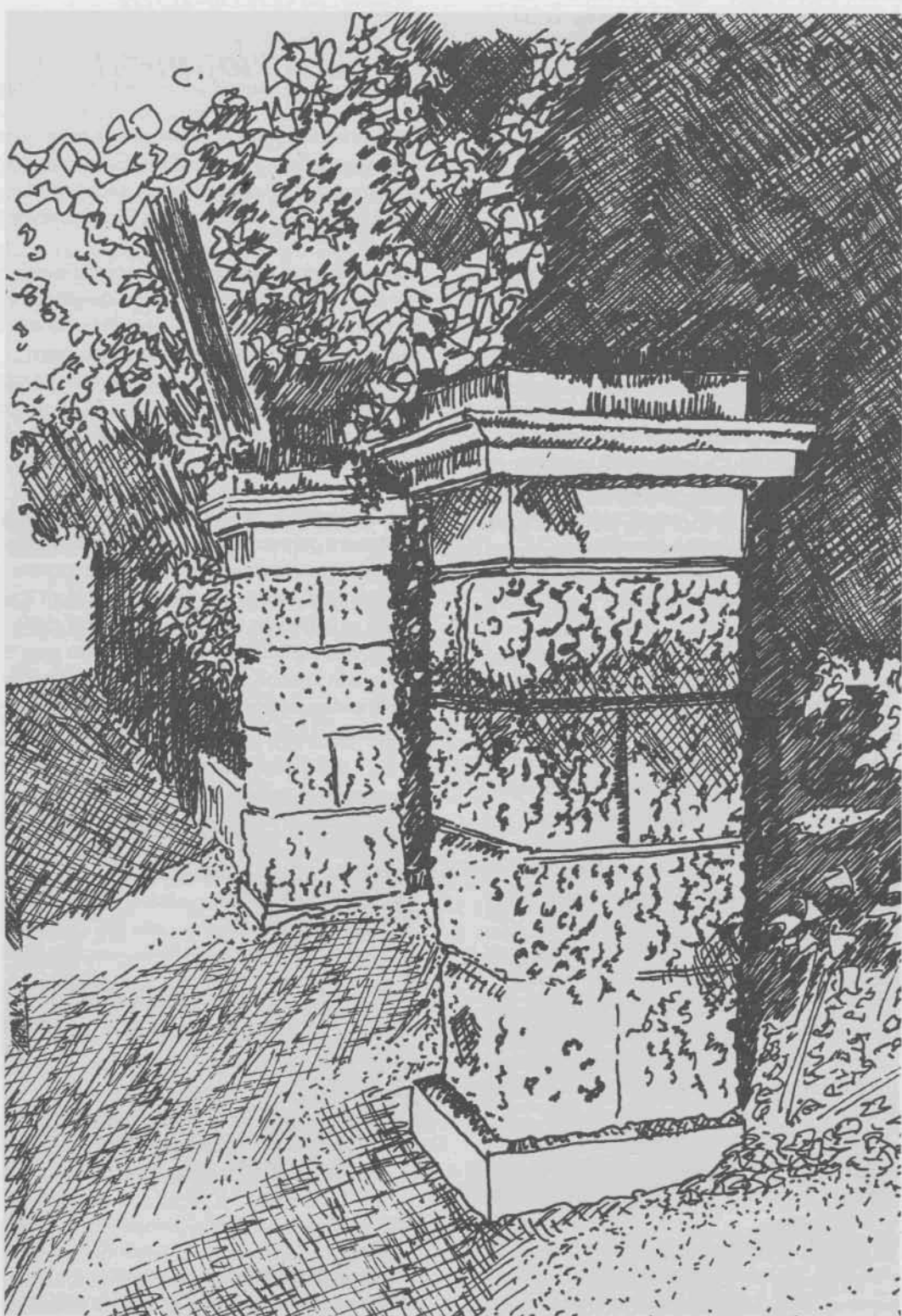


CONSERVATION

Castelnau

AREA STUDY



**R** LONDON BOROUGH OF  
RICHMOND UPON THAMES  
Planning, Transport & Client Services Department

Area no.  
**25**

## 1. Introduction

The Castelnau Conservation Area lies at the most north eastern part of the borough of Richmond upon Thames on a peninsula formed by a meander of the River Thames. The road Castelnau forms part of the busy A306 linking the South Circular to the Great West Road via Hammersmith Bridge which is located at the northern end of the conservation area.

### Policy context

#### National

Conservation areas were introduced in the Civic Amenities Act 1967. The definition of a conservation area is "an area of special architectural or historic interest, the character of which it is desirable to preserve or enhance."

