

06/3890/ FUL

37 HAMILTON ROAD, TWICKENHAM
For: Hamilton Lofts Ltd.

SECOND APPLICATION



DESIGN AND
ACCESS STATEMENT

Appendices



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37 HAMILTON ROAD, TWICKENHAM
For: Hamilton Lofts Ltd.

Appendix a
Historical Appraisal & EH
Response

Acanthus LW Architects, Voysey House, Chiswick, London W4 4PN. 020 8994 2288. Contact: Christopher Richards.
Hamilton Lofts Ltd, 20 Mortlake High Street, London SW14 8JN. 020 8392 6600. Contact: Bill Bailey.





ENGLISH HERITAGE

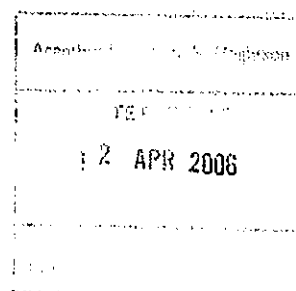
Acanthus LW
FAO Christopher Richards
Voysey House
Barley Mow Passage
London
W4 4PN

Our Ref: 160987
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10 April 2006

Dear Mr Richards,

Planning (Listed Buildings and Conservation Areas) Act 1990
Buildings of Special Architectural or Historic Interest



Former Power Station, HAMILTON ROAD, TWICKENHAM, RICHMOND UPON THAMES,
GREATER LONDON

I am writing further to our previous correspondence about the application to list the above building.

The Secretary of State, after consulting English Heritage, her statutory adviser, has decided not to add the above building to the list. The reasons are:

The former power station, Hamilton Road, Twickenham was erected in 1901-02 by Twickenham and Teddington Electric Supply Company. The complex is comprised of a boiler house to the north, a central engine room, a range to the south which would have housed battery cells, and an eastern office range, all in stock brick with red brick dressings.

It underwent expansion in the inter-war period, but was subsequently reduced in size, losing both of its chimneys and subsidiary structures. This station is an example of a suburban power generation site erected close to railway links, by a private company to provide lighting for a localised area.

As the English Heritage Monuments Protection Programme: Electric Power Generation Step Reports illustrate, it is one of a number of power stations which survive from the 1889-1918 phase of major growth in the electricity industry, more technologically innovative, complete and architecturally interesting examples of which are already represented on the List.

Therefore, whilst the site makes a distinctive focus for the new Conservation Area, along with the three adjoining contemporary streets with which it is associated, it is not of sufficient special interest in a national context to recommend for listing.

If you consider that the decision has been wrongly made you may write to the Department for Culture, Media and Sport within 28 days of the date of this letter to request that the Secretary of State review the decision. An example of a decision made wrongly would be where there was a factual error or an irregularity in the process which affected the outcome. You may also ask the Secretary of State to review the decision if you have any significant evidence relating to the special architectural or historic interest of the building which was not previously considered. Further details of the review criteria and process are contained in the annex to this

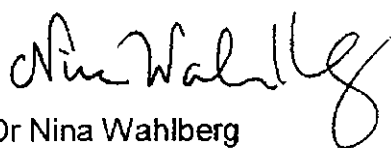


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letter.

I have enclosed a copy of our Adviser's Report for your information.

Yours sincerely



Dr Nina Wahlberg

Territory Co-ordinator, South

Data Protection Act 1998

The information you provide, including personal details, and any information obtained from other sources will be retained by English Heritage, in hard copy form and/or on computer for administrative purposes and future consideration, where applicable. English Heritage will not release personal information to a third party if its disclosure would contravene any of the data protection principles in the Data Protection Act 1998

Annex: Review Criteria and Process

A review will only be carried out in the following circumstances:

(1) there is evidence that the original decision has been made wrongly. Examples would include:

- where there was a factual error, eg. the wrong building was listed; or
- where there has been some irregularity in the process which has affected the outcome, eg. relevant considerations were not taken into account or irrelevant considerations were taken into account.

(2) there is significant evidence which was not previously considered, relating to the special architectural or historic interest of the building, as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. An example would be where new evidence relating to the date of a building has been discovered which might make a material difference to the architectural or historic interest of the building.

Having conducted a review, the Secretary of State will either affirm or overturn the original decision. It is important to understand that the original decision will stand until the Secretary of State has made a decision on whether the original decision should be affirmed or overturned. If the original decision is overturned, this will not have retrospective effect.

Review requests which are received after 28 days from the date of this letter may be considered in exceptional circumstances.

The address for the Department for Culture, Media and Sport is 2-4 Cockspur Street, London SW1Y 5DH.

Former Power Station, HAMILTON ROAD, TWICKENHAM

Parish TWICKENHAM
District RICHMOND UPON THAMES
County GREATER LONDON

Case UID: 160987

Date First Listed:

Formerly Listed As:

RECOMMENDATION

Adviser: Ms Richardson

Outcome: No, do not list

Recommended Grade: NL

03-MAR-2006

Advice Comments/Reason for No Previous Listing:

Reason For Decision: After examining all the papers on this file and other relevant information and having carefully considered the architectural and historic interest of this case, the criteria for listing are not fulfilled.

CONTEXT

The former power station, 37 Hamilton Road, Twickenham has come to us as a request for listing. The buildings comprising the former power station were designated as Buildings of Townscape Merit by Richmond Borough Council in 1983. There is a current proposal to demolish the two ranges to the north and the front range to the south, but retain the side range to the east and convert it to residential use. The planning application involves the erection of 29 residential units and 6 live/work units on the site. Since this planning application was submitted, the former power station site and Hamilton and Warwick Roads, and part of Edwin Road, have been designated as a Conservation Area.

HISTORY

The former power station situated at the end of Hamilton Road, Twickenham was erected in 1901-02 by the Twickenham and Teddington Electric Supply Company, with the supply beginning in July 1902. It is thought that the station originally supplied power to around 3000 lights, but that it expanded quickly to include the Hampton and Hampton Wick areas. The builder was T. J. Messom of Twickenham. The adjacent Hamilton, Warwick and Edwin Roads are believed to be slightly later than the power station, and to have been directly wired to the station, which would have been unusual for working class housing at the time. It is also thought that some of the houses were the homes of employees of the power station.

Some growth is thought to have occurred to the complex soon after its opening to provide for the increased supply area. OS maps show that the power station was substantially extended to the west in the interwar period, and a second chimney added. The footprint has subsequently shrunk, possibly to less than its original size, with the removal of the western extension, two chimneys and subsidiary structures. The power station finally went out of service in the 1960s, and has since been used for general storage.

