an area. The area is a defined landscape made up of individual buildings, their settings and groupings, with trees, streets and other important spaces.
- 4.2 There is no standard legal specification for Conservation Areas, other than the general definition in the Act (shown in bold in 3.2 above), but all the guidance emphasises that designation should be based on a description of the *special interest* that can be defined and justified. This is often called a Conservation Area Statement.
- 4.3 The statement identifies the attractiveness or interest of an area and what makes it special. It is the justification for the way in which individual owners and potential developers are restrained, and directed, in order to enhance or preserve the character.
- 4.4 “Character” is less easy to define than a purely physical description and is distilled from many aspects, ie it can have more than a visual effect. An identity of *place* can be found through the other senses, and the way in which an area influences or is influenced by its particular context can be quite profound.
- 4.5 PPG15 paragraph 4.4 advises, “*The definition of an area’s special interest should derive from an assessment of the elements that contribute to (and detract from) it. The assessment should always note those unlisted buildings which make a positive contribution to the special interest of the area*”. The reason is that “*It is important that designation is not seen as a means to an end in itself: policies will almost always need to be developed which clearly identify what it is about the character or appearance of an area which should be preserved or enhanced and set out the means by which that objective is to be achieved.*” (Section 4.9).
- 4.6 The definition needs to be sound in order to justify the policies and restrictions that flow from it: not just in the conservation areas, but as a material consideration of proposals which would affect their setting, or views into or out of them.

- 4.7 Recognising that changes may occur after designation and because of the restraints that designation imposes, the P(LBCA) Act requires the relevance for, and of, a conservation area to be regularly *reviewed*. This is to see whether the policies are still appropriate, and are being successful in retaining the special interest.
- 4.8 Success and appreciation of an area may be such that a review might find the boundaries could be extended. Others may have been less successful, eg the amount of permitted development may have eroded the character to a stage where the special interest has been lost. Age, accidents and development imperatives may have led to such extremes of alteration that the special interest is no longer sufficient, in part or in whole, to justify conservation area status.
- 4.9 To help the understanding of what creates “character”, both for designation and management purposes, in the mid 1990s English Heritage and the English Historic Towns Forum provided guidance documents. These included what a review might entail; describing these assessment activities as *appraisals* of conservation areas.
- 4.10 English Heritage document *Conservation Area Appraisals* 1995 focussed on identifying the special interest of the area, and included neutral and negative impacts that might lead to opportunities for enhancement. The term “appraisal” therefore describes not just the definition of special interest, but those aspects which need policies to make something happen, and now often includes the follow-up – or continuing - review process required by Section 71 of the P(LBCA) Act.
- 4.11 *Conservation Area Appraisals* 1995 also identified the potential for following up with a conservation *study*. This could include explanations of development control principles relating to the special character, and specific control needs. Enhancement schemes and proposals could be gathered under the umbrella of the specific character area, as part of its *management*. Article 4 Direction is a major management option (which also requires considerable resources to implement and monitor).
- 4.12 In Hounslow borough, management takes the form of general but well-defined principles in the UDP, with more detailed aims in the Supplementary Planning Guidance for pre 1997 conservation areas. And Article 4(2) Direction has been introduced for Bedford Park (parts only) and Gunnersbury Triangle.

## **5.0 FUTURE PROCEDURES AND REQUIREMENTS**

- 5.1 The current (December 2003) UDP sets out an intention for the existing or proposed detailed conservation area statements to be published as supplementary planning guidance. This intention is overtaken by the new planning system.
- 5.2 English Heritage has updated and consolidated their guidance, in the light of  
 (a) the new planning system;  
 (b) the local authority Best Value Performance Indicators, which in 2005/6 include performance in relation to the historic environment. (*Guidance on conservation area appraisals* and *Guidance on the management of conservation areas*, EH August 2005).
- 5.3 Beneath the overarching policies, Supplementary Planning Documents (SPD) can “supplement higher level policy in controlling erosion of the special interest that warrants designation and, where appropriate, guiding the form of new development.” (*Guidance on the management of conservation areas*, EH August 2005.)

- 5.4 EH explains that conservation character appraisals as such, defining the special interest, will not become supplementary planning documents (SPD) on their own. Therefore they can be made available without first going through the sustainability evaluation and at least be in position more quickly.
- 5.5 The character appraisal statements can be adopted by the council, however, together with any additional information, in order to explain the council's understanding of its planning duties under the P(LBCA) Act to give due consideration to its conservation areas.
- 5.6 The statements are then available to form supporting evidence for one or more conservation area policy SPD, complete with development control principles and other management proposals, after the due consultations and sustainability evaluations. SPD does not have the maximum statutory importance in decision-making, but it is an important material consideration when a decision is made about a planning application. SPD's will need to be consistent with policies in the new planning framework and with national and regional planning guidance.
- 5.7 Best Value Performance Indicator BV 219b states that "Clear and concise appraisals for the character of conservation areas provide a sound basis for their designation and management, and will inform local development documents."
- 5.8 Best Value Performance Indicator (BV 219b) explains that *Character appraisals should highlight the special qualities of individual conservation areas as the basis for the policies that the local authority adopts to maintain and enhance character and appearance.*
- 5.9 English Heritage's guides were published in August 2005, and set out requirements in a clear and consistent way. Yet they still describe themselves as consultative documents. This is indicative of the degree of change expected in the process, and continuing adaptation needed to manage and if possible strengthen the special character of conservation areas.

## **6.0 ISLEWORTH AND BRENTFORD AREA'S APPRAISALS**

- 6.1 English Heritage's August 2005 *Guidance on conservation area appraisals* was subtitled "Understanding Place", and the basis for defining "the character" is much the same as the 1995 guides. The major difference seems to be the greater emphasis on public participation.
- 6.2 The conservation area appraisal statements for Isleworth and Brentford generally follow this guidance. They describe the origins and existing features as the area was at designation, aspects of special interest and the resulting character. They may need to be updated in the light of changes to the area, especially the neutral and negative aspects.
- 6.3 Each individual conservation area's document is divided into four sections. The first section identifies the current status of the conservation area as a position statement, analysing its origins and the resulting physical character. This factual information is from generally available sources, such as was provided - or could have been provided - at the time of designation, and through observation. It forms the relatively static baseline of the appraisal process, identifying the essence of the conservation area and its special interest.

- 6.4 The second section of each appraisal statement is a brief summary of the current pressures on the area, as found during development control. This could be further extended. It is a more dynamic aspect, may have affected the special interest and character, and may be continuing.
- 6.5 The third section of each appraisal begins to note proposals and opportunities. This will allow the appraisals to be developed, through consultation, as part of the management framework, or even influence the boundaries of the area.
- 6.6 The last section of each appraisal notes recommended guiding principles, to be added to the existing guidelines' supplementary planning guidance (where these already exist) for individual areas. Again these will form part of the development of the management framework, particularly for development control.

## **7.0 EQUAL OPPORTUNITIES IMPLICATIONS**

- 7.1 There is no requirement in the P(LBCA) Act to consult prior to a designation, although it is good practice to do so. However section 71 places a duty on the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of their conservation areas, and this has always required consultation. Article 4(2) Directions have been placed on two conservation areas in Chiswick through such a consultation process.
- 7.2 Previous guidance has encouraged consultation as good practice. In addition, Best Value Indicators will require an appraisal to be carried out as part of future conservation area designations.
- 7.3 The new planning system emphasises the need for community consultation before guidance such as supplementary planning documents can be adopted.

## **8.0 CONCLUSION**

- 8.1 The UDP of December 2003 and its supplementary guidance are "saved" as policy for a period of 3 years, from commencement of the Act, ie until September 2007. The London Plan is also part of the statutory development plan and is a material consideration in determining planning application. Heritage policies are included in the UDP. The currently adopted supplementary planning guidance on conservation areas (1997), saved along with the current UDP, will have to be re-built.
- 8.2 The conservation appraisal statements are produced to set out the current position, will discharge the UDP commitment as far as is currently available to the council, and address the requirements of BV 219b.
- 8.3 The appraisal statements will be an integral part of any further appraisal study. Together they will then be available to support and inform the production of supplementary planning document/s on management, to be continued as and when resources are available, and as required by BV 219c.

## **9.0 RECOMMENDATION:**

- 9.1 The committee is requested to note and comment on the introduction and conservation area appraisal statements;
- 9.2 The committee is requested to recommend these to SDC for approval on a stand-alone basis and, including public consultation, as a basis for a further appraisal study process.
- 9.3 The committee is also invited to note the statement on the *General principles of work within conservation areas*, with a view to its inclusion in the general management framework, and further expansion into more detail.

## **10.0 APPENDICES**

- (1) Introduction to the conservation area character appraisal statements (general)
- (2) The 8 conservation area character appraisal statements for the Isleworth and Brentford planning area.
- (3) A statement on the *General principles of work within conservation areas*
- (4) Maps showing the conservation area boundaries and their buildings of special interest will be available to the meeting and on the website
- (5) Aerial view maps showing the individual conservation area boundaries will be available to the meeting and on the website

### GENERAL INTRODUCTION TO THE CONSERVATION AREA CHARACTER APPRAISAL STATEMENTS.

#### SUMMARY

The purpose of designation is to put the into the decision-making process when considering proposals for change, the character of an *area* - which is a defined landscape made up of individual buildings, their settings and groupings, with trees, streets and other important spaces. The statement identifies the attractiveness or interest of an area in which it is important that individual owners and potential developers are restrained, to assist the collective benefit.

Best Value Performance Indicator (BV 219b) 2005/6 explains that *Character appraisals should highlight the special qualities of individual conservation areas as the basis for the policies that the local authority adopts to maintain and enhance character and appearance.*

The conservation area character appraisal statements form a starting point, to show clearly the original position, with a brief indication of changes and pressures on the area. It is proposed that the statements be endorsed as working documents with further considerations to be added. The statements form the background from which further appraisal of the boundaries and policies can take place, and as part of the management strategy.

#### CONSERVATION AREA DESIGNATION

##### Origin and significance

The ability to designate areas - rather than individual buildings - which were considered in the public interest to preserve or enhance, derived from the Civic Amenities Act of 1967. This was a reaction to the wholesale loss, or wrecking, of familiar and “cherished” places. It was a ground-swell opposition to clean-sweep clearances, and to selfish development or redevelopment that was insensitive to its context. Nearly 40 years on, the way in which urban context is appreciated in the design process owes a great deal to conservation area policies: celebrating local identity, in scale, detail and variety.

The first designations tended to be of very obvious groups of buildings, often tightly formed around individually special - and often Listed - Buildings, landscapes or small areas of strongly similar architectural design. Many such building groups have in fact been listed. Later it was seen that larger areas, where less obvious origins such as topography, routes and use had produced a special character, could benefit from being designated. By retaining the special interest and with careful consideration given to design and knitting-in of changes, these areas often thrived aesthetically and benefited economically.

## **General policies on conservation areas**

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special interest. The Council as the local planning authority has a duty (under section 69) to consider which parts of the London Borough of Hounslow, being of special architectural or historic interest, should be designated as conservation areas in order to preserve or enhance their appearance or character.

Recognising that changes may occur after designation and because of the restraints that designation imposes, the Planning (Conservation and Listed Buildings) Act 1990 requires that the need for new conservation area designations, and the results of having existing ones, be reviewed from time to time. This is to see whether the policies are still appropriate, and are being successful in retaining the special interest.

Success and changing appreciation may be such that the boundaries could be extended. Some have been less successful. The amount of permitted development may have eroded the character past a stage where the special interest has gone. Age, accidents and development imperatives may have led to such extremes of alteration that the special interest is no longer overwhelming, in part or in whole.

## **Current protection**

Designation introduces legal controls: over demolition of unlisted buildings and the need to advise the Council before carrying out work to trees, to give time for a possible tree preservation order to be made instead. It reduces the level of “permitted development” that a householder may not otherwise need planning permission for. Designation also enables the use of London-wide planning policies - via the London Plan – and borough policies, which are designed to preserve or enhance the special interest of such an area. The Council also has a duty (under section 71) to formulate and publish proposals for the preservation and enhancement of conservation areas.

## **London Borough of Hounslow’s conservation areas.**

The borough of Hounslow, because of its location and topography, has produced a great range of different characters. Its position on the west of London has made it a route for highways since Roman times, and an accessible place to live near the less healthy city, but up-wind of it. The rivers, commercial waterways and the bordering River Thames have provided many artefacts, occupations and attractions: the products of its landscape and geology used from beer to brick-making. The long shape stretches from near rural landscapes to high-density residential areas both suburb and city-grid. *Pevsner* notes the areas of architectural riches within the borough:

*The Parks enfold mansions of national repute: Chiswick House, Gunnersbury, Osterley, Boston Manor and Syon House. Away from the main roads are picturesque riverside stretches of Chiswick and less familiar interesting houses in Isleworth. At Brentford there is The Butts, an exceptionally attractive and unspoilt group of houses of c1700. The Victorian suburbs that developed in the grounds of older houses are appealingly varied, from relics of grand villas of Grove Park Chiswick and Spring Grove, Isleworth and the cosier and consciously artistic Bedford Park. The twentieth Century brought the 1930’s factories of the Great West Road.*

## APPENDIX TWO

The 8 conservation area character appraisal statements for the Isleworth and Brentford planning area, comprising:

- **The Butts**
- **Gunnersbury Park (and Surrounding Area, which is in Chiswick area)**
- **Isleworth Riverside**
- **Osterley Park**
- **St Paul's, Brentford**
- **Grand Union Canal and Boston Manor**
- **Spring Grove**
- **Kew Bridge**

At this stage they remain draft documents.

Mark J Price, Grad Dip HB Cons AA, IHBC, former conservation officer for the borough, compiled the 26 basic character appraisal statements. Information has been added as gained through observation and feedback from development control. Current (1997) supplementary planning guidance remains valid, with additional pointers to commence the next stage of the management policy.

For comments on source, such as "Pevsner", please see the bibliography.

### THE BUTTS

**Boundary:** See Map 3

**Date of Designation:** 07 November 1968

**Date of alteration or extension:** The western edge of the area was transferred into the Grand Union Canal and Boston Manor conservation area (designated July 2001)

**Additional protection to the area:** many buildings are listed; the area of green between the car park and the Boatmen's Institute access drive/forecourt and grounds to No 1 The Butts is registered as a Town Or Village Green

#### **Special Architectural and/or Historic Interest**

Focussed on a large irregular square itself of historic interest, the central space is part-surrounded by Georgian properties of similar scale and materials. Many of these are listed, some wide-fronted of simple but gracious and symmetrical style with railed front gardens, others straight onto the footpath. It is approached from an avenue of similarly scaled properties to the east, and other similar properties are to be found in streets to the north. Because of the narrow streets to the south there is a particularly coherent sense of place to The Butts. Victorian terraced houses contain the northern edge.