Castelnau was first designated as a conservation area on 15th March 1977 and extensions were agreed on 7th September 1982, 18th October 1983 and 29th January 1991. Section 71 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local authorities to "formulate and publish proposals for the preservation and enhancement of conservation areas."

This Act provides the legislative base for all conservation related matters. The Town and Country (General Development) Order (GDO 1995) defines the nature of works within conservation areas which require planning consent. Planning Policy Guidance: Planning and the Historic Environment (PPG 15 Sept 1994) provides, in plain English, a full statement of Government policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment.

#### Local

The Richmond upon Thames Unitary Development Plan (UDP) sets out local planning policies for the designation, protection and enhancement of conservation areas (ENV 9 and ENV 10). This plan forms the basis for decisions taken by the Council. Copies of the UDP are held in the reference sections of local libraries and are available for reference or to purchase at the Reception on the 2nd floor of the Civic Centre, York Street, Twickenham.

This study has been prepared by the Planning and Building Control Division in consultation with other departments of the Council, and most importantly, in consultation with the local community. By publishing proposals for the preservation and enhancement of the area's character and appearance, the study will take forward relevant policies contained in the UDP, providing a framework for action by the Council, local residents, businesses, developers and statutory bodies. The identification of the area's special

character provides a basis for specific problems to be identified, proposals to be made and for general guidelines and useful information to be given.

## 2. History and Development

Limited archaeological evidence has been unearthed in the immediate vicinity of the Castelnau conservation area; there has been some evidence of Iron Age and Roman activity on the Barn Elms Reservoirs site.

The buildings of Castelnau date predominantly from the mid C19th when the area was developed for the first time to any significant extent. Prior to this the land was parkland and pasture and was never intensively settled probably because it was susceptible to flooding. John Roque's map of 1741-5 shows Castelnau as a landscape primarily of fields flanked by Barnes and Putney Commons to the south.

The development of Castelnau began in 1824 when Parliament permitted the Hammersmith Bridge Company to construct a toll bridge across the Thames to Castelnau, building a road from it to the village of Barnes. In 1825 the foundation stone was laid; it was the first suspension bridge to span the Thames in London, designed by William Tierney Clark and completed at a cost of approximately £80,000 in 1827.



Map of 1822

The name Castelnau has its origins in the estate of an old French baronial family. In 1500 Antoine Boileau purchased the estate, title and castle of Castelnau de la Garde in the south of France. The Boileau family converted to the Protestant faith in the C16th and were persecuted because of it a century later. The family fled France and the British branch of the family is descended from Charles Boileau (1673-1733); one of his grandsons bought a house in Mortlake in 1805

and it was his son Major Charles Lestock Boileau who astutely acquired land on both sides of the new road called Upper Bridge Road, which he started developing in 1842. The buildings constructed were the Boileau Arms (currently The Garden House) and twenty pairs of matching semi-detached villas (these are now nos. 84-122(even) and 87-125(odd) Castelnau and are all Grade II listed buildings). In 1844 a terrace of 9 shops and houses was built, and these are now 185-201(odd) Castelnau.

Major Boileau was also responsible for constructing a number of small cottages to the rear and south of the shops. The Boileau Chapel was built as a chapel-of-ease to Barnes parish church in 1846 and used until 1868 when Holy Trinity Church was built. The chapel was built on the site of the present Tesco garage.

By the middle of the C19th the development of Castelnau was well underway. The 1865-7 map shows Lonsdale Road almost complete and Glenthams Road, Lillian Road and Fanny Road (now St. Hilda's Road) were under construction. Between 1883-7 the original Hammersmith bridge was replaced by the present suspension bridge designed by Sir Joseph Bazalgette which is Grade II listed.

Two other major C19th developments in Castelnau have directly affected the form of today's conservation area.

### The Reservoirs

The Barnes reservoirs were created by the old West Middlesex Water Works Company (est. 1808). Increasing need for storage and the demand for settling reservoirs led to the purchase of land on the Barnes peninsula including West Mead, a medieval meadow, from the Dean and Chapter of St. Pauls. Two reservoirs were constructed to the west of Hammersmith Bridge, coming into use in 1838, with a steam engine in the Hammersmith Works pumping water out via a pipe under the Thames.