DESCRIPTION

This former power station has a prominent location at the end of Hamilton Road, adjacent to the railway line to Reading and near to Twickenham Station. The north of the complex is comprised of

a large hall to the rear and small central hall, which contemporary press (19 July 1902 Richmond and Twickenham Times; 29 May 1903 Electrical Review), show to be the boiler house and engine room respectively. The range to the south is stated in the same article to have housed 130 battery cells on the first and second floors, whilst the range to the east contained offices. All of the buildings are of stock brick in English bond with red brick dressings. A modern transformer substation is situated to the west of the complex.

The south and east ranges are the frontages with some attention paid to architectural detailing. The front range is of ten bays and three storeys, with sixteen pane metal casements with surrounds and segmental gauged brick arches of rubbed red brick. There is an entrance at first floor level accessed by external metal stairs, and a small single storey projecting entrance at the west end. The eastern range stands end on to Hamilton Road and slightly overlaps the south range. Its end façade is of three bays and two storeys, with a round headed doorway to the left and red brick quoins. The return façade is of six bays. The windows are six-over-six wooden sashes, with their surrounds, flat brick arches and aprons in rubbed red brick. Again, there is an entrance at first floor level on the return façade accessed by external metal stairs. The gable end has three blind slit windows, and a lantern fixed to the corner. The roofs of both ranges are of slate with concrete copings. The red brick dressings are eroded in several areas. The interior of the eastern range retains its original staircase. There is a blocked in oculus window at first floor level, where the building abuts the engine room, suggesting that this wall was originally external.

Generating halls were designed to be capable of extension. The Boiler House is of six bays and the engine room of five bays, both having been extended to the west before being roughly foreshortened at a later date, with the new end walls being constructed of breeze blocks. There is no machinery left within either of these buildings, but the articles above describe the engine room as containing two Beliss 150hp engines coupled to two 90kW Parker dynamos, and a switchboard, the engines being driven by steam generated by two Babcock and Wilcox boilers located in the boiler house.

The Boiler House to the rear, has a later lean-to added beneath its clerestory, possibly to house workshops; the blocked-in ground floor windows of the boiler house can be seen. The clerestory windows are 28 pane metal casements, which have similar red brick dressings to the east range. An area of brickwork in the east wall has been in-filled, probably where the boiler house connected to the original 110ft chimney. The roof is corrugated asbestos over metal rod trusses with raking struts.

The interior of the Engine Room has some architectural elaboration, with brown glazed tiles running to dado level around three sides of the hall, and blind arcading with terracotta and red brick detailing along both long faces, with a red brick frieze above. Some of this detailing can also be seen on the western exterior of the engine house, where the building has been reduced in length, cutting through one of the arcades. There is a curious isolated concrete 'bunker' at the west end of the building, not part of the original building, and the remains of a ceramic tile floor. A number of the door and window openings have been blocked in, including the ocular window seen at first floor level within the eastern range. The roof is of corrugated asbestos over bowstring metal rod trusses.

ASSESSMENT

A substantial amount of research has been carried out by English Heritage on power stations as part of the Monuments Protection Programme: Electric Power Generation Step Reports. Different types of power station from different periods in the industry's development were assessed nationally, and recommendations for designation, or for further research, were made. The former

power station, Hamilton Road, Twickenham was not one of the sites assessed, but assessments of this type of site were made nationally.

One of the main factors to take into consideration when assessing power generation sites is their date. The first three phases of the industry's development are defined in the Electricity Step Reports as follows: 1831-1878, experimental phase; 1879-1888, early generation power stations and 1889-1918, the growth of the industry. This site falls within the third phase, during which there was a period of massive growth in the electricity industry. Many private and municipal electricity companies were established, and they set up large numbers of central power stations and new undertakings to provide lighting and transport power in towns and cities across the country.

Amongst these largely urban pre-WWI power stations were some of the more architecturally elaborate metropolitan sub-stations and municipal power halls, like Hungerford House, Victoria Embankment (1900-01, Grade II), a municipal power station in 'Arts and Crafts Free Style Baroque'. It also included stations which provided power for tramways, and in London, the underground system, such as the former Shoreditch electricity tramway sub-station (1905-07, Grade II), and the former Wood Lane generating station, Hammersmith and Fulham (1899, Grade II), which is the earliest surviving station built to supply the underground.

This phase is also characterised by the high numbers of power stations built in Victorian and Edwardian suburbs situated on canal sides and railway corridors, with a localised supply area. These locations permitted the easy transportation of large quantities of coal, the main fuel used during the period. The Twickenham station, which was erected by a private company to provide lighting, is such an example. Listed examples in London which were built close to railway stations in suburban areas include, the former Enfield electrical works (1906, Grade II), with extensive terracotta dressings, listed as a local utilities building of considerable architectural interest, and the former generating station and combined refuse incinerator at Plumstead (1903, Grade II), with Baroque architectural detailing to the exterior, a tiled generator hall and elaborate office interiors.

A significant number of surviving power stations from the 1889-1918 phase of development are already listed, including over a third of the sites assessed for this period in the Step Reports. Potential candidates for listing were identified, such as examples in under-represented urban areas (the midlands and the north-west) and rural areas (the west and south-west), as well as under-represented power station types characteristic of the period, such as refuse destructors. As far as we are aware, the Twickenham site would have been a coal powered station, and not one which exhibited any technological innovations.

In addition to the type of station and their place in the evolution of the electricity industry, completeness and architectural interest are also of importance when considering power stations for listing. Survival of complete station layouts or machinery in pre-WWI stations is rare, but where they do exist it has been recommended that representative examples from each phase of development are put forward. The Twickenham Station has lost its machinery and internal fixtures and fittings as well as subsidiary structures. The site has also undergone a great deal of alteration, firstly with its expansion in the inter-war period, and subsequently by being reduced in size and losing both of its chimneys. The scars of these alterations can be seen in the foreshortened west end walls of the engine room and boiler house, and the blocked in openings. The losses are significant because they rob the building of the features that indicate its original function; if the architecture is not leading, then technological innovation and a clearly readable industrial arrangement must.

The variety of ownership in the industry had a strong effect on the architecture of power stations. Municipal Authorities tended to choose classical revival and other historical styles for their stations, whilst power companies and tramway stations lent towards an engineering style of architecture. The Twickenham station has some architectural interest, but this is limited to the south and east blocks with their large amount of red brick dressings, and the interior of the engine room with its glazed brown tiles and blind arcading. The chimneys would have added visual interest to the complex, and may have had some architectural interest in their own right. As described above, already listed examples of power stations of this type and period tend to exhibit a greater degree of architectural interest, or at least a more consistent architectural interest throughout the complex.