The hard landscape has recently been altered to include granite edges and finely gravelled surfaces to provide a general "working surface" rather than formal roads and paths. Planted and self-seeded trees add to the current character, and there are glimpses through the trees to the River Brent. An island, separating the river from the Grand Union Canal at this point, used to have industrial buildings relating to the water-operational controls and warehousing; this has recently been replaced by a new development of modernist-style flats and houses.

## History

The Butts Conservation Area is the most rewarding part of Brentford as it contains an enclave of late 17<sup>th</sup> and early 18<sup>th</sup> Century buildings, described as one of the most appealing groups of houses in West London. (Pevsner) The central part of the conservation area is parallel to the High Street and is a large informal square behind the former town hall. The space was used for a market from the later 17<sup>th</sup> and Century and in the 18<sup>th</sup> Century the Middlesex elections were held there. The developer appears to have been William Parish, Landlord of the Red Lion Inn, who acquired the land in 1663 from John Goldsmith of Boston Manor. Plots were let in the 1680's. As so often with speculative developments, the larger houses appear to be the earlier ones. They are most interesting in their evolution into high quality but compact brick houses in a town just outside London. All the houses listed in The Butts (South and North sides) form a group by reason of their historical importance as a setting for the Middlesex elections in the C18. St Mary's Convent has an 18<sup>th</sup> century core but has been much added to. The square now includes trees and car parking of good quality materials in an informal layout.

## Character Appraisal

The character derives mainly from the core of The Butts Conservation Area: a fine group of 18<sup>th</sup> century buildings around a square set with gravel and grassed areas as well as mature trees. The roads off The Butts also have some 18<sup>th</sup> and 19<sup>th</sup> century houses all well preserved and add to the 18<sup>th</sup> century formality. Based very much on the tight grouping around the spatial layout, and the quality of the individual buildings, the character is described further in the descriptions, below, of the more interesting buildings that contribute to the 18<sup>th</sup> century scale and appearance.

### Magistrates Court

The Butts is hidden behind the High Street and the Magistrates Court, which is on the local list of buildings of townscape merit. The Magistrates Court still occupies a historic key position within the conservation area as it was built on the site of the former market house. The Court is a dominating landmark building within the High Street. Faced in stone it has an imposing Beaux-Arts front with paired pilasters and a steep roof and dates from 1929. It is topped with a clock. The rear is what remains of the stock brick and stucco Brentford Town Hall and Police Court built 1850 by F Byass. It is a good building of its type and one of a handful of historic buildings remaining in the High Street of any real merit.

### Market Place

Behind the Courts are a few good 18<sup>th</sup> century buildings such as the White Horse Public House, which features pretty glazed tiles. 19, 26 & 28 are 18<sup>th</sup> century buildings constructed of multi-coloured stock brick. No 26, listed Grade II, has been considerably refurbished. No 28 (formerly 26A) being vacant for many years needs considerable repair (as at the commencement of 2006.) The former scout hall, itself on the site of earlier cottages adjacent to No 28, has been demolished.

There has also been some later 20<sup>th</sup> century infilling such as the sorting office.

### The Butts: St Mary's Convent and St Raphael's

Within The Butts itself, St Mary's Convent (Grade II) is also 18<sup>th</sup> century with modern 1930's addition, which is in keeping with the character of the area. The convent is constructed of brown brick and is two-storeys with four double-hung sashes in reveals and flat arches. There is a rusticated door surround with keystones, consoles, pediment and six fielded panel door. The ground floor projects with flat roof with balustrade above. A fine iron screen and gates enclose the property.

#### 16 & 18 The Butts:

Nos. 16 and 18 are a delightful pair of 18<sup>th</sup> century stucco cottages (Grade II) of two-storeys with six double-hung sashes and an old tile roof and a single dormer. The tall chimney forms a feature.

#### 20 & 22 The Butts:

The next pair of early 18<sup>th</sup> century (Grade II) dwellings are constructed of brown brick with red brick dressings. They are two-storeys with an attic. There are four double-hung sashes in architraves; ground floor windows and doorways have flat arches. The front doors are four-panelled with rectangular traceried fanlights above. They have a Modillion eaves cornice and old tile roof with two-dormers.

#### 24 & 26 The Butts:

Another pair of early 18<sup>th</sup> century cottages (Grade II) in brown brick with red brick dressings. These are two-storeys, with a basement and attic, four double-hung sashes in plain surrounds. The basement has a plinth, and the windows have cambered relieving arches. The doorway has a six fielded panel door, traceried fanlight, surround of narrow panels and a bracketed hood. No 26 returns the formal elevation to face into the square as well.

#### Caxton Mews, The Butts:

Caxton Mews is a later 1970's infill development, which has been carefully designed to reflect the 18<sup>th</sup> century character of the area. There is also a group of 19<sup>th</sup> century buildings of simple two-storey nature in this corner of the Butts. No. 36a (Grade II) is 18<sup>th</sup> century with brown brick and hipped slate roof.

#### 40, 42, 44 & 46 The Butts:

This is a charming row of 18<sup>th</sup> century houses (Grade II). All are constructed of brown brick with red dressings and are two-storeys and an attic. They feature double-hung sashes windows with attractive doorways with architraves, brackets and hoods and stone steps up.

#### The Cedars, 15, 17, 19, 21, 23 The Butts

The Cedars is 18<sup>th</sup> century brick but has been faced in stucco, again it is two-storeys with an attic double-hung sashes windows. The door surround has architraves and it has carved consoles, cornice hood over. The other properties are also 18<sup>th</sup> century houses in brown brick of two-storeys.

#### 1-13 (consecutive) The Butts

These properties are 19<sup>th</sup> century large Victorian houses. They have been carefully planned to reflect the scale of The Butts by being two-storeys. They have many original features such as sash windows, doors and tessellated tiled paths. They are more Gothic in style but complement the high quality and attractive detailing of the 18<sup>th</sup> century houses further within The Butts. They retain a high boundary wall.

#### Somerset Road

In Somerset Road, Glen Helen is early 18<sup>th</sup> century in brown brick and two-storeys with an attic an 5 double-hung sashes in surrounds and cambered relieving arches. No. 19 is Mid 18<sup>th</sup> century with a top floor and roof added late 19<sup>th</sup> century in red brick. It is three-storeys with six windows in flush frames with rubbed heads to ground and first floors. The property forms a visual stop when viewed from The Butts. The rest of Somerset Road contains later 19<sup>th</sup> century houses, 13-29 (cons) are also three storeys and well detailed. Brent Road contains three large detached houses from the early 20<sup>th</sup> century set within their own grounds.

Recent developments affecting the conservation area and its setting are:

- Parking scheme within The Butts - an informal layout complementary to the historic character,
- St Raphael's and St Mary's Convent
- Thanet House (partially completed)
- 28, Market Place (pending)
- Site of the old scout hall next to No 28 Market Place (pending)
- Brentford Lock (dense modernist residential development of the Island, in the adjacent conservation area)

### **Pressures on the area**

- Fabric in some properties now requires considerable repair, and owners hope to include "improvements" and alterations at the same time, which can be detrimental
- The value is now considerable so with demand for change of use there is now no commercial use within The Butts
- Demand for infill to rears of gardens, for additional or even separate accommodation (eg Somerset Avenue)
- Effect of development scheme for "Land South of the High Street"
- Infill on the Market Place site of The Island's marketing suite

### **Potential**

- Rear of Somerset Road (access lane off Upper Butts)
- Improvements to Lion Way
- Streetscape enhancement (furniture and trees)
- Effects of development to "Land south of the High Street"

### **Guiding principles special to the area**

In addition to statutory requirements, UDP principles and existing guidance, the following guidelines special to the area will be included in those evaluated:

- Special attention to the buildings surrounding the square
- Consideration to boundaries
- Consideration to gaps between buildings
- Management of mature trees
- Sympathetic roof extensions
- Careful and authentic choice of materials and detailing

## **GUNNERSBURY PARK AND SURROUNDING AREA**

**Boundary:** See Map 7

**Date of Designation:** 20 November 1990

**Date of alteration or extension:** None

**Additional protection to the area:** Listed status of Mansions, and Park buildings and features; the grounds are Gardens are Grade II\* on the English Heritage Register of Parks and Gardens of Special Historic Interest. The Park as a whole is administered by a joint

management committee, which includes funding and representation from London Borough of Ealing as well as of Hounslow.

Many of the buildings are included on the English Heritage Buildings at Risk Register. The Park is a Nature Conservation Area.

The Gunnersbury Park Garden Estate housing area ("Gunnersbury Triangle") has Article 4(2) status, directed 24 July 2001.

### **Special Architectural and/or Historic Interest**

The boundary of the conservation area was drawn to focus upon two areas; firstly, the Gunnersbury Park/Kensington Cemetery area of open land based on the Mansions and earlier great house, and, secondly, the Gunnersbury Park residential estate which lies opposite and to the east. The mansion, small mansion, garden buildings, outbuildings and park have been highlighted by statutory listing. The Park is also on the Register of Parks and Gardens by English Heritage. Gunnersbury Park Garden Estate (often known as Gunnersbury Triangle Estate, but not the nature reserve of the same name near Chiswick Park station) was considered to be a complete and relatively unspoilt example of a 1920's garden suburb estate. The shopping parade was included because it formed part of the Gunnersbury Estate. Lionel Road and Popes Lane were included because they back onto the park and any alterations or extensions would impact on the park and its skyline.

### **History**

#### **Mansion/s and Park**

Gunnersbury Park originally had a large mansion built c1658-63 for Sir John Maynard by John Webb and lay between the two present houses. It was a compact Palladian villa with a pedimented first-floor loggia. From 1762-1786 it was the summer residence of Princess Amelia, George III's aunt, who improved the grounds and added many of the garden buildings. When the house was demolished in 1800 and the estate sold for building, most of the land was bought by Alexander Copland, a partner in Henry Holland's building firm. By 1802 he had built himself a house now incorporated into the present large mansion within the park. By 1835 it was bought by Nathan Mayer Rothschild and subsequently remodelled and extended for him by Sydney Smirke. This house is listed Grade II\*.

The smaller house to the east is the small mansion (Grade II). This was completed in 1805 on a separate building plot and occupied from 1807-1828 by Major Alexander Morison, a retired East India Company Officer, and from 1829-1889 by the Farmer family, for whom additions were made. In 1889 the house was sold to the Rothschilds, who used it for their guests.

After 1917 the estate was split up; the houses and 186 acres were acquired by the local authorities of the time, and the grounds made a public park in 1926. The large mansion is now used as a museum and the small mansion for events. In the grounds are out-buildings and farm, walled garden and stables blocks, orangery and many ornamental buildings and follies are also listed buildings.

#### **Gunnersbury Park Garden Estate (Gunnersbury Triangle)**

The Underground Railway construction works left an inverted triangle of land with its base on Gunnersbury Lane and it became locally known as the Gunnersbury Triangle. George Edward Cooper bought this land from Lionel Nathan de Rothschild and set about laying out the "Gunnersbury Park Estate" next to Acton Town station. He first planned the line of the roads before he began to build. The first houses were built in Gunnersbury Lane in 1926. The estate progressed slowly, Park Place appears in 1928 and Manor Gardens in 1931. The houses were mainly built in long terraces with half-timbering.

## Character Appraisal

The character derived from the Mansions and Parkland is of a focal point dominated by formal buildings with associated landscapes, including ornamental and picturesque buildings, lakes and follies. This is sited on locally high ground, and is therefore viewed from, and its trees have an impact over, a wider area than the rest of the borough. The tall brick walls give an enclosing and gated appearance from the north and east. The stable buildings seen over the eastern boundary wall are dilapidated and ruinous.

There are also traditional recreational uses in the open areas.

The adjacent formally laid out estate of Gunnersbury Triangle is completely different. It is sited immediately the other side of the A406, an extremely busy thoroughfare named Gunnersbury Avenue, with the properties on that side facing the brick wall and trees of the Park. It has no relationship in style or historic development with the Park. However it forms part of the eastern setting of the Park, and the layout was evidently an integrated estate. A very consistent character has been retained.

### Gunnersbury Park.

The Large Mansion, a country house, now museum, in stucco with slated roofs and plain service area to the east of main body of house gives this conservation area its grandiose atmosphere. Unfortunately, the house and grounds through lack of funds look 'tired' and the area has a somewhat faded appeal. Nevertheless the quality of the buildings is high and any new reuses or additions would have to enhance this country house appearance and not compete. Some of the ornamental buildings have been restored – Princess Amelia's bath house, some in reasonable use – the orangery, but some of the follies are in severe decay. A strip of land adjacent to the north east corner is not used, but has ecological potential. The more formal Park has many good surviving garden buildings and the Parkland has many rare and large trees of interest. The main lake and its temple are both elegant and form a walking destination.

A cafe, in a modern structure, is provided and play areas have been established. Other uses have been established in the less sensitive areas further from the formal park, of a generally horticultural nature, with separate road access from north west of the mansion. These commercial activities utilise the walled and former kitchen gardens. There are also more standard recreation pitches over a considerable part of the western side. The former miniature-castle gatehouse exists, used for two private dwellings, and no longer allows access through the central arch. Although originally an attractive feature it is sadly diminished by the elevated motorway nearby and the disruption of the A4 beneath. Access from this corner is therefore gained by off a side road to the south west corner near a naturalistic lake.

### Gunnersbury Park Garden Estate.

The houses in the Estate originally had small front gardens with a larger back garden leading out to service road and garage and most of this original layout still remains. The tight centre of the estate was difficult to lay out for more houses and therefore was left for recreation purposes. The parade of shops built next door to the station is also by Cooper and number 5 was used as his offices. His initials are still on the shop and manhole covers within the Estate. Some features particularly windows, doors and original boundaries have been altered, however the general character and appearance still remains. The Estate is covered by an Article 4 Direction (see separate policies) to protect what remains of the original features.

### Kensington Cemetery

A triangle of land was formed between the Gunnersbury Avenue and the Great West Road, which had been part of Gunnersbury Park, was bought from the Rothchild family in 1925 by the Royal Borough of Kensington and Chelsea and turned into a cemetery opening 1929.

The cemetery continues the open nature of the park. It contains some interesting monuments, including the Katyn memorial.

#### International School

Just beyond the Cemetery is a Roman Catholic Grammar School, which was built in 1932 on land from the Rothchilds with a church, St Dunstan's. It is now an International School and the church remains. This group of buildings complements the adjoining Gunnersbury Estate being built at a similar time. It does not relate to the park and although traditionally constructed in brick and detailed it has a Modern Movement appearance.

#### Popes Lane and Lionel Road

In 1926 Acton Borough Council bought Gunnersbury Park itself and found partners in Ealing, Brentford and Chiswick. The Joint Committee needed to raise more money and to do this they decided to sell off some of the frontage to the park along Popes Lane and Lionel Road for the building of 125 houses with their backs onto the Park. The Gunnersbury Park Development Company, set up to carry out the works, erected the houses. The detached houses had two round bays above one another and a porch.