Increasing river pollution, caused by expanding industrial use of the river and foreshore, meant that by 1855 a pumping station had to be built at Hampton to supply water to the Barnes Reservoirs. The waterworks continued to expand with the construction of filter beds and more reservoirs on the crescent of land west of the bridge. Having used all the available land, the Waterworks continued to expand by acquiring land to the east at Barn Elms. Construction of the Barn Elms Reservoirs began in 1895 and was complete by 1897. These reservoirs have become obsolete in recent years and are currently being redeveloped as a Wildfowl and Wetlands Centre Trust with an enabling residential scheme to the north.

### Harrods Depository

In 1857 Colonel Lewis Cowan purchased land from the waterworks and constructed a soap factory and sugar refinery; the buildings were complete in 1858 and production started. The factories became known as the Hammersmith Bridge Works and were the main source of local employment until 1892 when they closed down.

Harrods store acquired the factory site and opened a Depository in 1894 having adapted and expanded the remains of the original soap factory (now the central building). A second striped brick building was constructed in 1899 and the dramatic terracotta clad river front building, with its landmark cupolas, was built in 1912 (architect: William George Hunt). The decorative river facade of this building hides an innovative form of reinforced concrete construction. The First World War prevented completion of its proposed symmetrical facade and the building therefore still stands unfinished.

The large areas occupied by the waterworks and Harrods ensured that the Castelnau Conservation Area remained essentially unchanged to the east and north and expansion southwards was prevented by Barnes village and common. However, between the World Wars the only remaining area of open land to the west of Castelnau was developed as housing. In 1995 the Castelnau area is experiencing dramatic change with the redevelopment of both the Barn Elms and the Harrods site.



Harrods Depository 1925

### 3. *Castelnau Today*

For the purposes of analysis the conservation area has been sub-divided into streets.

#### Character Appraisal

##### i. **Castelnau**

Castelnau remains as originally designed, an imposing, distinctive road connecting to Hammersmith Bridge. Its character forms the essence of the conservation area. First impressions are of a wide, straight road which when approached from the south bends gradually northwards to suddenly reveal a view of Hammersmith Bridge. Castelnau channels traffic to and from the Bridge, the side roads at the northern end providing the only contrast to this strong sense of enclosure.

The sense of enclosure and linear quality is further emphasised by the heavy planting of front boundaries and the siting of mature trees within front gardens, giving limited views of the buildings behind. The scale and massing of the buildings along Castelnau contribute towards a unique, large scale, formal townscape which makes it quite distinct.

The **southern section** of Castelnau (nos. 1-83) consists of large Victorian and Edwardian villas, mainly detached and well set back from the road. The road is wide and straight in this part, with mature trees and shrubs along well defined front boundaries, screening the houses and forming a vista along the road. The green vista is closed by the curve in the road at the north of this section.



Large villa typical of southern end of Castelnau



Typical listed villas within the central section of Castelnau

The architecture of the individual houses is not immediately apparent from the view along Castelnau, only the strong repeated profiles of steeply pitched slate gables and roofs are visible through the foliage. Glimpses of the houses from Castelnau reveal a pleasant variety of style and an overall cohesion through a use of similar building materials, and use of confident architectural detailing and embellishment such as tile hanging to gables, cast iron balconies over porches and use of terracotta features.

The more recent library and St. Osmund's Roman Catholic Church both appear slightly exposed in the absence of the substantial front boundary definition normally found along Castelnau. Heavy traffic means that whilst the buildings retain most of their grandeur the surroundings have lost their tranquility. When the road is not congested traffic moves fast. The bus lane demarcation strip visually dominates the northbound carriageway.

The **central section** of Castelnau contains nos. 85-125 which are listed Grade 2 and are the original matching villas built by Major Boileau from 1842 onwards. The houses are formal, semi-detached pairs, 2 storeys high with basements and set well back from the road. They are of restrained classical style with each house framed by two full height decorative Ionic pilasters in stucco. Many of the pairs are linked by coach houses of varying design, which are subordinate in scale to the main house. This change in scale has produced an important rhythm in the streetscape and prevents the villas being perceived as a continuous terrace.

Mature trees within the deep front gardens, and hedges and shrubs lining the front boundaries accentuate the avenue effect in Castelnau. Three free-standing, whitewashed, vermiculated gate piers mark the paired entrances into the houses. However, some piers are modern replacements and a few are missing altogether. Many of the original granite sett crossovers remain between the pairs of piers adding texture and interest to the road surface and emphasising the rhythm of the piers.

**The northern section** contains further Victorian and Edwardian villas, mainly in pairs of a slightly smaller scale than those at the southern end. However the sense of enclosure created by the greenery begins to weaken due to parking on the smaller plots which leaves insufficient room for planting; also due to the siting of the Spinney, a large development of modern flats set at the back of its plot; and the Tesco petrol filling station which is bereft of planting along its lengthy road frontage.