When assessing buildings for listing we have to consider them in a national context. Although the former Twickenham power station may be an interesting industrial survival in the borough of Richmond, nationally it is one of a number of power stations which survive from the 1889-1918 phase of major growth in the electricity industry, more technologically innovative, complete and architecturally interesting examples of which are already represented on the List.

CONCLUSION

The site makes a distinctive focus for the new Conservation Area, along with the three adjoining contemporary streets with which it is associated, but it has been altered and is overall not of sufficient special interest to list.

Sources:

Chitty, G., Monuments Protection Programme: Electric Power Generation Step 4 Report, English Heritage (2000).

Chitty, G., Monuments Protection Programme: Electric Power Generation Step 4 Report, Appendix IV, Step 4 site assessment reports, English Heritage (2000).

Electrical Review, 29 May 1903

Richmond upon Thames Borough Council, Appendix A, Character Appraisal, Hamilton Road Conservation (No.72), www.richmond.gov.uk.

Richmond and Twickenham Times, 19 July 1092

Trueman, M., Monuments Protection Programme: Electric Power Generation Step 1 Report, English Heritage (1994).

Summary of Importance:

The former power station, Hamilton Road, Twickenham was erected in 1901-02 by Twickenham and Teddington Electric Supply Company. The complex is comprised of a boiler house to the north, a central engine room, a range to the south which would have housed battery cells, and an eastern office range, all in stock brick with red brick dressings. It underwent expansion in the inter-war period, but was subsequently reduced in size, losing both of its chimneys and subsidiary structures. This station is an example of a suburban power generation site erected close to railway links, by a private company to provide lighting for a localised area. As the English Heritage Monuments Protection Programme: Electric Power Generation Step Reports illustrate, it is one of a number of power stations which survive from the 1889-1918 phase of major growth in the electricity industry, more technologically innovative, complete and architecturally interesting examples of which are already represented on the List. The site makes a distinctive focus for the new Conservation Area, along with the three adjoining contemporary streets with which it is associated, but it is not of sufficient special interest in a national context to recommend for listing.

VISITS

21-FEB-2006 Full inspection
Visited with Emily Gee.

COUNTERSIGNING

First Countersigning Adviser: Ms E Gee

Comments: Agreed. As the thorough assessment sets out, this former power station of 1901-02 has strong local interest as a characterful reminder of the early electricity supply to this area, however the site has been extended and altered in later years, and distinctive features such as chimneys have been lost. It was built at a time of great expansion in the industry, and therefore other examples survive. Those which have been identified as listable have greater architectural interest, or claims to technological innovation than is found here. This building clearly makes an important contribution to the recently designated Conservation Area, but it lacks sufficient special interest to list. 15-MAR-2006

Second Countersigning Adviser: Ms D Keate

Comments: Agreed. The relative merits of this building have been carefully considered and assessed, and the criteria for listing are clearly not met.

HP Director:

Comments:

ACANTHUS LW
ARCHITECTS



Submission to English Heritage concerning
the listing of 37 Hamilton Road,
Twickenham

For Hamilton Lofts Ltd.



ACANTHUS LW ARCHITECTS
ARCHITECTS
HISTORIC BUILDING CONSULTANTS
LANDSCAPE ARCHITECTS

MARCH 2006

3593

Executive Summary

- 1) The generating station at Twickenham is of a type described as a direct supply station, not a power station.
- 2) It has played no significant role in the development of the electrical supply industry in Britain, nor can it be associated with any nationally important person or event.
- 3) In comparison with other contemporary direct supply stations it has no special engineering or architectural interest.
- 4) The surviving building has lost the western end of the original boiler house and engine room and the original chimney. It has also lost the western extension to the original scheme.

Introduction

We have been instructed by Hamilton Lofts Ltd. to prepare a report for submission to English Heritage on whether the existing electricity generating station in Hamilton Road, Twickenham meets any of the criteria necessary for a building to qualify for inclusion on the statutory list of historic buildings. This followed an application to English Heritage by a member of the public for the building to be listed.

National Context

Machinery, reliable enough to produce electricity commercially was available from the 1860's but other developments were necessary to realise its full commercial potential to replace gas as the means of lighting streets and houses. Early arc lights were so powerful that they were only suitable for street or industrial lighting and it was the invention of the incandescent light bulb in 1878/9, suitable for domestic use, which provided the impetus for the growth of the electricity supply industry in Britain. In 1881 the Savoy Theatre became the first public building in London to be lit by incandescent lamps and in the same year the first public supply of electricity was inaugurated in Godalming, Surrey, to be followed by Swansea in 1882, and Deptford in 1889.

Most of the early generating stations constructed in the period up to the turn of the century were built to serve the locality of the station or to meet the power requirements of an individual company. In a paper given to the RIBA in 1904 by C.S. Peach it was stated that during the previous fifteen years over 750

generating stations had been built in Britain, the majority of which, including the station at Twickenham, were of the type described above. They were called direct supply stations because they were responsible both for the generation and the direct distribution of electricity. Peach distinguished these direct supply stations from power stations which were designed for a much larger scale of operation and responsible solely for generating electricity at a high voltage which was supplied to sub stations, often managed by another company, from where the power was distributed to customers.

The earliest direct supply station to be built in London was constructed in the yard behind the Grosvenor Gallery in Bond Street in 1884 - 5 by the enterprising gallery owner who was very soon also supplying electricity to much of West End. Nothing remains of this or of another earlier station in nearby Mason's Yard, Duke Street which started to supply electricity in 1891. It was designed by C.S. Peach for the St James and Pall Mall Electric Lighting Company. One of the earliest direct supply stations, where the buildings still survive, was built at Kensington Court in 1888. It was designed by the electrical pioneer Colonel R.E.B Compton to supply Kensington Court Estate. The first power station to be built in Britain was constructed by the London Electricity Supply Corporation in Deptford in 1888 - 90 to a design by Sebastian Z. de Ferranti. By the mid 1900's virtually all new generating stations were power stations rather than direct supply stations.

Many of the direct supply stations had relatively short working lives because they supplied direct rather than alternating current, which became the norm, and also because they were inconveniently located for the bulk supply of fuel, usually coal. Many of these stations were located close to their market in residential districts whereas the power station could be sited beside rivers along which large quantities of coal could be cheaply transported by barge. Consequently some of the direct supply stations were converted to sub-stations.

Apart from street and domestic lighting in residential areas, direct supply stations were also built to power electrical transport systems such as tramways and railways. Electric motors made deep level underground railways a practical proposition. The first such railway in the world was the City and South London Railway which opened in 1890 with a generating station in Stockwell. The next stage in the development of what was to become the London Underground was the construction in 1902 - 4 at Lofts Road in Chelsea of what was at this date the largest generating station in Europe (Fig. 1). This provided a supply for the electrification of the District Railway and three other lines under construction for the Underground Electric Railway Company. The enormous size of this station means that pertinent comparisons can only be made with power stations rather than other direct supply stations.