#### **Pressures on the area** (particularly as found during development control)

- The Mansions and many associated buildings, follies and structures feature on the Register of listed Buildings at Risk. Attempts in 2004 –5 to use the Stables buildings together with release of adjacent land to use for “enabling works” have been resisted because the effect on the remaining atmosphere and character is considered to be too high a price.
- Much could be written here about the need to tackle the future of the Park. A concerted conservation plan / management exercise and attempts for major funding programmes for the Park as a whole are now essential. Much of the problem has been analysed in the EH Report on mansions and parks (2005), together with potential ways forward.
- Beneficial use for the many listed buildings at risk is essential, but can cause conflict with the historic fabric and integrity; and possibly with users and surrounding residents.
- The Park's higher ground level than to the south makes development along the Great West Road particularly visible from Gunnersbury Park and its mansions. Vantage West and adjacent properties actually adjoin the conservation area.
- Gunnersbury Avenue, between the Park and the housing estate, is heavily trafficked as the A406.
- Adjacent housing:  
Roof extensions affecting the skyline, particularly (at N and W sides), where backing onto the park; some have been particularly ugly in shape.
- In the Triangle: there is continued pressure for upcv, double-glazing and insensitively proportioned doors and windows, and infilling of porches. Some parts of the Garden Estate were badly affected by earlier Permitted Development.
- Again there is demand for larger roof extensions, including on end-of-terrace locations, fuelled by PD pre-Article 4, and the preference to stay in the area.
- Because of the service road around the central recreational area, the rears of most of the properties are also affected by the Article 4(2) Direction and this leads to difficulties during development control procedures.
- Gunnersbury Parade has lost most of its rear gardens to ancillary commercial development, and aspirations are to continue this trend. Loft conversions are visually

dominant because of their position on the highest ground and additional rear commercial buildings impinge on other residents.

### **Potential**

To be evaluated at a later stage of the appraisal, informed by..

- A Conservation Plan for the Park (commenced late 2005). This is commissioned to assist understanding and funding applications for the Park and its buildings. It will provide priorities and a blueprint for consultation on the way forward.
- Potential review of existing Article 4 (2) Direction to the central area of the Triangle, as it affects rear of more properties than usual
- Consider extension of the boundary to include well-planned groupings down Lionel Road

### **Guiding principles**

In addition to statutory requirements, UDP principles and existing supplementary guidance, the following guidelines special to the area will be included in those to be evaluated:

- Preservation of the park's setting and views even where at some distance: not just heights but colour and materials can have an impact
- Lionel Road/Popes – large dormer windows and extensions can be viewed from the park and affect the skyline, so must be carefully designed
- Gunnersbury Triangle
  - original pitched roof to rear extensions should be maintained
  - side dormers on prominent corners obtrusive
  - pitched roof and garages to rear
  - extension to rear of shops- take opportunities to improve design
  - retention of "low key" fences to the inner area

## **ISLEWORTH RIVERSIDE**

**Boundary:** See Map 11

**Date of Designation:** 11 November 1972

**Date of Extension:** 13 July 1993: the south western boundary was extended to include Gumley House, Congregational Chapel, Garvin House and surrounding land, along the northern part of Redlees Park Estate and the regular pattern of streets and buildings on Algar Road, Tolson Road, Byfield Road and Worple Road, in order to protect their historic character and setting.

**Additional protection to the area:** a large number of buildings are listed, particularly Syon House at Grade I, under the Park Road address, with Syon Park also Grade 1 on the EH register of Parks and Gardens of Special Historic Interest; all Syon Park and the Thames foreshore is an Archaeological Priority Area, and MOL, and a Nature Conservation area; Nazareth House land is a Local Open Space; the conservation area is partially in the buffer zone of Royal Botanical Gardens, Kew: World Heritage Site.

### **Special Architectural and/or Historic Interest**

The old village is recognisable as a compact settlement of small and often historic buildings based on and close to the Thames, with the parish church. With remaining industrial artefacts

and a basin, this is also the point where the Duke of Northumberland's River flows the Thames. It is often described as Old Isleworth.

Nearby is Syon Park, spanning between the historic London Road and the Thames: the House with its formal gardens and parkland, various outbuildings, cottages and perimeter buildings and walls. Archaeological remains of the Priory are being found immediately against the river frontage of the main house. The river frontage is described in the Thames Landscape Strategy as being one of the river's finest remaining naturalistic landscapes. There are also vestiges from the period early 17<sup>th</sup> century to the early 19<sup>th</sup> century, being large mansions in their own grounds. At that time the area enjoyed admiration comparable to that of neighbouring Twickenham. Much good quality 19<sup>th</sup> century housing and public buildings are also included within this conservation area.

### **History**

A riverside settlement from prehistoric times, Isleworth was well established by the time of the Norman Conquest in the 11th century. The earliest form of the name is Gislhaesuuyrth, meaning Gilhere's settlement. All Saints Church occupied its riverside site from the 13th century, being rebuilt in 1705 and 1970. Lower Square still has buildings dating from the 18th and early-19th centuries as well as the redevelopment of the 1980s.

The area was anciently celebrated for a monastery called the Monastery of Sion, of the order of St. Bridget of Sweden, originally founded at Twickenham in 1414 by Henry V., but removed to this place in 1432. Edward VI granted the site to Edward Duke of Somerset, Lord Protector, who erected the mansion of Sion House. Syon House (as it now known) is the seat of the Duke of Northumberland. It is situated in the midst of a park, and has been considerably altered and enlarged under the superintendence of Inigo Jones. It is a spacious quadrangular and embattled structure, with towers at the corners.

Isleworth House (now Nazareth House), Sion Hill, Wyke House, Redlees and Silver Hall, were the other principal seats in the locality. The village, which consists of two streets, was originally laid out with market gardens, which produced large quantities of fruit for the London market. There was an extensive brewery, cement works, and a corn-mill, believed to be one of the largest in England.

### **Character Appraisal**

The conservation area extends along the Thames from the edge of the Syon Park estate to the borough boundary (as amended 1994) along the River Crane at Railshead Bridge on Richmond Road (now a Grade II listed building, and recently strengthened,) to include the riverside Nazareth House estate with its listed convent buildings. To the north it edges the historic route of London Road, to the south west parts of Twickenham Road and the historic estates immediately the other side.

There are at least four character areas: Syon House and parkland; the old riverside settlement which itself includes the riverside working, urban and residential areas: leading towards the village commercial core; and the peripheral grand estates, often religious houses during much of their existence.

Syon House and Park. (Listed under Park Road)

The whole of this part of the conservation area is made up of the former Syon Estate. Syon House (Grade I) is approached through open parkland and gives the impression of open countryside. The House relates to the riverside, although this is not evident from the carriage road. Two lodges, set along the south side of the road with a ha-ha and railings (Grade II) between, provide a formal and symmetrical fore-garden. Behind this, the house is a large,

four-square and battlemented building with regular Georgian fenestration. The overall effect is quite austere. The present building is three storeys arranged around a courtyard. The main rooms are on the first floor. At ground level on the east front is an open loggia dating from 1668. The lion on the front of the east range came from Northumberland House in the Strand in 1874. The chief interest of the house lies in the interiors created by Robert Adam in 1761. The two small lodges date from the early 17<sup>th</sup> century but have been refaced with aediculed windows over rusticated basements. The castellated Stables (Grade II) are by James Wyatt, 1789-90. There is also a Boathouse (Grade I) by Robert Mylne, 1803 and a Conservatory (Grade II\*), 1827-30 by Charles Fowler, the first of his iron and glass buildings. The Gardens (Registered II\*) were famous from the time of the Duke of Somerset, to whom William Turner dedicated his *Name of Herbs*, written at Syon. The formal gardens laid out around the house in the mid 16<sup>th</sup> century were replaced by Capability Brown's open landscaping, which gives the grounds an open parkland appearance we see today. The parkland includes the lakes north and west of the house, a wrought iron bridge of 1790 (Grade II\*) and a statue of Flora on a Doric column surrounded by a lawn. The present garden centre is the former riding school (Grade II). There are various out buildings of interest including a former dairy, however there are more recent additions that detract from the landscape such as housing and the butterfly house. The park is surrounded by a brick wall, which along London road has a magnificent entrance and screen (Grade I) by Robert Adam of 1773. Other buildings of interest connected with the Syon Park estate includes Bush House (Grade II), now a school, 69 London Road, the former farm house (Grade II) and Syon Lodge (Grade II\*) said to be the former dower house.

#### Isleworth Riverside

The church fronts the Thames across a short length of Church Street, which between Syon Park and the public house contains a river-wall, now used for parking, and a public slipway onto the foreshore. The most picturesque view of this part of the village is from the river and from Kew Gardens, with the trees, Syon House, the rebuilt church and churchyard, ribbon of houses, and public house, and buildings around the curve until hidden by the tree-covered island of Isleworth Ait. The curve provides a similar view, particularly of the church tower, from the Isleworth river edge further (south) west. Few industrial buildings remain as most have been redeveloped or altered to other uses.

All Saints Church (Grade B) was partly destroyed by fire in 1943. Michael Blee was the architect of the extensions, which were built between 1967-70. The new extensions are grafted to the medieval tower and make an uncompromising 20<sup>th</sup> century statement, which clearly shows the intervention in a slightly startling way. The flat roofs project emphatically through the old windows.

There are many early and decorative monuments within the graveyard, which together with the trees and railings gives the church a very rustic atmosphere. The pathway around the church is raised with a retaining wall, an early form of flood protection that adds to the character of the area.

The adjacent houses are also very attractive. The ribbon of houses is basically 18<sup>th</sup> and 19<sup>th</sup> Century with later picturesque alterations. Butterfield House (Grade II) is two cottages transformed in 1971 into the Gothic style. Number 61 (Grade II) is early 19<sup>th</sup> Century finished in stucco with a tented balcony and earlier core. Number 59 (Grade II) is a two bay brick fronted house of 1825-30 and has an earlier core. Numbers 55-57 (Grade II) date from the 1870's and have angular Gothic doorways. Then some earlier brick houses. The character of Church Street is very picturesque and notable because of the differing styles and use of materials. The London Apprentice Public House (Grade II) is early 18<sup>th</sup> century and made more prominent by being set at right angles to the road forming a landmark feature within the street scene. This pub, which from the mid 1960's incorporated the adjacent two terraced

cottages, forms the end of the wide road-side water-front and creates a visual stop and pinch-point to the narrow street beyond.

Along the narrow section of Church Street, on one side is an attractive terrace of Georgian and Victorian buildings, to the other later interestingly detailed housing and Richard Reynolds House (Grade II) all respecting the village character.

Church Street crosses the Duke of Northumberland's River, a watercourse created mid 16<sup>th</sup> century to improve the flow of water to the mills. Immediately before the bridge the water flows through a wide basin at the end of the track known as Mill Plat. Passing under the bridge the river debouches into the Thames via a short, narrow length of watercourse. No mills remain and since the time of designation the warehouses have gone; but the industrial character of narrow roads and paths to a riverside crane, the canalised waterway and stone bridge remain, the bridge being itself a (Grade II) listed building. With its surrounding railings to the basin, there is a quiet spaciousness to this area. The narrow paths and almshouses upstream along the Plat are secluded and with trees and undergrowth in parts appear remote and much less urban than is their actual location.

### Village

At the south end of narrow Church Street, "the centre of the village has two squares which were created mostly between 1986-8: an instant townscape arose with terrace houses, office and a riverside pub, all developed by Speyhawk, in the stagey picturesque mode" (Pevsner). The style has been adopted as dockland housing using balconies, timber, different colour brick and terracotta. "The new buildings start by the canal with Bridge Wharf (Edgington Spink and Hyne, 1981) and continue round until Town Wharf, a large pub with terraces (Hunt Thompson Associates) to Lion Wharf (Broadway Malyan, 1987) more post-modern in style. Other historic buildings incorporated into the scheme include Holland House (Grade II), late 18<sup>th</sup> century with a 1840's façade and John Day House (Grade II), which is stone-fronted. The dominant centrepiece is still the Old Blue School (Grade II) of 1841-2 by C F Maltby and standing proud like a market house. It is built in an unusual pale brick and is Tudor Gothic in style with a little turret clock." (Pevsner)

### Nazareth House

Nazareth House (Grade II), with its various additions, dominates the riverside road leading towards Richmond. The former Isleworth House was lavishly rebuilt in 1832 by Edward Blore for George III's chaplain, Sir William Cooper. The white mansion with channelled stucco on the ground floor and render above is visible above the encircling high wall and the river. The garden front is particularly attractive with an Italian campanile and bow windows. The chapel was added in 1893 in red brick and stone dressings. The stuccoed lodge and entrance at the village end of the estate is next to the road, which was diverted by Cooper so as not to divide the house from the river (or to be at least sited further away from the mansion). The red brick neo-Georgian former industrial school by Leonard Stokes was added in 1901 and would be reasonably handsome if the windows were reinstated. (Pevsner also comments it is a reminder of the large house in grounds once prevalent in Isleworth).

### South Street

The corner of South Street leading towards Church Street contains buildings dating from 18<sup>th</sup> and 19<sup>th</sup> centuries, very much a Middlesex village appearance around a memorial drinking fountain. The public hall and reading room (Grade II) dates from 1863 by S Woodbridge in yellow stock brick and white herringbone detailing, a refurbishment project being completed in 2005. Opposite, the Kings Arms public house, an early 19<sup>th</sup> century core but remodelled, has been vacant for some years. These two building forms are both characteristic of the 19<sup>th</sup> century development. Next, a row of shops, with original shop fronts also dating from 19<sup>th</sup> century.

Behind these various Victorian terraced housing is well laid out with many original features such as sash windows, porches and doors. Algar Road and Byfield Road contain the later Victorian development of Old Isleworth.

#### Twickenham Road

Gumley House Covent School and Housing form the vista from South Street. Set back behind big gate piers and wall (Grade II), the centre is an excellent house (Grade II\*) built in c1700 for John Gumley, the eminent cabinet and mirror-maker. It has a five bay brick front with segment-headed windows, of two storeys and cornice. The wings were heightened and the colonnade was added when the convent took over in 1841. The site also contains former school buildings now converted to flats with additional buildings infilling some of the grounds. However, the grounds very much survive intact, with various out buildings including a two storey yellow brick house to the rear adding to the overall character.

On the south side of Twickenham Road there are various buildings of note. The War Memorial in the form of a clock tower (Grade II) erected in 1922 by A P Green is very much a centrepiece of Isleworth in this location. Forming a backdrop, Our Lady of Sorrows and St Bridget (RC) built 1907-9 by E Doran Webb, a somewhat curious design built of red brick with stone dressings, a Victorian School with attractive dormers and the George Public House (Grade II) which dates from 18<sup>th</sup> century with a handsome brick front. Further on there are few other buildings of interest, notably a school dating from the 1920's on a regular plan, a congregational church of 1848 in ragstone with lancet windows and Garvin House (Grade II\*). Garvin House is another fine example of a substantial 18<sup>th</sup> house. It used to be a prep school and the extensions to the left are all that remain. The grounds have been developed for housing.