Holy Trinity Church marks the transition from residential to a more commercial character. Nos. 185-201 (odd) Castelnau were purpose-built as shops early in the development of Castelnau. They form a simple 3 storey terrace constructed in yellow stocks. A line of substantial chimneys is visible, adding interest to the roofline. Some of the original small arched shop windows have survived almost intact. Opposite, on the east side, is a more decorative 3 storey terrace which also contains some shops in projecting ground level extensions. The shopping area provides a focus of activity for the conservation area, containing a Post Office, newsagent and other useful shops as well as restaurants.

The shop-fronts and displays provide an important splash of colour at first glance. However, on closer inspection the poor condition of the pavement and forecourt areas, some indifferent shop-fronts, and the lack of suitable street furniture result in a slightly shabby environment. Two public houses mark the end of the shopping area; these are the Garden House (formerly the Boileau Arms) and the Bridge. The Garden House is a large detached building occupying a prominent position on the corner of Castelnau and Lonsdale Road.

The northernmost stretch of Castelnau, closest to Hammersmith Bridge, is much more open. St. Paul's School playing fields form the western side allowing long views across to the river beyond. The boundary of the fields is defined by unusual iron railings, supposedly of unclimbable design, installed originally by the waterworks to protect the reservoir formerly on the site.

On the opposite side of the road, in anticipation of Hammersmith Bridge, buildings reach their biggest scale with imposing blocks of Edwardian mansion flats. Instead of the subtle colours of stocks and render used elsewhere in Castelnau, the flats use a startling bright red brick. The form of these buildings echoes themes used in the nearby Harrods buildings, hidden from view at this point. Trees along the playing field edge frame the final approach to Hammersmith Bridge, now resplendent in its new livery of green and gold.

## ii. Lonsdale Road

The part of Lonsdale Road in the conservation area contains villas which were mostly completed by 1860. Developed as a direct result of the construction of Hammersmith bridge they are closely related to the first Castelnau villas. Building style is not as restrained as Castelnau; there is more use of stucco and detailing is generally more flamboyant. There is a slight increase in building scale with many houses at 3 and 4 storeys. The south side of the road contains mainly detached villas built in brick, many of which have smaller scale coach houses adjacent e.g. nos. 35 and 41. Unfortunately some of the more modest houses have had over-sized dormer windows installed damaging the overall proportion of their elevations.

The northern side of the road contains the most theatrical houses which are Italianate in style and built extensively in stucco. Numbers 76-78 (even) are some of the most flamboyant with numerous bays and porches, but also a tower! In total contrast to these is the uninspiring Lonsdale Garage which consists of a converted 2 storey workshop building and a large expanse of concrete forecourt littered with filling station paraphernalia. Nos. 2-40 (even) continue the more decorative theme of Lonsdale Road and with nos. 203-9 (odd) Castelnau form an important curved elevation leading to the immediate setting of the listed bridge.



*Italianate houses in Lonsdale Road*

Large numbers of mature trees survive and most front boundaries remain well defined by walls, hedges and shrubs, ensuring that the road has a leafy, enclosed character similar to Castelnau. Tall decorative Victorian street lighting columns are interspersed with the trees. Lonsdale Road has the advantage over Castelnau of lighter traffic causing it to retain an air of quiet gentrification.

The car park to the Garden House forms part of the roadside in Lonsdale Road and at present appears very open and exposed in contrast to the character of the rest of the road. Adjacent to this car park is a narrow gated alley which leads to Castelnau Row. This charming group of simple 2 storey cottages was built in 1864 by Major Boileau. These secret cottages are essentially unaltered externally and are arranged in an L shape around a communal garden.

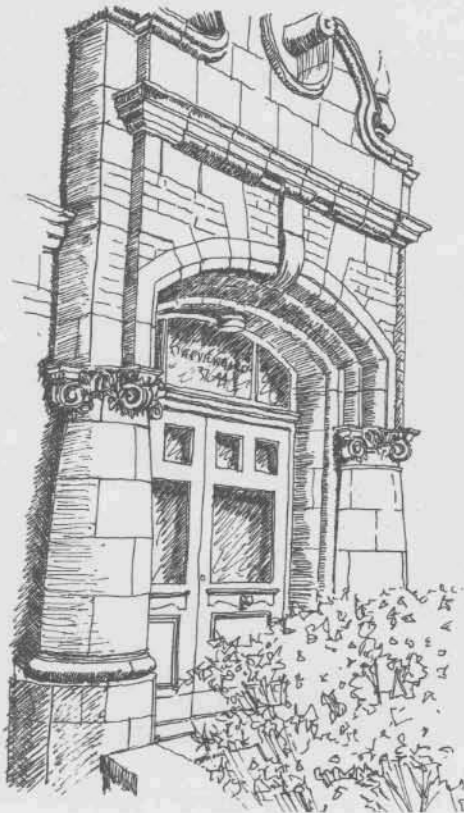
### iii. Glenthams Road, St Hilda's Road and Lillian Road