In parallel with the building of the underground railways was the development of electric tramways. The first significant system in Britain was built in Bristol by the Bristol Tramways and Carriage Company. Its central generating station built in 1898 - 9 and designed by William Curtis Green still survives (Figs. 2 & 3). The London United Tramways Company built the first electric tramway in London and employed the same architect to design its generating station in Chiswick. This building was completed in 1904 and still survives following its adaptation to recording studios and residential apartments (Figs. 4 & 5). In 1898 the London County Council took control of all tramways south of the Thames and began to convert them to electrical operation. They were supplied by a new power station in Greenwich, designed by the council's own architects department in 1902 (Fig. 6). The large power station at Greenwich and Lofts Road were built in a severe and restrained brick architectural idiom in contrast to many of the contemporary district supply stations which adopted the more exuberant classical style often called Edwardian Baroque. William Curtis Green's generating stations in Bristol and Chiswick employ this style using a mixture of brick and Portland Stone. Other examples of this style in London include the 1902 extension to the Manchester Square generating station in Marylebone built for the Metropolitan Electric Supply Company and the generating station on the Victoria Embankment built by the London County Council c1900 to supply street lighting (Fig. 7). The boilers in this station were fuelled by gas rather than coal obviating the need for a large chimney.

Local Context and Description of the Building

Twickenham was lit by gaslight from 1858 when the gas supply arrived in the district. In 1882 the West Middlesex Electric Light Company approached the Council with a proposal to provide an electrical supply but their offer met with no interest. Other companies subsequently made similar approaches with no better success, including a proposal by the Richmond Electric Light and Power Company to supply Twickenham from their new generating station in Richmond. Eventually, in 1900, the Edmondson Electricity Corporation persuaded the Council to award them a contract to supply electricity. They set up the Twickenham and Teddington Electricity Supply Company, and work on the generating station began in 1901 to a design by an unknown architect. The supply of electricity began on the 21st July 1902, initially for 3,000 lights.

The present building probably follows, fairly closely, the footprint of the original generating station. It consists of four principal ranges, three on an east-west alignment and the fourth on a north - south alignment (Fig. 8). The external walls are built of a yellow stock brick with dressings in a softer red brick around door and window openings. These red bricks are also used for quoins, window

aprons and moulded sills, but are in a poor condition owing to surface delamination. The walls are all capped with concrete copings. The two storey range on the north - south axis at the east end of the building has a timber first floor structure and a pitched roof finished with slate. To the west of this block the southern of the three ranges on a west - east axis has three floors. The first floor is of timber concrete steel filler joist construction and the second floor is of steel and timber construction. The pitched roof of this range is finished in slates, supported by slender steel roof trusses. The ranges behind it are the largest in the complex and both contain a single space rising the full height of the building. The central range has a curved corrugated asbestos roof supported by bow string steel trusses and lit via a skylight along the ridge. The north and south walls are articulated by giant brick arcades with moulded bricks used for the pilaster capitals, terracotta for the keystones and a billet frieze above. The walls are built of glazed brick up to a level of about four feet above floor level. The interior of the north range has a contrasting utilitarian character bereft of any architectural ornament. It has a pitched roof finished with corrugated asbestos supported by steel trusses. Against the north wall of this range is a contemporary lower single storey out shut(Figs. 9 - 12).

The generating station was described in the 19 July 1902 edition of the Richmond and Twickenham Times, just two days before the electricity supply was switched on. It was also described in the 29 May 1903 edition of the Electrical Review with greater attention paid to the equipment installed in the building. From these two accounts it is possible to reconstruct the functions of the different areas of the building. The heart of the generating station was the engine room which occupied the central range and its status is indicated by the superior architectural treatment afforded to its internal elevations (Fig. 13). It contained two Belliss 150hp engines coupled to two 90kW Parker dynamos, and a switchboard built to Edmondson's own design. The engines were driven by steam generated by two Babcock & Wilcox boilers located in the boiler house in the north range (Fig. 14). The outshut on the north side of this range probably accommodated workshops. The three storey range on the south side of the engine room contained on each of its upper two floors 130 battery cells which could provide up to eight hours supply of electricity while the generating equipment was shut down. The fourth range at the east end of the building contained offices on two floors. To the east of the boiler house there was a 110 foot high brick chimney. This has been demolished but is shown on the 1915 Ordnance Survey map (Fig. 15). However the evidence of the former presence of this chimney is still visible in the bricked up opening in the east gable wall of the boiler house (Fig. 11). The 1915 Ordnance Survey map also shows a water tank in the north - east corner of the site which too has vanished. The water was extracted from a well bored on the site to supply the boilers.

The article in the Electrical Review noted that arrangements were being made to increase the station's electrical output to extend the supply to Teddington and Hampton. This would require westward extensions to both the engine room and boiler house. Such extensions had been anticipated during the construction of the station and the west end of the north and central ranges had been closed by a temporary cladding of corrugated iron sheeting. It is not however known when the extension was built. The 1915 Ordnance Survey map appears to show the generating station at its original size as built in 1902. There are no construction joists in the surviving fabric to indicate that the central and north ranges were ever shorter than shown on this map. However an article in the 16 September 1904 edition of The Electrician describing the new high voltage generating equipment installed in the station alongside the original machinery would suggest that the extension should have been built by this date.

The Ordnance Survey map of 1934 (Fig. 16) shows the station doubled in size with the westward extension of all three of the western ranges and the addition of a second chimney beyond. It is not known when the station ceased generating electricity but in the 1960's the western half was demolished to provide space for the construction of a modern transformer sub-station. The truncation of the building does not appear to have occurred along the line of the original west end of the building but one bay to the east of this line. This is the conclusion of a comparison of the building shown on the 1915 Ordnance Survey map with the present structure and the crudely executed termination through the middle of one of the arcade bays. The truncated end of the western ranges has been closed with blockwork.

Assessment of the Generating Station against the Listing Criteria

Planning Policy Guidance Note 15 (PPG 15) sets out the criteria which are applied to the selection of buildings to be included on the Statutory List. At least one of these criteria must apply to a building for it to qualify for listing. The criteria are:

- 1) Architectural interest in terms of design, decoration, craftsmanship, technological innovation, building type or planning.
- 2) Historic interest as an illustration of an important aspect of the country's social, economic, cultural or military history.
- 3) Historical association with a nationally important event or person.