Opposite, on Worton Road, is what remains of yet another substantial 18<sup>th</sup> century house, Redlees Park, gatehouse and stables. These are on the list of Buildings of Local Townscape Character. The long wall and stables, in their materials and scale, stand out as a characteristic feature of the area.

#### Silverhall Gardens

This part of the conservation area contained Silverhall House, which once stood in Silverhall Park. All that remains are the 19<sup>th</sup> century garden walls and the remains of an icehouse. The parkland with its trees provides the area with an attractive amenity area and very much adds to the village appearance. The Mill Plat River runs through the park and here can also be found Ingram's Almshouses (Grade II) dating from 1664. Simple in detail, it is a row of one-storey buildings. There is also a good 18<sup>th</sup> century bridge. The Victorian estate opposite (Silverhall Street) contains more nicely detailed terrace housing.

On this section of Twickenham Road, crossed by Mill Plat and onto which is the north end of North Street, more almshouses are to be found. *Sarah Sermon's* were built 1846 but in a much older style: six one-storey dwellings of polychrome brick and Gothic detailing. The gable end and railings terminate the vista down St Johns Road. Also on Twickenham Road is a terrace of good 19<sup>th</sup> century buildings with original windows, doors and interesting detailing such as timber porches.

**Recent developments** affecting the conservation area and its setting are mostly residential, particularly infills to 47 Algar Road, to 211 Worton Road (Redlees Park); in the grounds of listed buildings; in Syon Lodge's grounds fringing the Park's north edge; Garvin House and Gumley House; to West Middlesex Hospital and to the rear of John Day House.

Also:

- by redevelopment of the warehouse at 20, Church Street (under way);
- by change of use and infill, Kings Arms (application);
- by re-conversion: Waverley House (application).

At Nazareth House: a major proposal for demolition of the early 20<sup>th</sup> century institute, plus conversion and re-use of listed buildings, with infill of north part of site (application).

A hotel on the north east side of Syon Park has been consented, and demolition for removal of derelict and other buildings not of special interest has begun.

The Isleworth Public Hall (Assembly Rooms) has been substantially refurbished, still for community use; and the streetscape at the war memorial area junction of Twickenham Road and South Street has been upgraded. Permeability and riverside access will be improved as a result of the 20, Church Street development.

### **Pressures on the area**

- The majority of warehouses have been or are about to be redeveloped.
- The older large houses are in need of repair or beneficial re-use, and developing in their grounds is being put forward, to enable this.
- Cycles of repair needed for the historic boundary walls of the old estates (especially where in conflict with important trees).
- Infill generally is sought, together with alterations of existing commercial buildings for dwellings, which can alter grain by filling spaces, losing permeability
- Commercial and statutory pressures on historic buildings leading to conflicts and damage to the fabric (also from theft)
- Pressures of parking and through traffic in conflict with needs of pedestrians and also on historic character of narrow streets and narrow pavements
- Scale of proposed development, which even at a long distance can affect vistas and settings, by the Thames
- Flooding and need for access to the river
- Conflict with river uses
- Loss –or perceived loss –of permeability through gated communities camouflaging the access to the riverside
- Effect of higher-density residential and tall buildings of alien bulk and mass on existing character of small scale buildings and small-grain layouts
- Loss of trees
- Run-down shopping area, and reduction in office/commercial use, and high value placed on residential use, leading to loss of genuine mixed-use village character

### **Potential**

- Improve viability of commercial properties, eg the post office, though additional residential use and planning gain
- Redevelopment of derelict and infill sites, retaining key buildings, could help to improve the street scene
- Development (if sensitive enough to be permitted) could provide additional access to the river frontage, directly or by planning gain

- Increased access to Syon Park
- Improvement and evaluation of traffic measures and maintenance could help to improve the street scene and consistent approach to street furniture
- Traffic calming featuring high quality and good design

### **Guiding Principles**

In addition to statutory requirements, UDP principles and existing supplementary guidance, the following guidelines special to the area will be included in those to be evaluated:

- Preservation and enhancement of Syon House and historic features
- Respect village character, detail and scale, historic relationship with street
- Development close to the conservation area could have an effect on the setting of Syon House
- Tall buildings in the middle distance can also have a considerable effect on Syon House setting and the river
- Riverside setting is picturesque - whether currently hard or soft edged - new development and extensions should respect this scale and character
- Careful development and infilling within South Street
- Shop fronts should be preserved
- Traffic and parking proposals should be designed to assist character, not add to clutter
- Focus on the Old Isleworth shopping centre
- Infills should be carefully designed to minimise bulk and mass particularly near the River Thames, and in proximity to smaller buildings
- Care and special detail needed when repairing walls / saving trees

## **OSTERLEY PARK AND SURROUNDING AREA**

**Boundary:** See Map 13

**Date of Designation:** 19 April 1988

**Date of Extension:** None

**Additional protection to the area:** Osterley Park House listed grade I; with subsidiary listed buildings, features and boundaries (many listed under the Jersey Road address). Park on the EH Register of Parks and Gardens of Special Historic Interest. The house and its estate is owned and managed by the National Trust. The park is Metropolitan Open Land. Some of the parkland, beyond the motorway, lies in the LB Ealing.

### **Special Architectural and/or Historic Interest**

The main architectural and historic interest is Osterley House, its landscaped grounds and rural setting. Houses surrounding the perimeter of the park are also important to the conservation area because they reflect the suburban character of their time built around the railway, and their integrity of roofs and architectural features, and quality of materials and design form the setting of the Park. Some are older (in terraced form) relating to the earlier railway station and commercial neighbours; there are also relic farm settlement buildings and plot forms.

### **History**

The recorded history of Osterley goes back to the time of Henry III (1216-1272) when the woods of Osterlee were the resort of wild cattle and outlaws. The manor passed through many hands but it was not until Sir Thomas Gresham took it over in 1562 that the present

structure of the park began to evolve. Gresham replaced the old farm house (possibly the present west wing of the stables) with a large manor house which it is said stood in the midst of a pleasant park, well-wooded and containing several fishponds. Gresham died in 1579 and over the next 200 years the house changed hands frequently. In 1711 the estate was sold to Sir Francis Child and it was his grandson (also called Francis) who began remodelling the house and engaged Robert Adam as the architect. The park and gardens surrounding the house were extensively altered during the rebuilding, the formal Elizabethan gardens being swept away and replaced by an informal 18<sup>th</sup> Century park. The design of the park has been attributed to Mrs Robert Child and her steward Mr Bunce, no landscape designer of note is known to have been employed. In 1804 Robert Child's granddaughter, Lady Sarah Sophia Fane, who inherited the estate, married the 5<sup>th</sup> Earl of Jersey and thus Osterley came into possession of the Jersey family. The 9<sup>th</sup> and present Earl, Lord Jersey, gave the house and grounds to the National Trust in 1949.

The Osterley Conservation Area also includes some of the more interesting later 19<sup>th</sup> and also 20<sup>th</sup> Century surrounding streets developed after the coming of the railway.

### **Character Appraisal**

#### Osterley Park House

The conservation area is dominated by the house (Grade I), which stands in serene splendour in its park between the roaring traffic on the M4 and the Great West Road. The present regular exterior is mainly the result of Robert Adam's alterations of the 1760s-70s. The house consists of red brick wings of three storeys around a raised courtyard, with a taller tower with stone quoins and ogee cap projecting at each corner. The courtyard is entered through a grand portico on the East side. The present exterior reflects the basic form of an Elizabethan house, but the façade is a later antiquarian creation. The portico is a highly successful adaptation of one of Adam's favourite motifs: a screen of columns to form a double portico, open on both sides, instead of backing onto a solid wall. It stands at the head of a flight of stairs boldly connecting outer space and inner courtyard space. The Portico of Octavia in Rome has been suggested as the classical source. On the opposite side of the house a curved double staircase with a typical Adam balustrade leads down to the garden.

#### Park Buildings

The brick U-shaped Stable Block (Grade I), North East of house, still looks largely Elizabethan despite later alterations to the doors and windows and the addition of the cupola, with a clock supplied in 1714. The West wing (Grade I) may well have been the original manor house that existed before Gresham's house with a polygonal star-turret in the North East corner. North West of the stable block lies Adam's Garden House (Grade II), designed about 1870, with a semicircular front of five linked Venetian windows. West of this is the Doric Temple of Pan (Grade II), with low Tuscan portico with eight columns, probably by William Chambers. The Chinese Temple in the lake (nearest the house) dates from 1987. Towards Ealing, cut off from the park by the motorway and also in separate ownership is a splendid Bridge (Listed grade II\*) designed by Adam, now in a ruinous state. It has one large segmental arch, the central keystones with carved heads; flanking pairs of blocked columns.

#### Park

The formal setting shown in Rocque's Survey of London 1741-45 was swept away and replaced by an informal "Landscape Park" of lakes and scattered groups of trees. The series of serpentine lakes to the South and the East of the house were formed by damming a stream. The main approach road to the house from Osterley Lane followed a circuitous route designed to take advantage of various different views of the House through the trees and across the water. The main entrance was through lodges and gates at Wyke Green. Adam originally designed Lodges but these were replaced in the 19<sup>th</sup> Century, although the original gate piers (1775, Grade II) survive. The bridge across the northern-most lake, now buried in

undergrowth, may have been of pedestrian importance as a footbridge connecting the two halves of the northern part of the park. This part of the park was called the 'Menagerie Park' after the menagerie situated on the north-western shore of the lake. Mrs Child's menagerie was a great attraction of Osterley.

### Surrounding streets

Jersey Road is the southern boundary of Osterley Park. For some distance the park wall edges the road. Some buildings to the east of the station have been constructed into a long-established enclave within the natural boundary line of the park, as seen by the continuation of the enclosing wall. Large, but close-together mock-Tudor style houses make a recent incursion at Hern Close, and houses line the Park along Alderney Avenue.

For most of its length Jersey Road contains buildings of the early 20<sup>th</sup> century. These are mostly detached or semidetached and often half-timbered in appearance. Most are good examples of their type although some have been altered or were developed when the new railway station opened on the Great West Road. They have larger gardens than others do outside the area, and boundary walls, which strengthen the country house setting. The larger gardens and low density with trees continue the open aspect, which makes the opportunity for and sight of trees, and gaps between roofs, of particular value; and shapes on the skyline important in general.

Earlier buildings survive particularly around the former District Railway Station of Spring Grove and Osterley in Thornbury Road on the north side of the Great West Road. This area was developed around 1883 when the District Line ran between Hounslow and Acton Town. The character of this area together with its mature trees is more akin to the Spring Grove Conservation Area but the Great West Road has significantly separated them. However the small-scale commercial nature of the buildings lining the Park side of Thornbury Road is not repeated on the south, and with the old railway building and the rising ground to cross the railway line it has a particular charm of its own as of a small village street.

The prevalence of woodland and trees increases towards the east, particularly along road edges and the railway line embankments. The golf course, playing and sports fields and relic walls and buildings such as those around Wyke Green extend the historic rural character of Osterley all the way to and including the Grand Union Canal, with its own special character, on the Ealing side as well as Hounslow's. The horrific noise blight of the motorway, and the supermarkets (particularly late-night) and rat-running traffic, are the main intruders into some otherwise remarkably peaceful places.

### Pressures on the area

- Needs for security and statutory requirements in conflict with the historic character and fabric of the House
- Need for alterations to improve viability of the House and park (and associated buildings) whilst maintaining historic imperatives
- Costs of repairs to Park's extensive boundary walls
- Motorway blight from noise
- Outside the Park: scale of proposed development because of high values, particularly extensions and alterations to rooflines, which can affect vistas and settings
- Erosion of setting through poor architectural quality of construction, especially pastiche with crude overlarge detailing using unsympathetic materials
- Infill of gardens by proposed development and extensions
- Erosion of the rural edge by increased demand for gates and walls, often inappropriate in style and material
- Potential erosion of long-distance views from as well as of the Park

- Loss of trees

### **Potential**

To be evaluated at a later stage, but there is little potential immediately obvious, without harming the historic integrity of the park, and the character and scale of properties around. It might include:

- Selective, sensitive and high quality design redevelopment, maintaining the characteristic form, spacing and scale, of existing properties that are not architecturally special.
- Enhancing the value of the shopping area by retaining mixed use
- Mending the boundary fabric where this has been eroded for hard-standings and encouraging appropriate edges and replanting
- Street tree planting

### **Guiding principles**

In addition to statutory requirements, UDP principles and existing supplementary guidance, the following guidelines special to the area will be included in those to be evaluated:

- Preserve Osterley house
- New development, backland development and large side and roof extensions can have an effect on the park
- Boundary treatments should be carefully considered and not over-formalised
- Thornbury Road has a retail element which provides a village-street character
- Demolition of interesting and well preserved earlier properties in Jersey Road should be avoided
- New development should respect size and scale of the area and consider architectural quality
- Open spaces between buildings and scrub areas form part of the setting.

## **ST PAUL'S BRENTFORD**

**Boundary:** See Map 14

**Date of Designation:** 28 February 1989

**Date of Extension:** 17 May 2001, to include and protect the Town Meadow Depot, Pumping Station and house, the base of the chimney and associated buildings such as the supervisor's house and engineers cottages.

**Additional protection to the area:** Some listed buildings; the recreation ground is a Local Open Space; area of the High Street, especially to the south, is of archaeological interest.

### **Special Architectural and/or Historic Interest**

The special interest of St Paul's, Brentford, lies in the variety of Victorian housing and development types as well as the original layouts of tree lined streets. Nowhere else in the Borough is there such a complete New Town with all its public, industrial, amenity and religious buildings well preserved. Interspersed there are a few remaining 18<sup>th</sup> century buildings. The conservation area is closely linked with the earlier conservation area lying adjacent, The Butts.

### **History**

Brentford derived its importance from its command of a ford over the Thames and a crossing over the Brent and the town developed along the main road out of London. The name of the river 'Brent' comes from 'Brigantia' - meaning holy, or high, water, thence 'Breguntford'.

The oldest building in Brentford is the tower of St Lawrence's church, a listed building, now deconsecrated. A bridge over the Brent existed in 1280 and was rebuilt in stone in the 15<sup>th</sup>

century. There was a chapel and a hospital by the 12<sup>th</sup> century and a market in the 14<sup>th</sup> century. From 1701 New Brentford became famous as the site of the notoriously riotous Middlesex elections and approached the status of county town, although the county administration and the county court remained in London. In the 19<sup>th</sup> century industry expanded both along the Grand Union Canal and along the Thames between Old and New Brentford, although the Elizabethan and Jacobean town houses remained in the centre. Much of what is preserved in the St Paul's Conservation Area is the good quality 19<sup>th</sup> century Victorian development of New Brentford built after the coming of the Richmond to Windsor Railway's loop line from Barnes to Feltham on 22 August 1849. This includes public buildings, terraced housing, amenity space, industry, places of worship and recreation.