These roads are tucked away behind the north side of Lonsdale Road, sandwiched between it and the grounds of St Paul's School. They are residential roads developed in conjunction with the rest of Castelnau in the mid C19th. The original intention was to access the land adjacent to Hammersmith Bridge via St Hilda's Road and develop it as housing. The rapid expansion of the waterworks resulted in the land being used for reservoirs instead.

The character of these roads contrasts greatly with that of Lonsdale Road. The roads are narrow and lined with charming terraces, mainly of small Victorian cottages. There are no front gardens and doors open onto the pavement, reinforcing the intimate scale. The cottages are generally two or two and a half storeys high. There is great variety in the style of individual cottages; many have unusual embellishments and details. There is cohesion in the use of building materials, with roofs of grey slate, and brick and stucco elevations. These roads are currently not in the conservation area.

### iv. Riverview Gardens

This street continues the theme of imposing mansion flats established on Castelnau. It contains long terraces of 3 and 4 storey flats, all using a warm red brick; but in homage to the Harrods buildings, horizontal stripes of white stucco or stone are introduced. The grandest blocks have ornate main entrances framed by squat Ionic columns, with terracotta name panels above (see below). Small front garden areas are planted with shrubs with low brick



walls forming the boundary with the pavement.

The view from Castelnau is abruptly terminated by an ugly pre-cast concrete panelled fence which forms the boundary of the Harrods' site. Trees and shrubs behind the fence ensure that long views into the site from Castelnau are screened. On approach towards the Harrods' site, tantalising glimpses of the massive Hunt building and Soap Factory can be obtained before the road bends sharply to become Clavering Avenue.

The road is lined with plane trees whose canopies meet to form a continuous tunnel of foliage during the summer months. Riverview Gardens is a quiet residential road with little apparent activity and a hint of exclusivity. The quality of the streetscape is only spoiled by the continuous lines of parked cars along both sides of the street.



*Arts and Crafts inspired house, Clavering Avenue*

### v. Clavering Avenue

The architectural style of Clavering Avenue is in complete contrast with the rest of the conservation area. Charming Arts and Crafts inspired houses line both sides of the road. Instead of generously scaled three or four storeys, each house is a modest two storeys. Elevational treatments are a range of pastel coloured renders, rough cast and smooth. Roofs tend to be of red clay tiles pierced by square red brick chimneys. Decorative devices include tile hanging, wrought iron brackets to porches and thick timber mullioned windows.

Clavering Avenue is lined with ornamental cherries which are more compact and suburban in form than the planes associated with Riverview Gardens. Small front gardens are generally defined by neat hedges and walls, enhancing the suburban effect still further. The houses take no design cues from Harrods Depository which is hidden from immediate view from Castelnau by a slight bend in the road. When it does come into view it has much more direct impact on this road than it does on Riverview Gardens because the trees do not form such an effective screen. The monumental scale of the Soap Factory dwarfs the rows of houses but this contrast adds drama to the street.

## vi. Arundel Terrace



'Striped' flats in Arundel Terrace

Arundel Terrace is related to Riverview Gardens in that it too takes visual cues from the Depository but in a more obvious and dramatic fashion. From Castelnau the attention of the passer-by is drawn to a terrace of vigorously striped Edwardian flats. They are constructed in a vivid red brick with a deep, white stucco decorative parapet and white painted string courses. They line the north side of the road and the strong horizontal emphasis guides the eye along the elevation which follows the curve of the road. The curve gradually straightens to reveal the main gates of the Harrods Depositories behind which the striped warehouses tower.

The southern side of the road is less remarkable and not as uniform although it remains at a 2-3 storey scale. It contains Victorian terraced houses in yellow stocks, an unattractive flat roofed block of modern flats and an old brick workshop. Adjacent to the Harrods gates is an idiosyncratic red brick building with small Dutch gables. Some of the terraced houses were built in 1858 to house the employees of the Cowan's Soap Factory.