- 4) Group value where buildings comprise an important architectural or historical unity or represent a significant example of planning, such as a square or model village.

Qualification for listing may also depend on the age of the building. Because of their greater number, surviving buildings built after 1840 need a greater degree of selectivity to identify the best examples of particular building types and only buildings of definite quality and character should be listed.

The external architectural treatment of the building is restrained with the decoration confined to the red brick dressings. It has none of the sublime grandeur of the Lots Road power station (Fig. 1) nor the architectural exuberance evident in the contemporary generating stations at nearby Chiswick (Figs. 4 & 5) and Bristol (Figs. 2 & 3), both listed, whose owners wanted their buildings to promote their modernity by employing the latest up to the minute English Baroque style. In contrast the decorative treatment of Twickenham looks back to the closing decades of the 19th century and lacks the definite quality required for listing.

This direct supply generating station is not a particularly illuminating example of this building type, lacking its original chimney and all its original machinery. There is also no special engineering interest in terms of the building's structure, materials or construction techniques.

Our research, summarised in the national context section of this report, has not found that this generating station has any particular historic interest in the development of the electrical supply industry. It was in fact built at the tail end of the era of the direct supply stations at the moment when they were about to be superseded by another building type the power station.

Our research also did not identify any association between the generating station at Twickenham and either a nationally important person or event.

The criteria of group value is inapplicable in this case as only a single original building survives on this site.

Conclusion

In conclusion we would submit that this building does not meet any of the criteria set out in PPG 15 to qualify it for entry onto the Statutory List.

Bibliography

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Simpson D., 1993 'Twickenham Past'

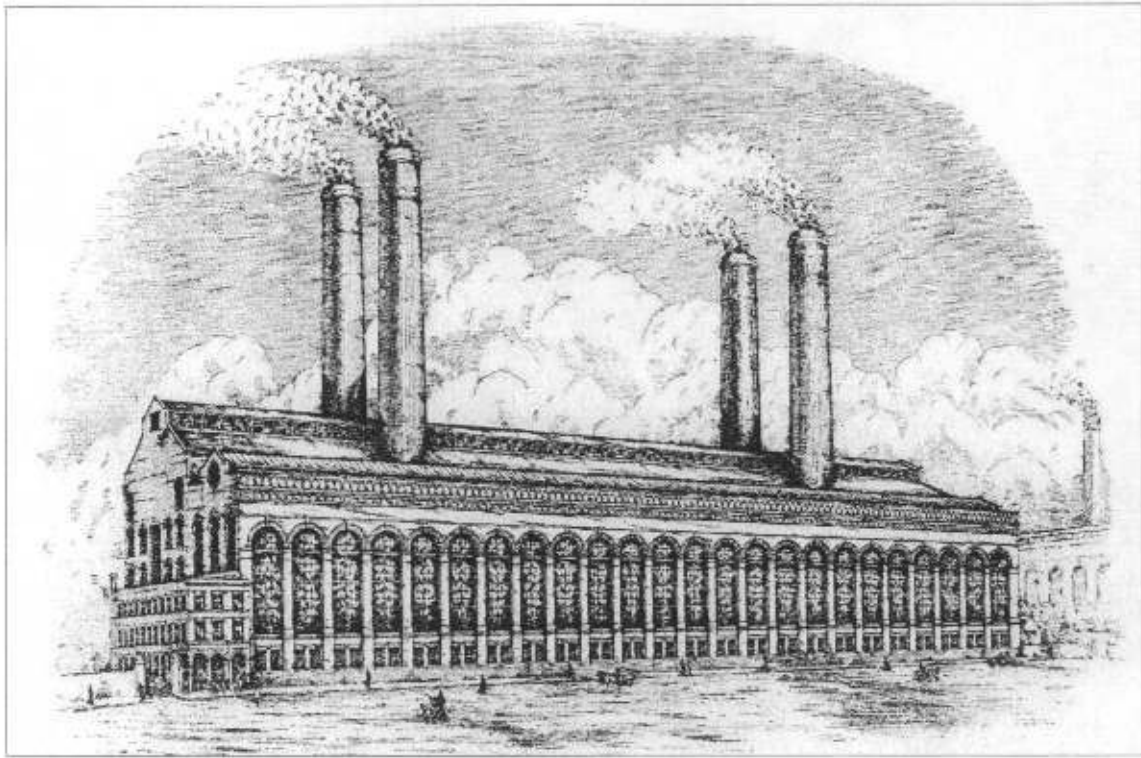


Fig. 1: Lots Road power station, Chelsea (London Transport)

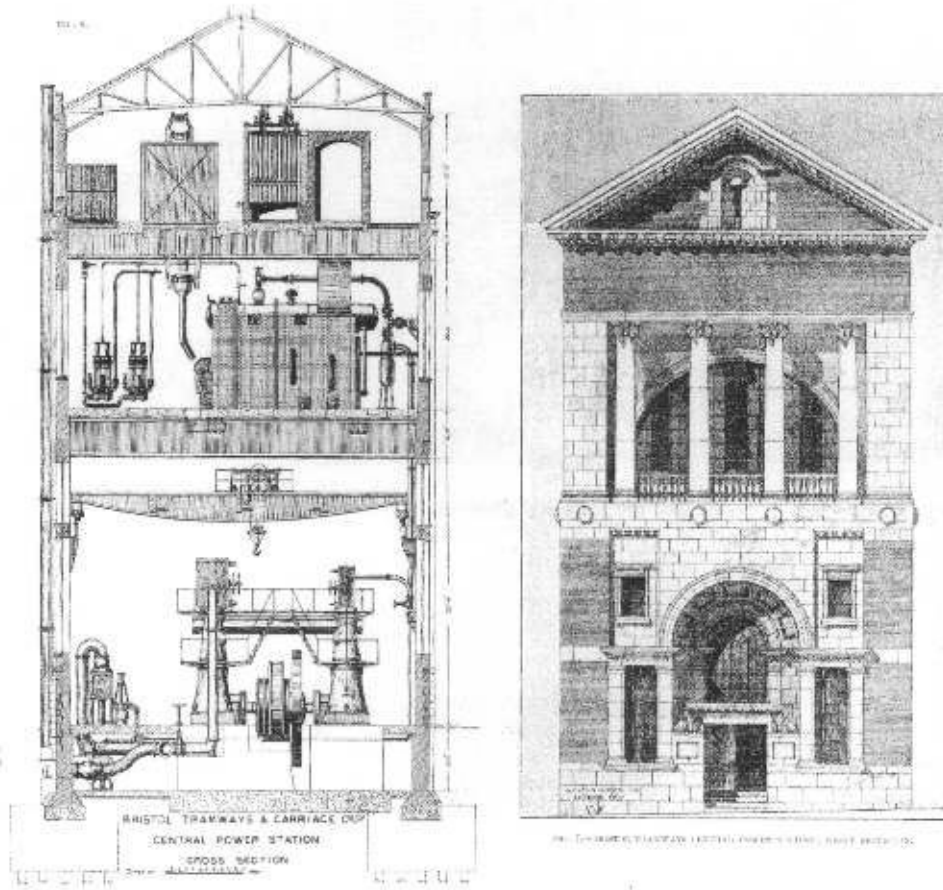


Fig. 2: Bristol Tramways and Carriage Company central generating station (RIBA Journal 1904)