### **Character Appraisal**

A synopsis of the character is provided above, however much of the character being bound up in the buildings and their distribution, it is set out in more detail in a description of them, below.

#### **St Paul's Church**

The church was constructed in 1868-9 and designed by F & H Francis. The southwest tower with broach-spire, is a prominent landmark in the area, which in particular terminates a vista from London Road across the Brentford Lock. The building is constructed of Kentish ragstone and is in decorated Gothic style. The original 19<sup>th</sup> century church had brick walls, arcades with naturalistic foliage. The extended building we see today is by Michael Blee Design of 1990, incorporating the chancel walls and the south wall of the nave, extending north from the old nave into a polygonal clerestory-lit space with east chapels covered by sweeping slate roofs.

#### **Beehive Public House**

This public house on the corner of Half Acre is another of Brentford landmark buildings. The architects were Nowell Parr and A E Kates, 1907. It has shiny tiles in green and mottled blue, with a beehive shaped turret and art nouveau glass, and is well detailed in a neo-Georgian type style.

#### **Half Acre**

The police station is of 1963 by J Innes-Elliot and is an intrusion into the area. The buildings opposite are an interesting early Victorian group with original windows, doors and front boundaries. The 1950's housing estate in front of the church is typical of its date. The United Reformed Church (Grade II) was built 1782 for the Whitakers and constructed of brown brick. It was rebuilt in 1955 after bomb damage and extended in 1999. It features a pediment roof behind a parapet with blocked circular lunette. It has fine 18<sup>th</sup> century wrought iron gates between brown brick piers with stone coping and pineapples. Inverness Lodge is an irregular property of the 18<sup>th</sup> century that was stucco-finished in the late 19<sup>th</sup> century. It is an interesting reminder of Brentford's earlier associations. The Butts Estate, opposite, comprises semi-detached houses dating from the 1870's. They are mostly of stock brick and feature original doors, windows and boundary walls. Three Victorian streetlamps – relocated to the edge of the Butts in 1990's – enhance the character of the area.

#### **Brentford Library**

The library was constructed in 1903 by Nowell Parr and the builder was Joseph Dorey and Co; for Brentford District Council. It is constructed of stock brick in English bond with terracotta dressings; Welsh slate roof with tile ridges. It contains a main library room, a newspaper room and above formerly museum and lecture room. The left wing was formerly the reference library. The building is in a free Renaissance style with cornices and bold lettering. It is well landscaped with large trees and a war memorial feature in the grounds. The Baths and the Library form a fine Edwardian group.

## Baths

The former Public baths are 1895-6 by Nowell Parr and the builder was J Barnes. The entrance elevation and right return block is of red brick in Flemish bond with ashlar dressings; otherwise it is of Stock brick in Flemish bond with red brick dressings. It features Welsh slate roofs, tall gable ends and red brick chimneys. Right return is a two-storey, four-bay block, which were the former council committee rooms. The building also contained the women's slipper baths, to front right, superintendent's office and committee room (to centre front). The Pool has been extended at deep end, with original wooden gallery to each side and men's slipper baths converted to gymnasium. The former laundry was to the rear left.

Following redundancy and sale, the peripheral accommodation areas have been adapted, and on the southwest corner extended, to create residential use. However the Baths area itself, intended for office use, is still derelict and therefore a Listed Building at Risk.

## Brentford Station and Boston Manor Road

The opening of the Richmond to Windsor Railway's loop line from Barnes to Feltham on 22 August 1849, with Brentford station, provided the impetus for speculative development of the land for middle class housing and expansion. The station is one of LSWR's early 'house styles' by Tite, similar to but plainer than that at Chiswick and has recently been refurbished. The bridge also dates from this period and gives the area its 19<sup>th</sup> century appearance. Sydney Gardens and The Dell date from the 1950's and are traditional in design. 20-28 (even) date from the 1920's and feature half-timbered gables. The front boundary wall is 18<sup>th</sup> century.

## Residential Streets

The roads in the St Paul's Conservation are remarkably well preserved and are of good architectural quality. They feature Victorian and Edwardian terraced housing of the type one would expect to be built up around industry of the late 19<sup>th</sup> century and early 20<sup>th</sup> century. The rooflines are relatively unspoilt and original windows; doors and other architectural elements survive. Some corner plots also have a 19<sup>th</sup> century corner shop. These help give the area variety, clarity and interest.

## Windmill Road

The best of the houses in Windmill Road are an elegant row of 19<sup>th</sup> century stucco villas. Designed as pairs, they are on a grand scale and retain original features.

## Hamilton Road

Hamilton Road is similar to Clifton Road in its style and also contains well-preserved grand Victorian villas. However, Hamilton is grander still, with some pairs of properties reaching three storeys in a Gothic style. It also features some Victorian detached properties of a style similar to that of St Stephens. The terraced housing is well detailed, again in pairs, with a canted bay window to the ground and to two sash windows above.

## Clifton Road

This road has a variety of late Victorian to early Edwardian houses. The grander Victorian examples tend to be at the western end of the street. The road features semi-detached houses with decorated capitals to the windows and doors. The eastern end features more modest examples, mostly in pairs featuring half-timbered gables to the roof or porches. There is also a modest red brick terrace (40-50) at the very eastern end. A wide variety of Victorian decorative ornamentation survives as well as boundary walls. The road is tree lined.

## Brook Road South, Grosvenor Road and Lateward Road

These roads are all very similar in design and feature two-storey housing in London Stock brick. They date from the late 19<sup>th</sup> century and are designed in pairs having a canted ground

floor bay window and two sash windows above. There is a strong horizontal roofline to the properties and chimneys also feature. Lateward features a ground floor bay window that has a continuous roof providing a porch. Grovesnor Road features stone lintels to the windows.

#### Albany Road

The eastern end of Albany Road contains plainer terraced housing, in London Stock brick, featuring simple ground floor window and two sashes above. The only dressings to these properties are the red brick arches to the windows. Further west, the Albany Arms is a well-detailed landmark building within the street in the Arts and Crafts style. It is finished in glazed bricks at the ground floor level and rendered with brick dressings above. It also features original circular windows and original doors. The western end features more terraced housing, in Stock brick, dressed with lively red brick string courses and dressings. 39 – 45 are faced in an interesting concrete block, giving a stone effect with boundary wall to match.

#### St Paul's Recreation Ground

The Recreation ground is essential to the planned Victorian character of the area, the gift marked by a Jubilee Obelisk of 1887. It has a formal layout and also retains its original 1887 domed granite drinking fountain to the centre.

#### High Street

No. 60 High Street (Grade II\*) is a former early 18<sup>th</sup> century house. It is constructed of brown brick; red brick dressings and red tiled hipped roof to eaves. It is three-storeys with square, gauged headed windows, sashed with glazing bars to first floor. Adjoining are other early 19<sup>th</sup> century houses, converted to shops and retaining well-preserved shop-fronts (some of the building, however, derelict and reconstructed in 2004-5). The group of properties form an historic cluster and enhance the street-scene. Waterman's Court dates from the late 1980's and is finished in London Stock with red dressing in keeping with the area.

#### Fire Station

The former Fire Station (Grade II) now restaurant and bar was built in 1897 and designed by Nowell Parr for Brentford District Council. It is constructed of red brick in Flemish bond with terracotta dressings and an imitation Welsh slate roof with crested terracotta ridge tiles. It forms a landmark within the street scene. Behind, late 20<sup>th</sup> housing set around a courtyard. The Waterman's Public House (also by Nowell Parr), the two adjoining 19<sup>th</sup> century houses, Fire Station, cobbled pathway and corner flower garden form a historic ensemble.

#### Pump Alley and The Corporation Sewage Works

1-4 Pump Alley is a pleasant group of 19<sup>th</sup> century housing built for the workers of the Sewage Works. They are two-storey with the first floor windows forming dormers into the steep roof slope. They also feature tall chimneys and red brick dressings.

The following group of industrial and residential buildings was added to St Paul's Conservation Area in 2001 because they form part of the already designated 19<sup>th</sup> century expansion of New Brentford. F W Lacey, Surveyor in 1883 and a local architect, designed the Corporation Sewage Works and associated buildings, now the Town Meadow Depot. The base of the chimney and associated buildings such as the supervisor's house and engineers cottages all survive.

The depot was built at a time when there was desperate need to improve the sewage system in the metropolitan areas of London and therefore of historic interest. The group of buildings are constructed in London Stock bricks and have red brick dressings. The Pumping Station is architecturally interesting having projecting red brick arches, keystones and decorative corbels at the eaves level. It also has unusual metal windows. The supervisor's cottage is in a similar style. The decorated base of the chimney adjacent the engine shed is a reminder of

many chimneys that dominated the areas in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. All the buildings create an interesting group and retain their early engineering character.

Recent developments which may / might affect the character and appearance of the conservation area include adaptations such as at Brentford Baths and St Paul's Church Hall, the Fire Station, Station and those adjacent to the Magistrates Court and the bridge. Notable developments nearby have included the all-residential Island development, and the mixed-use Ferry Quays.

Town Meadow's group of buildings is approved for conversion.

### **Pressures on the area**

- Commercial disinterest and lack of use is resulting in alterations or conversion and addition to residential (eg Albany Road; also note the slow take-up of the commercial lower floors at Ferry Quays, immediately south of the conservation area).
- Infills and extensions
- Conversions and construction trying to change scale
- Effects of development – and blight in the meantime – of Land South of the High Street
- Cross-overs and on-site parking
- Land rear of Hamilton Road
- Roof extensions - Further east along the High Street, former industrial buildings such as the Gas Works have been redeveloped for higher density residential, a trend which is a continuing development aspiration.
- Developments along Ealing Road will affect the setting over a certain height: the North Brentford Quarter 25 storey tower will be seen from within the recreation park. Closer developments would be more visible.

### **Potential**

- To include the health centre (grade II) on the High Street within the boundary
- Improve allocation of space eg at Somerfields site and surrounding roads (eg Back Lane)
- Further tree planting
- Improvements to St Paul's recreation ground

### **Guiding principles**

In addition to statutory requirements, UDP principles and existing supplementary guidance, the following guidelines special to the area will be included in those to be evaluated:

- Consideration given to the differing landmark buildings and preserving their character and status, and views
- Consideration to boundary treatment to retain appropriate character
- Consideration to gaps between buildings to retain integrity of planned layout
- Management of mature trees
- Preservation of the open spaces
- Sympathetic treatment to rooflines and roof features, to retain authenticity of architectural features
- Careful choice of materials for extension
- Rhythm and sequence of pairs of properties within the terrace should be observed

## **GRAND UNION CANAL AND BOSTON MANOR**

**Boundary:** See Map 22

**Date of Designation:** July 2001

**Date of Extension:** None

**Additional protection to the area:** Listed grade I status of Boston Manor house; its park may be re-evaluated for inclusion on the English Heritage register; other listed buildings; part: Metropolitan Open Land, nature conservation area, walking route, waterway and areas subject to flooding.

### **Special Architectural and/or Historic Interest**

The Grand Union Canal makes use of the River Brent's levels and course, in the main, to link the open "agricultural" hinterland along the north west of the borough with that beneath Boston Manor House, combining their outlet through the working port of Brentford and into the river Thames. South of the Piccadilly Line's railway-bridge crossing of the canal, is Gallows Bridge (Grade II), a cast-iron roving bridge by the Horseley Iron Works, 1820. The canal is important for its topographical effect and as a historic feature within the landscape, in its own right, as well as for its structures of architectural interest, which are already listed.

The landmarks and historic buildings on the section between Boston Manor House and the Thames relate to BRENTFORD, which is described later.

Boston Manor is linked historically with the Grand Union Canal because a section of the Manor's grounds were compulsorily purchased to form the canal and associated flood plains, and these now form part of its open setting.

Boston Manor House, one of West London's lesser-known gems, is still surrounded by its original grounds. It is one of a small group of substantial brick houses built in London of the early 17th Century that are notable for their early use of a compact double-pile plan. The exterior is austere and attractive, but was altered in the latter part of the 17<sup>th</sup> century. It is of six by four bays, three storeys high, with a lower service wing to the North. The building is listed grade I and the Stables, walls, gatehouse and gates are listed grade II.

### **History**

#### **Grand Union Canal**

Until 1929 this was called the Grand Junction Canal. It is broad with locks a little over 4 metres wide; it is the direct line from London to the Midlands, joining the earlier Oxford Canal at Braunston in Warwickshire and the Thames at Brentford, with a branch to Paddington. It was designed by William Jessop, with James Barnes as resident engineer, in accordance with an Act obtained in 1793. The Brentford to Braunston stretch was constructed in 1794, and to Kings Langley, Hertfordshire, in 1797. Through traffic started in 1800, and the canal completed throughout its length in 1805. Through Brentford, the canal follows the course of the river Brent. This canal work acted as the catalyst for growth that was further encouraged by the development of the Great Western Railway during the 1840's. The line to Southall was opened in 1859 and this linked to the construction of the dock, designed by the engineer Isambard Kingdom Brunel, for the GWR. In 1929, the Grand Union system, which totalled more than 300 miles in length, was created by the amalgamation of a number of independent waterways, the longest and most important of which was the Grand Union Canal.

#### **Boston Manor**

This estate belonged to Mary, Lady Reade, widow of a stepson of Sir Thomas Gresham, who owned Boston Manor together with Osterley Park. She built the central core of the present house and her initials and the date 1623 appear on the great chamber ceiling. The ceilings are a major feature of the house, together with other important interior features, and the compact, double-pile plan form.

The house was substantially altered by its new owner, James Clitherow in 1671-2; but although the full extent of this is not verified, the porch is of the early 17<sup>th</sup> century.

The entire property was sold to the then Brentford Urban District Council in 1923, and the park has been open to the public since 1924. Since then it has been used as a school, damaged in the war, restored and used for a national headquarters, and later, except for the primary rooms available for public display and limited use, the majority was adapted and leased out for flats. The grounds at the bottom of the slope were carved into by the M4 motorway, and then visually intruded upon as well by its elevated section, which has no noise attenuation measures.

Following the vacating of the flats, and improvement for catering facilities, more of the building could be available. A preliminary repair programme has been undertaken but restrictions are further increased for preparation of the most obvious repair works. These not as yet undertaken mean that the building is still at risk.

The building and the estate are owned, and managed by CIP on behalf of, LB Hounslow. Boston Manor was one of the subjects of the 2005 report by English Heritage / Heritage Lottery Fund "Mansions at Risk in Public Parks in London".

### **Character Appraisal**

The conservation area has many different characters depending on in which part of it you are located. The common link is the canal passing through areas of cultivated and naturalistic landscapes, some of particularly scenic and/or ecological character. These vignettes and contrasts are the essence of slow travelling by canal boat and towpath, and some are enjoyed as glimpses, at greater speed, from the tube train and the motorway.