## vii. Merthyr Terrace

This is another short road which originally provided the access to the waterworks buildings at Barn Elms. The northern side contains a pretty, 2 storey terrace of matching houses with basements under. They are built in yellow stocks with projecting ground floor bay windows with stucco architraves and cornices. The brickwork in some facades has unfortunately been rendered over, interrupting the uniformity of the row. The roofs are concealed behind a parapet with chimney pots rising above it, visible from the road.

Front boundaries are defined by gate piers with simple railings in between. There are no street trees and the limited amount of greenery is provided by planting in front gardens. The southern side of the road contains two pairs of simple brick cottages arranged around small courts, built for employees of the West Middlesex Waterworks Co.

## viii. Riverside

The presence of the towpath along the Barnes bank is most apparent when crossing Hammersmith Bridge. When approaching the Thames from Castelnau, access to the river is signified by an uninviting, muddy slope between Hammersmith Bridge and the end of Riverview Gardens. Close by is a small seating area partly obscured by a small brick hut which has been camouflaged by the planting of a Russian Vine.

The towpath within the conservation area is informal, with a band of vegetation separating it from the railings which form the rear boundary of Riverview Gardens. The railings allow the pedestrian to see into the gardens and beyond to the cupolas of the Hunt building. Gaps in the planting allow panoramic views of the Thames. The towpath is used by cyclists and pedestrians and the surface in this area is in poor condition.

The character of the towpath becomes more threatening where it forms the boundary with Harrods. A high pre-cast concrete panel fence topped with barbed wire blocks views into the Harrods site (see below). The landing stage which served the Harrods buildings remains intact. It has impressive railings and gates onto the towpath and cast iron bollards and rails to the waterfront edge. Vegetation is now damaging the railings and the stonework of the abutments. At present this area can be reached by the public and is the only piece of open space along the riverside.



The UDP contains several proposals which affect this part of the riverside. They are included within local strategies and plan proposals for Barnes. Proposal B1 covers the Harrods Depository site and includes a site brief showing proposed open space on the riverside in the northern section of the site. Proposal B3 promotes a cycle route along the towpath between Hammersmith and Putney but stresses that walkers should continue to have priority and that the rural nature of this stretch of the river will not be damaged.

## Problems and Pressures

### Shops

- The Castelnau shops and forecourt areas appear shabby and unattractive and are an anti-climax after crossing the picturesque Hammersmith Bridge, or after travelling through Castelnau before crossing the bridge.
- Individual shop-fronts are often inappropriately designed and in poor condition.
- Street furniture in the immediate vicinity of the shops is inadequate, poorly sited and unattractive.

### Eyesores

- Tesco's petrol filling station and shop - there is a lack of planting along the boundary or within the site.
- Lonsdale Garage - the concrete forecourt is bleak and there is a lack of planting along the boundaries.
- Arundel Court in Arundel Terrace - there is no visual interest at ground level, the building materials are poor and the design is uninteresting and detrimental to the streetscape.

### Environmental

- Harrods landing stage is an under-utilised asset.
- There is a lack of tree planting in a number of locations. Access to the tow path from Castelnau is uninviting and poorly signed, and there is a lack of informal open space on the riverside for use by residents.
- There has been a loss of original cobbled crossovers and alteration through addition of new surfaces over the granite setts.

### Traffic

- There is a high volume of traffic along Castelnau and congestion at peak times.
- Side streets are used for commuter parking.
- Crossovers to Tesco petrol filling station are very wide making it difficult for pedestrians to use them safely.
- There is a poor pedestrian environment at the Lonsdale Road / Castelnau junction - it is difficult to cross, with very little space for pedestrians, and dull ground treatment.

### Residential

- Dormer windows on front elevations are poorly designed
- Front boundary treatments are inappropriately designed and in poor condition.
- Replacement windows are poorly designed.
- Inappropriate plant species have been chosen for front boundaries and front gardens in Castelnau.
- Forecourts where car parking occurs are poorly designed.

## Action

As described in earlier sections, Castelnau continues to have a strong identity although over time incremental minor alterations and additions have weakened the special character in places. However, this character can be reinstated and reinforced and responsibility for this rests not only with the Council but with the local community, who through sensitive improvement to homes, shops and commercial property can also contribute.

## 4. Detailed Proposals

for enhancement or preservation of the character of the conservation area

The detailed proposals are illustrated on the separate Conservation Area Proposals sheet which accompanies this document.