Fig. 3: Bristol Tramway and Carriage Company central generating station

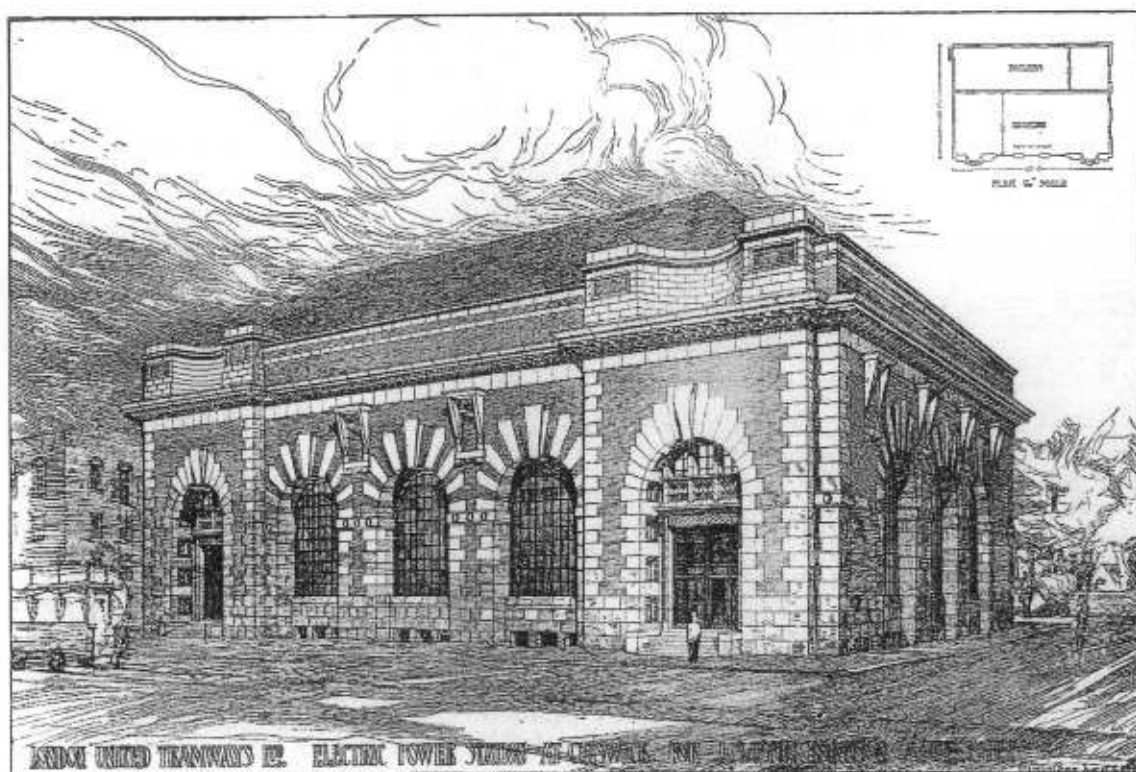


Fig. 4: London United Tramway Company generating station, Chiswick (RIBA Journal 1904)



Fig. 5: London United Tramway Company generating station, Chiswick

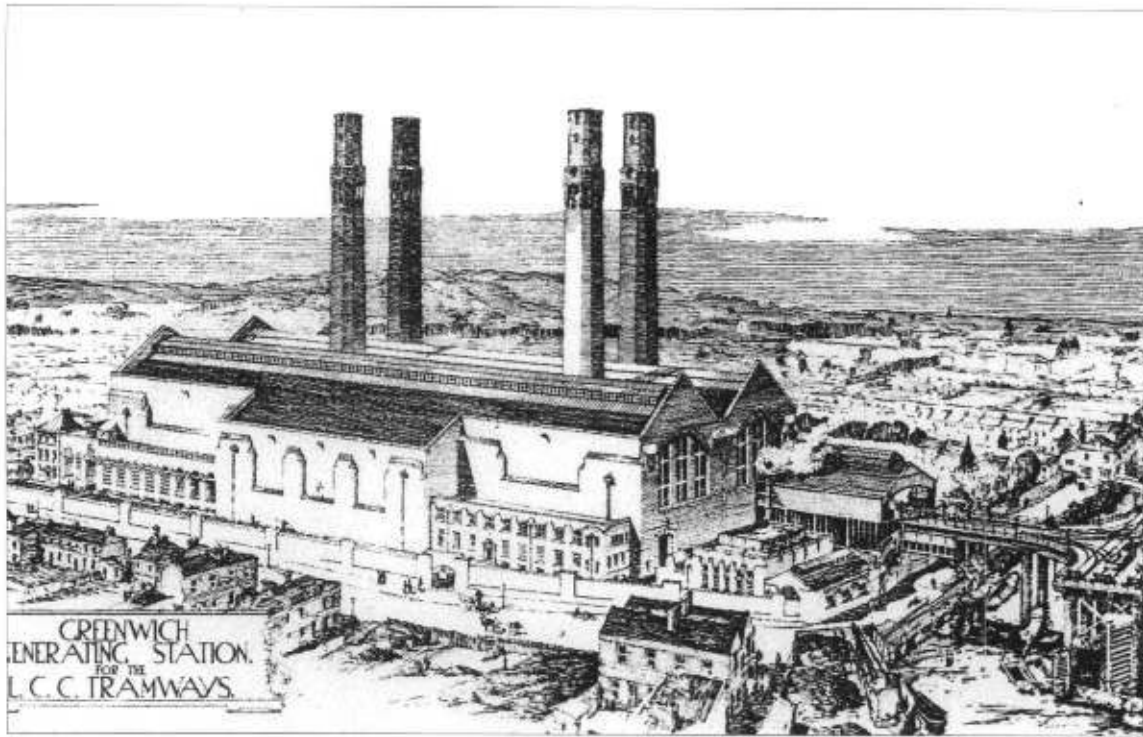


Fig. 6: London County Council power station, Greenwich (RIBA) Journal 1909)