Entering the borough the watercourse passes under the motorway, between allotments and playing fields, and then under the Piccadilly railway line which, on an industrial lattice bridge, noisily crosses the canal/river and low-lying marshy-plant area. The watercourse is crossed by Gallows Bridge, which takes the canal towpath from the east to the west side to skirt a contained area of works and warehouses. This section of canal is a short-cut, whilst the river separately curves closer to Boston Manor and loops twice under the incoming motorway. Although the river features in a scenic landscape, the whole area is overwhelmed by the unfortunate noise and visual intrusion of the motorway.

Higher up the slope above the river is the ornamental lake of Boston Manor, surrounded by trees and shrubbery (described in later paragraphs). The lake is hidden away whilst the Manor House itself is highly visible, but the result of this is that the Manor's south-western elevation and slopes are sadly blighted by the noise from the elevated motorway.

Boston Manor House is set within its own grounds. The front entrance faces a formal semi-circular carriage entrance to the east, from Boston Manor Road, with groups of large trees and ornamental gates in tall brick boundary wall. (The gates were refurbished in 2005 but the piers are suffering from weather and earlier repair.) However being set on relatively high ground for Hounslow, the south and west elevations overlook land running down to the low-lying River Brent, which cuts into the valley bottom from north-west to south-east. The Grand Union Canal partly coincides with the river, but at the closest point to the Manor House the river retains its own winding course, as of a moat or a feature in landscaped grounds. Above this at high level, an ornamental landscape comprising woodland with lake, shrubbery and winding paths is located on the local ridge to the north of the house, and this appears larger because of its densely tree-d contrast with the open playing fields on the south slope.

The house's dark brick and three-gabled shape are dramatic as it appears distinctively against its woodland, to command the wide panorama to south and west. This comprises the wild or cultivated landscape spreading from Cranford and Osterley's parks, via the golf course, ecological areas between canal and river, and playing field: so that Boston Manor is probably the first historic building visible from the motorway approaching London after Windsor. Boston Manor as an estate has an 18<sup>th</sup> century character, the house and grounds providing a grandiose appearance with the circulating walls, entrance gates and outbuildings and standing in its own grounds. Boston Manor Park provides an open, rural, backdrop once typical of West London, and forms an upper boundary to the conservation area.

Continuing south-east, the watercourse is blinkered as it passes between two large late 20<sup>th</sup> c buildings, although at the water level these are less obvious than the canal route itself, framed under the low, flat concrete bridge of the A4. The bank-side plots are planted and maintained to differing standards: from manicured to wild; on the south of the A4 the double bend adds to a sense of expectation. After passing under the minimalist railway bridge the space abruptly widens into a basin, from which the river Brent separates briefly from the otherwise joined canal. To the east an expanse of wild landscape, bounded by the railway embankment, leads a sequence from allotments of varying level of cultivation past the rear gardens of small scale housing and the historic buildings and spaces of The Butts. The amenity value of this area of historic interest is also of importance to the local community as an ecologically sensitive area of nature conservation.

On the west bank, above the towpath is an area of warehousing and works, including a pair which extend into a dramatically over-hanging but now rather desolate canopy end for boat-repairs. Much of the industrial activity has receded, and at present the scale of the other west-bank buildings reflects current and former uses, and by being low-lying give spatial priority to the water. Small-boat and water related activities, for leisure and working purposes, need visual and actual elbow-room, a sense of space. The towpath along this basin is used for boat mooring. The buildings of the area, whilst no longer dependent on waterborne transport, are still of an appropriate scale and character.

On the intervening Island, the former water-industry works have been superseded by a dense housing development of the new century. This is lower at the northern end and has its own small area of naturalist landscape.

As noted by English Heritage (in their character appraisal of the area, prior to designation) *this is a rare junction of historic canal, rail and river infrastructure serving London, which deserves special treatment and consideration. Its character lies somewhere between urban, rural and industrial.*

Development has urbanised most of the Island: on its west side of the buildings go to the very edge, with pontoon boat-berths reaching into the canal. The pontoons reduce the apparent width of the water, and this will greatly increase when they become occupied, bringing their own activity and interest. At the southern foot of the basin, via new and retention of old artefacts, sluices, bridges and walkways, the area around Brentford Lock has deliberately been made more accessible and scenic, even if the character has been rather sanitised. The canal and river combine and disappear under the constriction of the old bridge supporting the High Street.

#### Brentford Lock

The historical character is not just the preservation of artefacts, but also a reflection of topography and use, and relationship with the areas of maximum public intensity. Brentford Lock and basin were used for shipbuilding and cargo loading. It originally contained a

number of sheds that overhung the water but these were demolished and replaced during the Brentford Lock redevelopment scheme of 2003. The little canal toll-house (Grade II) was constructed in 1911 and is built of stock brick with black brick dressings and Westmoreland slate roof with terracotta ridge tiles and yellow and black brick chimneystack. It features the original four-panelled door with deep fielded lower panels and one panel of engraved glass remaining to the top right hand. Internally it had a manager's office, clerk's office and washroom to rear. Its setting of sluices and locks, forming small islands, has also been refurbished as an adjunct of the development scheme, and add detail and small scale pedestrian connectivity to the area, together with views of the old and new bridges, and water.

Located in The Butts, but included in this conservation area because of the connection with the Canal is the Boatman's Institute (Grade II). Architect Noel Parr built it in 1904 for The London City Mission. It is in the Arts and Crafts style and comprised two schoolrooms on the ground floor with living accommodation above. The exterior is of brick and pebble dashed with red brick quoins and pantiled roof with two brick chimneystacks. The Boatman's Institute provided basic education including religious instruction to the children of boatmen and two rooms of the living accommodation above were used as maternity provision for boatmen's wives until the National Health Service was set up. Only 5 or 6 examples of boatmen's institutes are thought to exist nationally. Also on this side are the remains of Brunel's red brick railway arches of 1859 to provide the link for the Great Western Railway with the port of London.

#### The High Street and Brentford Dock

The bridge over the Brent existed in 1280 and was rebuilt in stone in the 15<sup>th</sup> century. The existing bridge dates from the late 18<sup>th</sup> century and the stone arches can still be seen below the current bridge, which was widened. Most of the current bridge dates from the 1930's although the existing lights were reused from the Victorian remodelling. The public house also dates from the 18<sup>th</sup> century and has an interesting double pitched roof. The current façade by Noel Parr is likely to date from the early 1920's. Adjacent, more of Brunel's railway bridge and brick arches of 1859 overlook the Timber Estate of 1970-9 on the former docks.

#### St Lawrence

The tower of the former church of St Lawrence (Grade II\*) dates from the 15<sup>th</sup> century and the body of church dates from 1764 by Thomas Hardwicke. The tower is of Kentish rag with ashlar dressing and the body of church is of brown brick in Flemish bond with ashlar dressings and a Welsh slate roof. The church is important as it relates to the medieval Brentford. The churchyard has gravestones, a war memorial and a drinking fountain. The monuments, boundary wall and original gates are all part of the listed structure and form its impressive setting. In the churchyard are large mature trees. Adjacent is the former Victorian school building in Stock brick and Gothic in style. The two form a group. Behind more canal, docks and bridges.

#### 79, 80 and 81 High Street

No. 80 is a former 18<sup>th</sup> century house (Grade II), now offices. It is constructed of brown brick and of three-storeys with double-hung sashes in flush surrounds with rubbed red brick flat arches. There is a central projection to facade, graceful porch with "Tower of the Winds" columns and pilasters and entablature with carved frieze; open pediment, arched doorway with panelled intrados and traceried fanlight. The adjoining 20<sup>th</sup> century solicitor's office was built to match in the late 1980's. No. 81 is also 18<sup>th</sup> century but refaced in the 19<sup>th</sup> century. The building is well detailed in stucco with surrounds to the windows and front door and has original windows. The three properties form a group with the adjacent fantailed cobbled pathway (Dock Road) leading into the docks.

## Dock Basin

The peninsula between the canal and the Thames is now filled up with brown brick maisonettes up to six-storeys high, built by the GLC as local authority housing, but sold off on completion. The lower curved group at the mouth of the canal, and the stretches around the dock itself, which rest on the original brick retaining arches, respond to the local surroundings. The landscaping by Peter Barefoot is interesting and the dock itself has been preserved. There is a Victorian public house (The Brewery Tap) at the centre of the docks. It is well detailed in terracotta, brick with pretty windows. The roofscape is also interesting with sloping roofs and tall chimneys. The rest of the area contains various dry docks, out-buildings, sheds, locks, retaining walls, bridges and various industrial type structures and features associated with the ship building. The area has a unique, charming-overgrown and rural character, one which will be difficult to preserve.

## Pressures

- The uncertainty over programme for developing Land South of the High Street.
- Time taken to create commercial interest in areas intended for mixed use, already re-developed closer to the Thames
- The condition of the vacant St Lawrence's Church (Grade II\* and Building at Risk) noting also the vulnerability of the memorials
- The recent Island development is being seen as a precedent that could remove the scale and character of the west bank if extended, removing the focus on the High Street
- Anticipated land values along the water edge, sterilising potential re-use of employment sites becoming vacant on Commerce Road
- It is notable how much visual and character contrast is provided by the ecological area adjacent to the old allotments, north of the Island, and this should be safeguarded

## Potential

To be evaluated at a later stage of the appraisal; however the regeneration of Brentford has been the subject of considerable study, and among other things has resulted in approved schemes such as Land South of the High Street.

- Any further new buildings should be meshed with some of the old, which will help to reflect the different uses. Together they could be dense and intricate in footprint terms, with permeability and occasional contrast in comparative heights.
- It could in parts be busy and utilitarian in built form, with some quieter and less sanitised stretches.
- The remaining bank of the canal should aim to provide the contrast and reduction in height and mass that gives domination to the water, particularly alongside the towpath.
- To increase ecological value of the disused embankments, planting and waterside generally

## Guiding principles

In addition to statutory requirements, UDP principles and existing guidance, the following guidelines special to the area will be included in those evaluated:

- Preservation and careful repair of Boston Manor House, with beneficial use a long-term target.
- Careful attention should be given the surrounding ancillary structures including walls, gates and service buildings to Boston Manor House.

- The landscape setting of Boston Manor House as well as views into and out of the conservation area should be considered.
- The Grand Union Canal should be carefully managed and consideration should be given to the pathways, flora, wildlife and trees.
- The setting of the Grand Union Canal should be preserved in particular its rural or industrial setting, not over-tidied
- Bridges, towpaths, locks and the embankment add to the character of the canal.
- The restoration, consolidation and enhancement of St Lawrence and the churchyard should be given a high priority.
- Preservation of trees and monuments.
- The former layout of dockyards, dry docks, bridges and outbuildings should be preserved.
- Any remaining boat building is essential to the appearance of the area.
- The general former-industrial, almost unkempt appearance is part of the character and should not be over-sterilised.
- The High Street and Island should be considered the local density core or hot-spot, or the area could lose cohesiveness with the High Street and its vitality

## **PRING GROVE**

**Boundary:** See Map 24

**Date of Designation:** 2001

**Date of Extension:** None

**Additional protection to the area:** Listed building; the large open areas (although privately owned) include Metropolitan Open Land

### **Special Architectural and/or Historic Interest**

Although based on an historic house, the special interest of Spring Grove derives from an estate planned to be a grand Victorian suburb. The Davies original estate planning still remains, albeit in an evolved form, in much of its splendour, with the prevailing pattern of development mostly being respectful. Tall classical-style villas standing in spacious gardens, the grandiose Italianate stuccoed mansion of Campion House, the characteristic Gothic structure of Lancaster House, and more subtle Arts and Crafts styled semi-detached properties, along with others, amalgamate into the whole.

The classical element was emphasised by the “Bath-stone” of the prevailing material. Davies used large, lipped terracotta facing tiles bedded onto a backing block; this enhances the apparent quality of the buildings. The “limestone” was set as ashlar with a fine joint, with genuine stone surroundings and detail. A very smooth surface and the squarish regular pattern gives them away, but the large numbers of properties in this or a similar form of construction, remaining, give a further harmony of material, colour and form.

The conservation area has many other components, in terms of its built form, that were not envisaged in the original Davies scheme but still form an essential part of the area known as Spring Grove, whilst other elements make the area cohesive and contribute to the quality environment, such as the greenery afforded by tree-lined roads and front garden settings.

## History

In 1436 the undeveloped eastern end of the small town of Hounslow was known as Smalborow. The name developed to Smallberry Green and the first mention of a house is in 1647, during the Civil War, when Sir John Offley built a house on this site and called it Spring Grove. Offley was allowed to keep his property throughout the Commonwealth as he supported Cromwell, and the house remained in the family for over 100 years. Elisha Biscoe bought the house in 1754 and then replaced it with a Georgian building. In 1780 the property was let to Sir Joseph Banks who rented land around the estate to grow fruit and vegetables and graze his flock of Merino sheep. Banks assisted General Roy in the first Ordnance Survey preparatory work which took place on Hounslow Heath, and the instruments were stored at Spring Grove. It was Joseph Banks who wrote the origin of the name:

*A spring arises in a small grove within the precincts of Spring Grove, which is no doubt the origin of the name. This spring is carried in leaden pipes into the house; the waste water runs through a small basin and pond in the pleasure ground before it escapes to 'Smallberry Green' (Banks in Morris, 1983)*

The estate was sold by the Banks' beneficiary and in 1830 was left to Henry Pownall who altered the house again. The Pownalls left in 1849 and in 1850 the house was bought by Henry Daniel Davies, a member of the legal profession and a speculator in estate development. In 1853 at the Tryon Estates auction Davies also purchased 228 acres north of Spring Grove extending to Jersey Road, East to Wood Lane and west towards Lampton. Ann Tryon was the sister of Sophia Bulstrode, who had no children and left part of the estate to her sister. The branch line of the London and South Western Railway Company's line from Windsor to Waterloo established a station at Isleworth in the late 1840s or early 1850s.

### Spring Grove House

Davies lived at the house while the estate was built and in 1860 moved to Thornbury House, which was the largest on the estate, and Spring Grove was let. In 1886 Andrew Pears bought Spring Grove House and rebuilt it in the Victorian style, completed in 1893. This date together with the initials AP can be seen on the Lodge, which was the main entrance the House. The Pears family also moved from Spring Grove House after a relatively short period, to a house on St. John's Road. Following their departure the house ceased to be a private residence, having failed to reach its reserve price at auction.

During 1922 Middlesex County Council purchased the house and opened Spring Grove Secondary School in 1923. The school became a Grammar School in 1944 but moved to Lampton in 1959. The school was later known as Isleworth Polytechnic, then Hounslow Borough College and finally West Thames College as it is known today.