Many proposals fall outside of the Council's control and it should be noted that **current financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement.**

## 5. Summary

The proposals generated by this study affect the following :-

1. **Public areas** including parks, gardens, high ways and paths usually owned by the Council or other statutory bodies.
2. **Private houses.** Some alterations may require planning permission and are therefore ultimately controlled by the Council but some alterations will be classed as "permitted development" and will be under the control of the householder.
3. **Commercial sites** particularly those which are perceived to be eyesores and which may offer opportunity for major change or redevelopment.

For the Study to be successful everyone involved in property ownership, tenancy and management in both the public and private sector needs to contribute. The Council will strictly apply Unitary Development Plan policies and also the detailed proposals listed in the study in order to preserve or, where possible, enhance the special interest of the conservation area.



## Buildings of Townscape Merit

These were first introduced by the Council 1982 and included some buildings which used to be listed as Grade III. The Schedule of Buildings of Townscape Merit is a local list, compiled to recognise the value of those buildings which make a positive contribution to the streetscape but have not been included on the statutory list of buildings of architectural and historic interest. It is hoped that by drawing attention to the historic, architectural and townscape interest of such buildings, owners, developers and others will regard them more carefully when considering any proposals for alteration, extension or replacement. In a conservation area permission will not normally be given for the demolition of Buildings of Townscape Merit (BTM's).



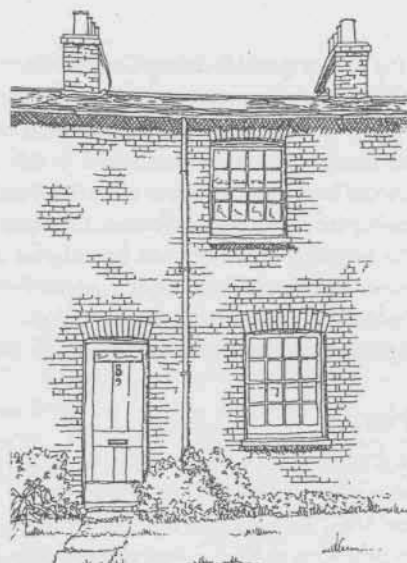
*Proposed new BTM's, 6-16(even) Arundel Terrace*

## Residential property

### What the Council can do:

The Council is able to control new development through its powers under the planning acts and is always willing to give advice to those who want to undertake new work. There is a range of guidance leaflets available on development requiring planning permission. If you are in any doubt about the need to obtain permission for intended works, you should contact the Planning and Building Control Division at the Civic Centre.

Where a particularly good group of single dwellings would suffer if work, exempt from planning permission, were to be carried out (e.g. changing windows,



*Castelnau Row nos. 1- 7*

demolition of front boundary walls etc.) then the Council may apply an Article 4(2) Direction after consultation with the owners. Such Directions mean that certain permitted development rights, as specified within the Direction, are removed and owners must then apply for permission to carry out the intended works. This approach is considered to be necessary for the following properties in the study area :-

Castelnau Row nos. 1- 7

Detailed guidance will be published with this study to assist owners of properties covered by this Article 4(2) Direction.

### What residents can do:

Under present legislation, residents are entitled to carry out some minor works to their houses as "permitted development". This freedom places a great responsibility on owners to consider the overall quality of the street and the area when considering alterations to their property. There is plenty of opportunity to preserve or enhance the character of the conservation area by paying attention to small details on houses. Without care even apparently minor alterations accumulating over time can degrade the quality of the area. Examples of this type of change are replacement of original windows with aluminium or PVCu versions or the painting of one house within a brick terrace.

What constitutes "permitted development" can be a complex matter and residents should contact the Council in the first instance if in any doubt. Importantly, local residents and local groups, in particular, can help preserve or enhance the conservation area by helping to record original features and passing on useful information about local craftspeople and suppliers of local materials.

When considering undertaking works which do require planning permission, the best approach is still

to contact the Planning and Building Control Division for advice. Of particular concern are proposals for dormer windows and extensions, both of which can have a negative impact on the street scene. In this context it should be noted that rear elevations are also often visible from the public domain. Of equal impact is the breaking down of front boundaries and the destruction or adaptation of front gardens for car parking. Supplementary general guidance is also available on these subjects from the Council.

### Shop fronts

An important objective of this study is to retain and improve the quality of shop-fronts within the conservation area. As part of a number of measures intended to promote their survival, discretionary shop-front grants may be available from the Council. These grants are suitable for those wishing to repair an original shop-front or replace an existing ill-considered newer shop-front with a design more sympathetic to the character of the conservation area.