Fig. 7: London County Council generating station, Victoria Embankment

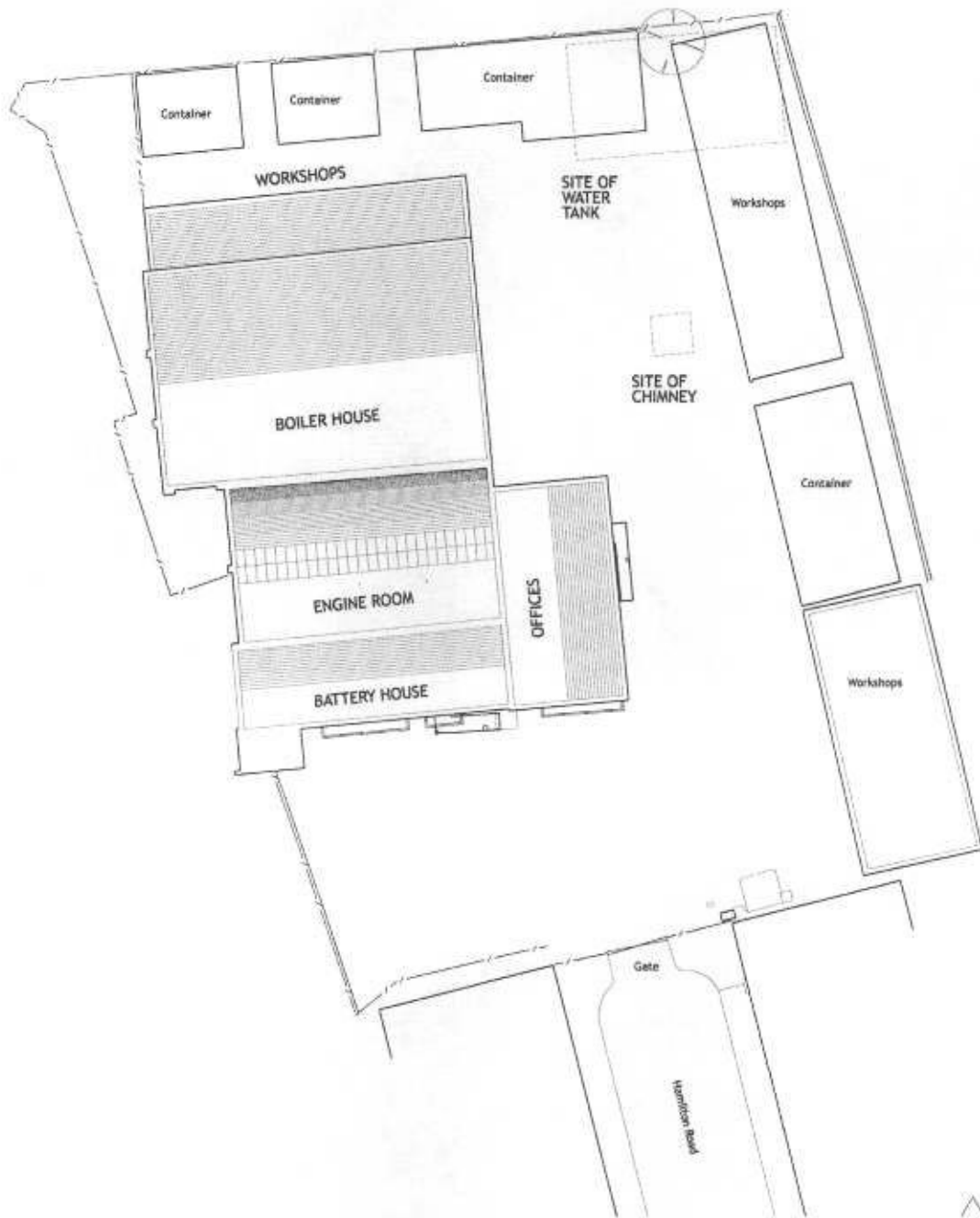


Fig. 8: Site Plan



Fig. 9: The generating station at Hamilton Road, Twickenham, from the south-east



Fig. 10: The offices of the generating station at Hamilton Road, Twickenham



Fig. 11: The east elevation of the boiler house of the generating station at Hamilton Road, Twickenham



Fig. 12: The north elevation of the workshops of the generating station at Hamilton Road, Twickenham

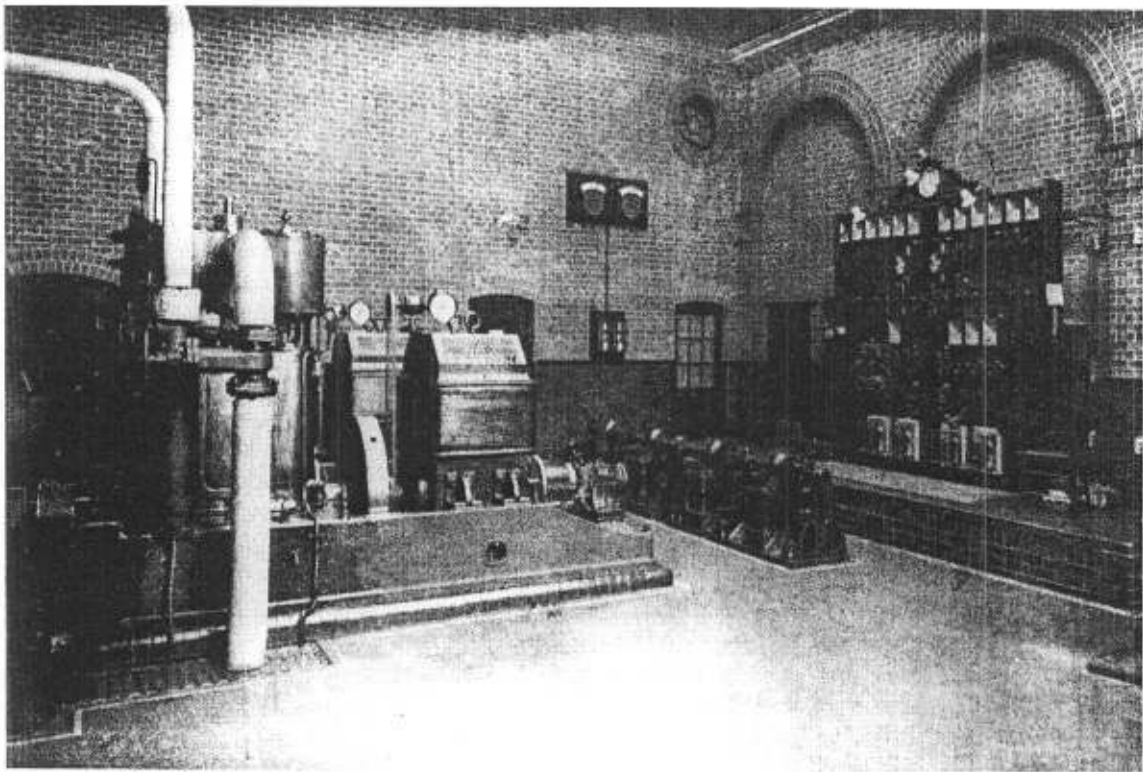


Fig. 13: The interior of the engine room 1903 (Richmond Local Studies Library LCF/4821/TW)