### History of the early estate.

The Grove was the first road planned, and followed the boundary fence of Spring Grove House. By 1853, following the purchase of the larger estate Davies had planned the roads and allocated various building plots after which building commenced. Davies had laid out Osterley Road, Thornbury Road and Eversley Crescent by 1855 and placed an advertisement in the Illustrated London News 'This estate of nearly 300 acres finely wooded has been laid out for villas and commodious detached dwellings with lawns and gardens of half or one acre with perfect drainage for houses which are well supplied with gas and water.' Nearly 100 houses had been constructed by 1877. Properties were let to City gentlemen, those in the professions and retired army and naval officers.

Spring Grove went into decline when many residents, including Davies, lost money in the 1870s. They had invested heavily in the Agra and Anglo-Florence Land Company. In 1888 the Middlesex Independent reported that many large houses in Spring Grove had been let

and there was an indication of a return to prosperity. One factor that added to revival was the extension of the District Railway line from Acton to Hounslow Town in 1883. Smaller villas were built in Thornbury Road and other roads in the area and the population increased steadily to World War One.

### **Later buildings on the estate**

The Great West Road was built in 1925 and as industries developed, traffic increased in the Isleworth area. The road also severed Thornbury Road and St. Mary's Crescent and in doing so divided Osterley and Spring Grove. In the 1920s and 30s the building boom covered most of the remaining spaces in Spring Grove. Isleworth secondary School for boys opened in 1939 and the Duchess of Gloucester home in 1950, both on Ridgeway Road on plots not developed by Davies. Much of the post war infill has taken place on sites previously occupied by original Davies houses.

### **Character Appraisal**

Spring Grove estate benefits from the wide-open spaces of the large institutions, and nearness to Osterley Park. It played an important part in the development of the area east of Hounslow. Several core historical areas can be identified in the existing street pattern, which are linked together by the readily identifiable original street network. The earliest networks are on the western side of the estate, with routes to St. Mary's church and Lancaster House (Brunel University) dominating the eastern side. Spring Grove House continues to dominate the whole area, mainly through the road patterns made to form around it and its lodges, which are more visible than the house. Of particular note is the junction of Osterley Road and The Grove, where despite the open streetscape and attractive green space, the design has not changed since its conception in the 1850s. The following describes some of the features of the area in greater detail.

Borough College now "Lancaster House" (part of Brunel College).

Borough Road College (Grade II) was built in 1867 as London International College, a boarding school for boys, which was designed to teach foreign languages. In the *Buildings of England*, Pevsner considered it a large, neatly symmetrical Gothic structure in polychrome brick with projecting wings and a central turreted tower. A landmark is another, taller tower sited on its west elevation. On the ground floor a series of portrait medallions whose choice could not be more characteristic: Shakespeare, Montesquieu, Goethe, Dante, Aristotle, Cicero. It is set in spacious grounds and its Gothic character dominates the area. In 1890 a teacher training college moved to this location from Borough Road, Southwark, and for it a number of extensions have been built over a hundred year period, with its mature trees and playing fields contributing to the character of the area. Brunel College is in the process of vacating the whole site (2005-6).

### **College Road**

The lower part of College Road extending from London Road to Ridgeway Road was laid out, although not named, by 1865. The first buildings on College Road are shown on the Ordnance Survey revision of 1894, and were built on this lower section. In 1905 College Road to Borough Road from Highfield Road was still rural. The streetscape of College Road and its relationship with Davies' Estate is still very much a feature of Spring Grove, particularly as the lie of the land that allows the spring to drain away is so visible. Inter war properties on College Road fit well with other properties in Spring Grove to form a second phase of development of good quality.

### **Clifton Road, Villiers Road, Pembroke Place**

These roads had been laid out by 1865 and form part of one of the historic areas of Spring Grove. The properties in this area are modest cottages in comparison but are well preserved and provide an interesting variation to the grander villas of The Grove for example. The properties on these roads were constructed in the 1880s and 1890s.

### The Grove

The large houses on the outer curve of The Grove were part of the Davies development. At the turn of the 19<sup>th</sup> 20<sup>th</sup> centuries and in the 1920s, properties on the inner curve of The Grove were developed and are well-preserved examples of development of this period. Whilst it is recognised that there is more recent, occasionally unsympathetic infill in The Grove, often this has been on the outer curve, where the large Davies plots have been sold off for more dense development. In this respect, The Grove is coherent mix of property types and ages, which, on the whole, complement each other.

### London Road

When the Davies estate was conceived, London Road was known as Great Western Road. Development on the northern side was confined to the areas on either side of the Spring Grove House, the two entrances to The Grove. Shops and a Post Office were in existence by 1865 at the junction with Thornbury Road, opposite the Milford Arms, and remain today. The conservation area also includes Isleworth station, in LSWR's early 'house style', which together with the bridge and high-level platforms forms a local landmark. The station has historic links with the estate, as residents were offered season tickets at a reduced rate due to Davies' links with the railway.

### Osterley Road

This is one of the most legible and attractive areas in Spring Grove. A wide, level and tree-lined avenue, it retains its Victorian charm to a degree that later additions go relatively unnoticed. The school on Ridgeway Road is visible, but is an attractive thirties design, and the neat playing field acts a buffer. Part of the northern section of the road was the in the garden to Thornbury House. It would appear that the road was built to provide access from The Grove to St. Mary's Church, which may explain its design location, equidistant from both entrances to The Grove and opposite Spring Grove House.

### The Church of St. Mary

The church was opened in 1856 and was designed by John Taylor the younger in the decorated style, using stone facing over brick: a new form of construction invented by himself. The church is large with a nave, chancel and vestries and was designed to take galleries when these should be needed. The two tiers of windows are for this purpose, but the galleries were never built. To the south west of the building stands a combined porch and tower surrounded by a full broad spire. Davies paid for the church and was its patron for many years. It is a landmark within the area and the spire can be seen from long distances away.

### Ridgeway Road

3-17 Ridgeway Road of approximately 1900 are properties for Harry O'Reilly on land previously known as Syon Crescent. The Osterley Park Construction Company built many of the remaining properties on the 'odd' side of the road. On the 'even' side P. Chase Gardener, who built many of the thirties estate properties, designed Nos. 20-34. Blake, the architect for The Grove Building Company, designed No 120 in the 1930s, a short while after his work on The Grove. Isleworth and Syon School, and the Crown Court, replaced a large number of properties on Ridgeway Road. Middlesex County Council constructed the Isleworth and Syon Boys' School in 1936-8. It has one and two storey ranges dominated by a powerful tower, with a more progressive tall, curved staircase window, a feature of the period and a worthy addition to the Estate.

### Thornbury Road

At the time of the early estate only a few houses were built beyond the junction with Eversley Crescent, possibly because it led to Thornbury House. No 94, Clifton House remains on a site of similar proportions. The section adjoining London Road forms part of one of the oldest remaining parts of Spring Grove. The Milford Arms, 4-8 and 12-22 are all shown on the

Ordnance Survey map of 1865 and lie in close proximity to the London Road shops of the same period. Further along, 17, 21, 23 and 55 and Osterley Mansions are all pre-1865. There is a wide range of property types on this road, which runs from London Road to Jersey Road, now broken by the Great West Road.

Campion House (formerly Thornbury House).

Davies built Thornbury House as part of the estate, and moved to the house in the 1860s. Thornbury is the village in Gloucestershire from where the Davies family originated. At that time landscaped gardens stretched from the house to the site of St. Mary's Church. In 1911 Thornbury House became the base of the Jesuit Order for men with a late vocation to the priesthood, and the name of the house was changed. Though now flanked by more recent development the original property is a substantial stuccoed building with a projecting portico and range of steps. A formal ornamental garden leads from the original building. The order moved away in 2005.

Osterley Mansions (Grade II)

Honor's Home was built in 1860 as almshouses for the saddler's company. It was sold in 1903 and converted to Osterley Mansions. It is constructed of red brick with stucco dressing and contributes to the conservation area.

### **Trees**

Some of the streets in Spring Grove were designed as tree lined avenues. These streets retain their now mature trees, which are an important feature of the estate. Mature trees within gardens and private grounds, and in spacious front gardens, are also important to the character of the area.

**Recent developments** / consents, which have / could have affected the character of the conservation area:

Construction of West Thames College along London Road

Refurbishment of the former cinema / construction of flats

Development on top of and behind the former post office

Refurbishment / change of use of Lancaster House and re-development of the Brunel university site (consented)

Proposed enlargement of Crown Court

Proposed refurbishment / change of use of Campion House and redevelopment of its grounds

Repair and redevelopment in the grounds of 28 The Grove

Demolition and increase in density of 46-48 The Grove

101 The Grove (523 / 101 / P1: 2 house allowed on appeal)

## Pressures on the area

- Noise and pollution from A4
- Redundancy / relocation of the educational buildings leading to sale and potential large-scale redevelopment of the large open spaces
- Enlargement of the remaining buildings leading to intensification development over historic plots / increased site usage
- Similarly for the judiciary buildings, with proposals out of scale to the domestic footprint and not of traditional educational style or outline
- For dwellings, the value of the area and properties being high there is demand for enlargement, especially roof extension, and redevelopment to greater intensity of buildings and site,
- Repair needs of the early buildings following dilapidation or extension (especially idiosyncratically used terracotta-faced blocks to simulate ashlar, characteristic to the early buildings; replacement of early c20th steel windows)
- Repair and improvement needs of the later modernist buildings: shell improvement, replacement of early c20th steel windows
- Parking needs of subdivided and areas of intensified dwellings: whilst still being perceived an area of high car-ownership preference, so eroding the verdant edges, and trees threatened, by cross-overs

## Potential

- To rework the scale and continuity of buildings during development of former piecemeal development
- To make good use of re-located open space without losing its benefit
- To undertake good tree-survey and planting

## Guiding Principles

- The layout of the original Davies Estate and plot forms are essential to the character
- The earlier buildings are of special interest in form and materials
- Later 20<sup>th</sup> century infilling on the whole has been carefully planned and is in keeping
- Spatial quality and boundary treatment forms an essential element to the area
- Mature trees are part of the original design and present character
- Large dormers are likely to be obtrusive
- The gaps between buildings make up part of the character and should be considered
- Redevelopment should be of good and compatible quality and style
- Focal points and elegant buildings with a spaciousness nature are necessary to remain in character

## KEW BRIDGE

**Boundary:** Map 27, note that this post-dates the UDP and UDP map

**Date of Designation:** 1<sup>st</sup> June 2004

**Date of Extension:**

**Additional protection to the area:** Listed grade I status of Pumping station; other listed buildings; partially in Thames Policy Area and Nature conservation area; partially in buffer zone of Royal Botanical Gardens, Kew: World Heritage Site.

### **Special Architectural and/or Historic Interest**

The conservation area is based upon the topography and confluence of historic routes at the junction of the Thames crossing point: and their effect; also those of industrial uses of the area, and its workers, on the built environment, in particular the buildings now occupied by the Kew Bridge Steam Museum.

The special architectural and historic interest of the area lies in the industrial character created by the pumping station and its associations, and the high quality of architectural style achieved for them: because of their importance and their location. The Bridge itself is important as an architectural landmark. The conservation area is partially residential in character and also displays a degree of commerce, business and industry that grew up in the area. The scale of these, including the fine station building, is small, and immediately adjacent buildings to the conservation area have a retro style. Two large commercial buildings of the middle twentieth century, nearby, which have been over clad and modified to become residential, are outside the conservation area.

The pumping station is the dominating building within the area. It was designed by William Anderson, for the Grand Junction Waterworks Company, to extract river water from the Thames. It started pumping in 1838. Filter beds were dug to the rear of the gatehouse in 1845, and extraction moved to Hampton, above the tidal reach in 1855. The gatehouse forms part of Anderson's original layout of the waterworks, and contained the station's main offices, a room for the gate porter to check visitors in and out, and meter rooms for monitoring the station's output. After nationalisation under the metropolitan water board in 1903 a laboratory was included for water analysis, a very early example indicating the more scientific approach to water provision in the twentieth century. The front was damaged and rebuilt in 1918 after one of the first German bomber raids on London. The museum site comprises a mix of Grade I and II\* listed buildings dating from 1837 to 1932. The number 2 Boilerhouse was built in the 1860s. The principal Grade I and II\* site buildings have been restored including the elegant 1867 Standpipe tower, 196ft topped by a cupola.

### **History**

Historically important transport routes lie within the conservation area: a Roman road; and the River Thames and one of its traditional ferry crossing points. Green Dragon Lane (not the cul-de-sac section), Kew Bridge Road, Chiswick High Road and the ferry are all shown on Rocque's map, published 1746. 3 buildings are shown to the south foot of Kew Bridge and a ferry crossing point about where the present bridge is sited. During its construction an artefact known as the "Bronze Celt" was found.

(NB: The Scottish Widows site to the west of Kew Bridge on the Hounslow side was the subject of appeal, and comment was made on its historical development. Based on the designation report, more detailed information was compiled by Jack Warshaw, during 2005 and is partly included below.)

The OS extract of 1865 shows a public house, close to the river. A large U-shaped building at the centre of the site, some terraced housing and a number of unidentified buildings, possibly houses, stables, or boat buildings are also present. The surroundings are almost entirely houses, pubs and gardens or open spaces.

By 1894 the large building is identified as a Malt House, with the pub and other buildings on the site little changed. Two pairs of villas and three terraced houses have been built on the opposite side of Kew Bridge Road. By 1913 the U-shaped building appears to have been filled in. Surrounding development has hardly changed. The nearby assembly hall is now a

moving picture theatre. In 1934 the site is shown as cleared. Very little change to the surrounding area is seen.

The area suffered bomb damage during WWII, and an office block occupied the site adjacent to Kew Bridge Road, at the foot of Kew Bridge, for two-three decades of the later 20<sup>th</sup> century. A boathouse was sited adjacent to the river, serving a pier.

### **The Thames river crossing**

A ferry between Brentford and Kew had been operating from time immemorial, probably from the bottom of Ferry Lane. Residents of Old Brentford travelled free until 1536 when ferry-keeper John Hale charged a halfpenny to take horsemen across and a farthing for pedestrians. By 1659 another ferry, for foot passengers only, had been started further east (near the present Kew Bridge) by Henry Tunstall and his son Robert. The Tunstalls were a prominent Brentford family with a vast network of trades and properties in the area. Their ferry, known as Powell's ferry, was originally for the use of their limekiln business but began to take passengers, much to the annoyance of John Churchman, then owner of the Kew Ferry, since the new ferry undercut his prices. He took proceedings against the Tunstalls but his suit was unsuccessful. Henry Tunstall's grandson took over the Kew Ferry sometime before 1726. Powell's Ferry ceased to run when Thomas's son, Robert, built the first Kew Bridge in 1759.

**The Kew Ferry** became known as the Royal Ferry after the royal family made their home at Kew Palace. Ferry receipt books show it was much used by royalty (probably explaining why the second and third Kew Bridge was opened by royalty). In five days in August 1736, Frederick, Prince of Wales, son of George II, paid £2 2s 10d to transport 116 horses across the river, also 1s 6d for the conveyance of the Prince's butcher's cart.