The following shop fronts are of sufficient architectural or historic interest to justify their retention and applications for their replacement will normally be refused:-

Castelnau, nos. 191, 193, 195 and 196.



no. 191 Castelnau

The following are Castelnau shop-fronts of sufficient quality to justify restoration of missing features and alteration of minor features as opposed to wholesale replacement of the entire front-

nos. 189, 190, 184, 178, 180, 192, 201

The Castelnau shop-fronts listed below are more recent and are of poor design and inappropriate materials and proposals for their replacement would be welcomed. The objective is not to produce a slavish reproduction of a Victorian shop-front but to avoid a strident conflict between the old and new frontages and to create a street streetscape of some interest and continuity. Designs which respect the proportions and materials originally typical to the group will be sought:-

nos. 176, 174, 185, 186, 187, 197, 198, 199

The Council will publish separate and more detailed guidance for shop fronts within the Castelnau Conservation Area, which will be issued to shopkeepers and also available on application. This will assist in negotiations on planning applications and guide owners and tenants concerning repairs or minor alterations not requiring planning permission. Whilst the appearance of shop fronts is vital to the character of an area, other factors such as traffic movement, parking arrangements, environmental quality, local support and the economic situation all contribute towards the creation of a successful shopping area. Other proposals made within this study are intended to enhance the appearance of the shopping area.

### Landscaping and Planting

In the absence of public open space, private gardens both front and rear, have a significant role to play in the character of this conservation area. Rear gardens frequently provide the only views of uninterrupted semi-natural habitat. There will be a presumption against backland development unless it can be demonstrated that there would be no significant detrimental effect on amenity and the quality of the local environment.

Trees in conservation areas which are not already subject to a Tree Preservation Order, are protected automatically by the requirement that six weeks notice must be given to the Council before any proposed work is carried out e.g. lopping or felling.

### Implementation

This study contains wide ranging proposals intended to preserve or enhance the character of the Castelnau Conservation Area. The Council will implement those proposals under its control as and when appropriate funds become available and will

give advice on grants and action that can be taken by other groups and individuals.

The Council will monitor the effectiveness of Article 4 (2) Directions and the up-take of grants and will review the progress of enhancement proposals on a regular basis.

### Other publications

The London Borough of Richmond upon Thames has also published the following information.

#### Planning Information Leaflets

- no. 1 Conservation Areas
- no. 2 Listed Buildings
- no. 3 Historic Buildings
- no. 4 Historic Buildings: Maintenance and Repair
- no. 5 Trees: Legislation and Procedure
- no. 6 Buildings of Townscape Merit

#### Design Guidance Leaflets

- no. 1 Design Guidelines for Shop-fronts and Shopsigns
- no. 2 Design Guidelines for Car Parking in Front Gardens
- no. 3 Design Guidelines for External Alterations to Houses
- no. 4 Design Guidelines for House Extensions
- no. 5 Trees: Landscape Design, Planting and Care
- no. 6 Guidelines for Small Housing Sites
- no. 7 Guidelines for the Siting of Satellite Dishes and other Communications Apparatus
- no. 8 Design Guidelines: Wildlife in Gardens
- no. 9 Design Guidelines for nature Conservation and Development
- no. 10 Security by Design

#### Conservation Area Studies

Area 1:	Barnes Green
Area 2:	Kew Green
Area 9:	Twickenham Green
Area 10:	Trafalgar Road
Area 11:	Hampton Court Green
Area 12:	Hampton Village
Area 18:	Hampton Wick
Area 25:	Castelnau, Barnes*
Areas 27 & 37:	Teddington Lock and High Street, Teddington
Areas 30 & 31:	St. Matthias and Sheen Road
Area 38:	Hampton Hill High Street*
Areas 49 & 24:	Crown Road and Twickenham Park, St. Margaret's*
Area 57:	Old Deer Park

#### Article 4 Guidance

Barnes Green Study: The Lion Houses  
 Hampton Wick Study: 10-12(even) Lower Teddington Road, 75-79(odd) High Street, 52-58(even) and 60-70(even) Park Road.\*  
 Crown Road and Twickenham Park Study: nos. 1-13 Park Cottages\*  
 Castelnau Study: nos. 1-7 Castelnau Row\*  
 Hampton Hill Study: 91-93 High Street\*

#### Shop-front Guidance:

Barnes Green Study: Shop-fronts, Policies and Guidance  
 Hampton Wick: Shop-front Guidance\*  
 Crown Road Study: Shop-front Guidance\*  
 Castelnau: Shop-front Guidance\*  
 Hampton Hill Study: Shop-front Guidance\*

Those marked \* are available in draft form and are awaiting printing at the date of this publication.



Castelnau at the beginning of the C20th