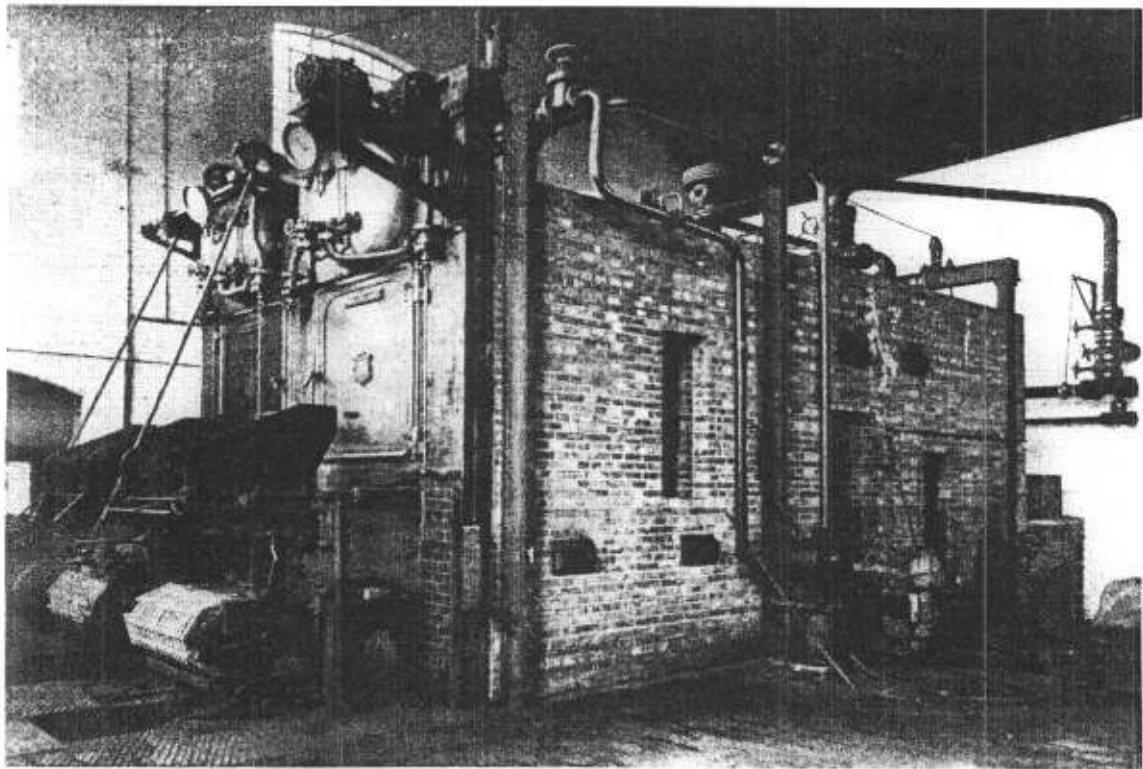


Fig. 14: The boilers in the boiler house 1903 (Richmond Local Studies Library LCF/4819/TW)

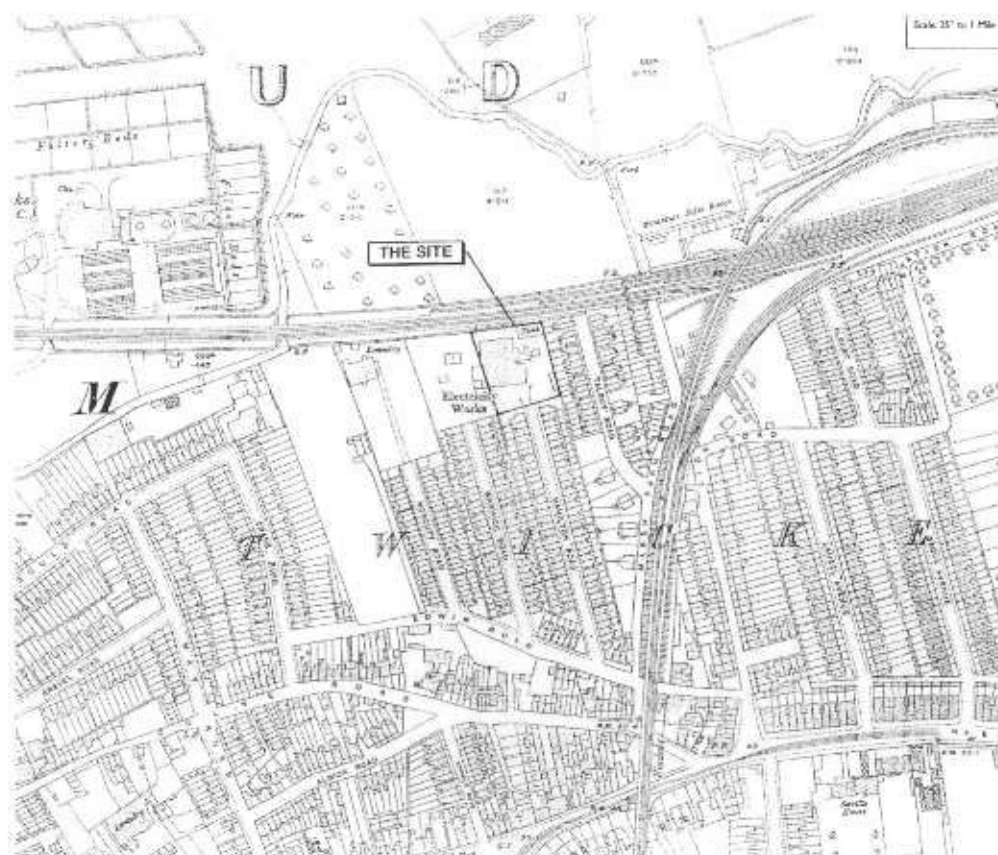


Fig. 15: Extract from the 1915 Ordnance Survey Middlesex Sheet XX-15 25 inch to one mile map



Fig. 16: Extract from the 1934 Ordnance Survey Middlesex Sheet XX-15 25 inch to one mile map