*The Buildings of England London 3: North West* notes: "Around the approach to Kew Bridge [there are] several inns, a reminder of the former importance of the road, notably the Star and Garter, tall with stucco trim," now replicated as part of a recent development on the site.

**The first Kew Bridge**, completed in 1759. Robert Tunstall, son of Thomas and owner of both the ferries, obtained permission under an Act of Parliament in 1757 to put up the wooden structure, built by the carpenter John Barnard. It was the only bridge across the Thames between Fulham and Kingston, and it was immensely popular – 3,000 people crossed on its first day – but it wasn't cheap, the toll for a coach and four was 1s 6d (7.5p) and a foot passenger paid half a penny. The Prince of Wales was so pleased with the new link that he presented a gift to the workmen. The bridge became a frequently used route from Kew Palace to London. It is said that the Prince of Wales was riding with Lord Bute when on Kew Bridge he met the messenger who informed him of his ascension to the throne following the death of George II. After a boat collided with, and damaged, the 1759 wooden bridge, Robert Tunstall's son, yet another Robert, and two partners decided to replace it with a stone bridge. In 1784 they raised £16,500 by setting up a 'tontine' (a financial scheme which gives subscribers an annuity during their lifetime; the value of the annuity increasing as subscribers die off). This bridge, designed by the distinguished architect James Paine, who had just completed Richmond Bridge, was opened in 1789 by George III and 'a great concourse of carriages'.

The **second Kew Bridge, 1830**, by Paine, had seven stone arches. This bridge is three miles and a half from Hammersmith Bridge. Records preserved from the toll on the second bridge show that Queen Caroline travelled over it nearly every day in 1818. In 1873 it was made toll-free, sold to a Joint Committee of the Corporation of London and the Metropolitan Board of Works for £57,000. Although initially admired for its elegance, the bridge soon came to be criticised for the steepness of its approaches and when, at the end of the 19<sup>th</sup> century,

increased traffic necessitated its widening, the structure wasn't considered strong enough to cope.

The **third and current bridge**, opened in 1903 by the King, with a mallet and trowel, parts of which were made from the oak piles of the first bridge. The engineer of the 1903 bridge was Sir John Wolfe and the architect was Cuthbert Breveton. Perhaps the finest of the Thames road bridges within Greater London, it consists of three elliptical arches over the river with a series of small arches under the long approach roads. It is built of grey granite with rusticated voussoirs and a bold bracketed cornice surmounted by a plain parapet. The space between the arches is decorated with fine cartouches containing the arms of Middlesex and Surrey. The original handsome lamp standards situated over the centres of the arches have been replaced twice, the first time with standard highway types, more recently with period replicas. The roadway rises to the centre of the bridge in a gentle curve, which passes over the arches in a most effective way to produce beautiful and powerful relationships and reflections in the water. The opening of the 1903 bridge was cause for much civic pride.

**Market.** The Brentford foot of Kew Bridge was the site of a market until 1893, when the market moved to a purpose-built site at what is now Brentford Fountain leisure centre. Kew Bridge had become a busy junction and there was no longer room for the market. A high Victorian drinking fountain, built in 1877 by the Metropolitan Drinking Fountain and Cattle Trough Association. A personal memorial, although not designed for the site, it remained until the 1970s, when it was moved to Western International Market.

### **Railway**

Kew Bridge is part of an important railway junction. Brentford's first railway line opened on 22 August 1849, with the London & South Western Railway's loop line between Isleworth (extended to Hounslow in February 1850) and Barnes, so linking Brentford to Waterloo. Brentford station in Boston Manor Road (renamed Brentford Central in June 1950) and Kew Bridge Station (now listed Grade II) were both opened on the day the railway service was inaugurated. The latter station ('a good late classical design', Pevsner) was designed by Sir William Tite in 1849, also known as the architect of the Royal Exchange. New Kew Junction (1862) is just east of the Kew Bridge Road railway bridge. Here the line splits to Kew Bridge station in the west; and an old Kew Bridge station and the line to South Acton in the north. To the west of the current station is Old Kew junction where the line also splits to Kew Bridge or South Acton, thus forming a triangle. The goods halt opened in 1929 and closed in April 1967. Lionel Road is not shown as having access to Kew Bridge Road on the 1865 map, but does on the 1891-2 Ordnance Survey map. There were also rail lines running into the goods yard by 1894.

**Kew Bridge Steam Museum (former Grand Junction Waterworks):** Although water was piped to some large towns, usually to standpipes in the street, as early as the 16<sup>th</sup> century, most villagers relied on springs and wells or else bought water from a water carrier until the 19<sup>th</sup> century. From the early 1840s Brentford began to receive direct supplies from the Grand Junction Waterworks Company. In 1882, 117 houses were newly supplied with water by the company, making 1154 Brentford houses (about half the number of inhabited houses) receiving supplies this way.

This was the third attempt to provide clean water for the Paddington, Kensington and Ealing areas. The first waterworks, built in 1811 near what is now Paddington railway station, took water from the Grand Junction Canal (from which the water company got its name) but the water turned out to be unsuitable, so the company built a new waterworks at Chelsea in 1820 (also architecturally significant). Here the water became polluted, hence the move to Kew

Bridge in 1835-8, where pumping began in 1838. In 1845 water from the Thames was pumped into filter beds - a filter bed from 1845 still survives -which lay where the Brentford Towers Estate is now, and the clean water was then pumped into a covered reservoir at Campden Hill before gravitating to individual streets and houses. Until new technology was installed, water was pumped by the majestic steam engines that can still be seen in the Kew Bridge Steam Museum.

The present standpipe tower, 197ft (60m) high, was built in 1867 by Alexander Fraser. The standpipe was a safety device to guard against damage to the engine should pressure be lost by a break of the main. Charles Dickens' well-known concern for the condition of London's poor included an interest in the waterworks. He was told that the waterworks supplied three and a half million gallons every day (except Sunday) to 14,058 houses in the Oxford Street, Paddington and Bayswater areas. The delivery area eventually extended from Sunbury to Kensington with 30 million gallons being pumped each day.

In 1904 all London's private water companies were absorbed into the Metropolitan Water Board. The MWB added diesel pumps at Kew in 1934, and electric pumps in 1942. These operated until 1986 when a new electric pumping station was built on the site of an old filter bed next to what is now the Kew Bridge Steam Museum, so water is still pumped from Kew. When the Metropolitan Water Board phased out its older steam engines in 1944, five classic engines at Kew Bridge were selected for preservation. The cast-ironwork, with its quasi-architectural language, of the great pump house is superb: note the Gothic supports to the staircase; the fluting on the weighted pump pole of the 90" Cornish Engine (installed in 1845-6); and the fluted Doric columns flanking a segmental arch with coffering on the soffite, and a full entablature, in the pumping room.

**The Thames** itself. The Thames is a different river now from what it was in the past. Its level is higher today by some 45cm; hence the construction of a flood wall. Though there are no longer fishing boats on the river, boat racing has become more popular. The demise of riverside industries has brought numerous leisure and recreation opportunities, and the creation of new riverside walks through policies on redevelopment. Tens of thousands of Londoners and tourists view the Thames from river cruises, especially during the summer months. The *Thames Landscape Strategy* is in part a response to these trends.

### **Character Appraisal**

The Kew Bridge Conservation Area is small but distinct. Situated in neither central Brentford nor Chiswick, the name of the station, the pumping station and the road, all known as Kew Bridge, define it. The area is marked by a number of landmarks that dominate the area. The group of buildings dating from the 19<sup>th</sup> Century form an interesting cluster, most of which are either Statutorily listed or locally listed because of their individual architectural qualities. Kew Bridge documents a period in history when there was prestige in industrial buildings, and perhaps enhanced by their relationship with Kew Palace and its royal use, are of specifically "architectural" design. The road layout is much older, but is still particularly important, as it is a place where many roads meet creating vistas, focal points and landmark buildings.

Were it not for modern towers and bulky office blocks nearby along the M4 corridor, Fraser's 1867 Standpipe Tower would still be the sole landmark of the district. Indeed, its very distinctiveness, compared to buildings which could be (and are) repeated almost anywhere, together with its quality ensures that it is still the defining landmark- a memorable marker that you are in Brentford near Kew Bridge.

The slip road leading from the bridgehead down to the steps at the river's edge mirrors a

similar road on the Surrey side. The picturesque quality of the river frontage westward from the conservation area is held by the informality of the river edge and paths, the vegetation along its edge and the little collection of houseboats. To a large extent this derives from understated maintenance, and currently extends as far as the bridge.

Despite some obtrusive, grossly over scaled modern development near its edges, the scale of buildings and the original materials of which they are constructed, mainly yellow/brown brick, slate roofs and painted timber joinery, remain fairly consistent. The great Standpipe Tower, or "Campanile" is the most prominent and memorable landmark of the area and beyond, as suggested by its Grade I status.

Within the conservation area, the most severe negative impact is not from any building, but from the public realm. Traffic conditions road layout and the vast array of highway engineering products combine to degrade a once dignified, attractive urban scene both visually and in terms of movement, to a degree equalled by few areas of London.

Kew Bridge Pumping Station is the oldest waterworks in the world containing its original steam pumping engines, and is the most complete early pumping station in Britain. For its early date (it started pumping in 1838) and the completeness of the station, including the offices and gatehouse, it is the most important historic site of the water industry in the country. It gives the conservation area a very industrial character at this point in the road. The small terraces off Green Dragon Lane were built to house the people that worked in the surrounding industry. They are modest Victorian houses with good proportions and simple architectural detailing, which persists in character even though they have been most thoroughly refurbished.

The area is spatially dominated by the 1903 Bridge, which is statutorily listed, and continued a long period of royal patronage. The bridge is elegant and a key feature of the Thames landscape. It is seen in particular from Strand on the Green, from the river, and the well-used river pier and path opposite. Coming from Richmond the current foreground (across a vacant site) is of small-scale buildings of a mix of domestic and commercial. To the left survive a good range of Victorian houses, shops and the Express Tavern Public House. It is one of the few remaining public houses on the locally renowned Kew Bridge to Brentford run. The pub is clearly visible from Kew Bridge and forms a local landmark.

Turning towards Chiswick the view is of Kew Bridge Railway Station by Sir William Tite in 1850 for London and South Western Railway. The building, Grade II listed, is of yellow stock brick with stucco bands and quoins. It has a hipped roof with slates and tall brick chimneystacks at either end, so generally of a high quality but domestic scale. Although the building is two storeys it has a good classical design and serves to terminate the vista because of its end position next to the bridge over the sunken railway lines.

The range of buildings create an attractive Victorian streetscape. The road layout is particularly important, as it is a place where many roads meet creating vistas, focal points and landmark buildings. The area has a somewhat industrial quality and character mainly relating to the history of the pumping station, railway or market.

## **Pressures on the area**

To be completed, but include

- the Scottish Widows (former office block) site development, formerly the subject of a planning brief, now at appeal;
- Infill along the railway line: recently implemented scheme possibly to be extended as a principle;
- Dereliction and disuse of the Station building (a listed building at risk) and some of the locally listed buildings
- Extreme traffic use / influence of through vehicles, stopping buses and directional interchanges on pedestrians, plus visual and noise pollution
- Extreme problems of signage, advertisements

## **Potential**

To be completed; the outcome of the appeal will influence this section.

## **Guiding principles**

To be completed; the outcome of the appeal will influence this section

In addition to statutory requirements, UDP principles and existing guidance, the following guidelines special to the area will be included in those evaluated:

- Mixed use character is important including industrial appearance
- Shop fronts to the buildings next to the station should be restored
- The station, public house and retail buildings form a landmark group and the advertisements should be removed
- The site next to Kew Bridge is a landmark site
- The Pumping Station is a reminder of the industry within the area
- Use of and views of / from the river are important
- Any opportunity should be taken to improve the street scene

Beneficial use and repair of the station building is important

### GENERAL PRINCIPLES OF WORK WITHIN CONSERVATION AREAS

#### **Standards of design.**

The Council has a duty to designate areas of special interest in the Borough as Conservation Areas; ie the existing character of such areas is either historically important or architecturally interesting, or both. So to preserve or enhance this character, development in conservation areas must be of a high standard of design and have regard for the existing architectural style, scale, proportion, position, materials, roof, boundary treatment and landscaping within and around the site.

All forms of development within a conservation area, including conversions, will affect the outside appearance of the property. Works such as the replacement of a roof, installation of new windows, removal of boundary walls, removal of a chimney will all impact on the overall appearance of the property and area. Individual changes can cumulatively create a large effect. The Borough has illustrated potentially acceptable design “solutions” in the Residential Guidelines SPG, and how these should be modified for use in a Conservation Area. However analysis and understanding, leading to skilled design and one-off solutions are likely to provide the best results.

#### **The conservation approach.**

The primary need is to understand and augment the properties and their context in an appropriate way. Buildings were almost always designed to provide a logical appearance relating to their aspect, access, scale, height and use. They were then influenced by available technology and contemporary regulations, all being exaggerated or minimised to provide the required aesthetic. Therefore alterations need to be based on an understanding of the reasons and merits of the original construction.

Appearance derives from aesthetically preferred proportions and materials and styles, which varied historically (austere / regulated / quiet to revival gothick – or - classical to exuberant / decorative to vernacular etc); but has also been heavily influenced by the conditions at the time of construction. Sizes, materials and positions of buildings have been planned and regulated since Elizabethan times.

Some regulations derived from best practice to maintain safety and these affected appearance as well as construction. Fire protection brought parapets, heights and position of chimneys, setback of windows in the facade, distances between them and other properties, position and amount of inflammable material around windows or for cladding and roofing. Sanitation and drainage requirements influenced soil-and-vent-pipes in relation to windows, styles and numbers of gutters and down-pipes. The social importance of rooms and which floors they were on affected ceiling heights and the sizes and proportions of windows.

Above all, the technology available to the period of construction was influential, such as: spans of floors and roof beams influencing bay widths; wall materials influencing their height and thickness; roof pitches dictated by the particular materials’ fixing and overlaps; opening mechanisms and the size and weight of glass affecting window frames and panes; the structural use of arches and lintols... and affecting appearance.

Designers have always taken all these parameters and made them into a whole by exaggerating and minimising certain aspects.

There are many texts that explain construction relating to different periods.

- **Applications should describe the likely impact of the proposal on the special interest of the area.**
- **Alterations or addition of new buildings should subtly refer to the logic and reason behind the appearance of the existing, and add to that character, not destroy or negate it.**
- **Applications should show the adjacent buildings and context, and sufficient detail to ensure that good quality design and construction are intended.**
- **Proposals are required to preserve or enhance the character or appearance of the area.**

## APPENDIX FOUR

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***It should be noted that much of the history within the statements was taken directly from the relevant section of Cherry, B and Pevsner, N (1999) The Buildings of England, London 3: North West; Penguin Books, which was itself assisted, among others, by Andrea Cameron.***