

Cole Park Road Conservation Area No.78

Designation

Conservation Area designated:
20.02.2019

Location

Cole Park Road, Twickenham

History and Development

Historic OS Maps show that the area surrounding Cole Park Road contained large detached dwellings fronting London Road, some of which still remain, for example Ivy Lodge (now Cole Court Lodge), Neville House and Heatham House, all of which are Grade II listed dwellings. Cole Park Road did not appear to be part of the formal gardens of these large dwellings and in 1897 plans were made to erect the Cole Park Estate which contained a number of housing plots centred on a main estate road named Cole Park Road. Despite the new Cole Park Road development, historic rights of way from London Road to the River and to a footbridge leading to Twickenham Station were retained and are still used and in situ today. Historic plans show that the area was developed in one main phase between 1898 – 1920 by two main architects Lionel Littlewood and Richard W. Roe (amongst others); their dwellings are designated as Buildings of Townscape Merit. Originally what is now Lancaster Place was Cole Park Gardens, which then became allotment gardens for the local community. Allotment gardens still exist further north of this site. During the late 20th century the allotment gardens were developed for apartments, however this area is very well planted with trees which assists in reinforcing the well vegetated backdrop to Cole Park Road.

Character

The Cole Park Road area represents an eclectic mix of late 19th century – early 20th century dwellings of particularly high quality. The dwellings are predominantly detached and front onto Cole Park Road, which has a curved form as it is constructed to run parallel to the Crane River which runs along the rear of No.s 2 – 46 (even). The area has a number of laneways intersecting the road, many of which lead to the Crane River and the Moormead Recreation Ground, but also between London Road and the railway station which pre-date the construction of Cole Park Road. Given their spacious setting, the gaps and setbacks between the dwellings are important and allow views through to the trees within the recreation ground and river behind. The large gardens themselves contain mature vegetation which can be seen as an important part of the character and significance of the area.

The dwellings were all constructed at the same time and their designs have an elevated status above those constructed to the north of Cole Park Road. The scale and detailing of the dwellings is of high quality and utilises a number of prevalent styles of the time with the influence of Victorian, Edwardian and Arts and Crafts in a Jacobean style. The dwellings of No.s 6-12 (even) were designed by local architect Richard W. Roe with other interesting examples such as 44-36 (even), 43-45 (odd), & 31-37 (odd) Cole Park Road all designed by architect Lionel Littlewood. The dwellings No.s 6-12 (even) are each detached and incorporate a gambrel roof which has an appearance of an enlarged Dutch barn with the gable facing towards the street. These particular dwellings are constructed of red brick with mock Tudor timber boarding and pebbledash render to the upper floors. Many of the dwellings retain original timber window frames and glazing, some of which is stained on the ground floor and are highly sensitive to alteration with inappropriate materials. The dwellings further along the road designed by Littlewood are very similar and incorporate an English cottage style with a simple square footprint of two storey dwellings constructed of red brick, but highly decorated with mock timber boarding to the first floor façade, and large two storey canted bay windows projecting from the façade along with a large central timber porch. Although some of the dwellings contain a later dormer window to the roof, the

dwellings retain much of their historic fixtures and fittings. This type of English inspiration in the design is also prevalent on a number of dwellings within this street, with the majority of dwellings featuring half-timber boarding, chimneys and decorative timberwork to elevate the status of the buildings and be seen as a homogenous street of high status dwellings. Boundary walls are mostly not original, with many having vehicular accesses inserted; however as the dwellings are set back from the road, the vehicular spaces are incorporated within the large front garden spaces.

Given the larger scale massing and grain of the area, the dwellings are set back from property boundaries with a good sized planted front gardens which add to the leafy nature, with the rear garden planting visible through gaps between buildings. Street trees are consistently planted along the road and together with the vegetated garden spaces, contribute to the special interest of the area. Many mature trees are within and on the perimeter of the area, particularly to the dwellings abutting the Crane River where the mature trees of this green corridor can be seen and which form a backdrop to this housing development. Also important are the number of lanes which connect through the estate to the railway station and the recreation grounds beyond.

Problems and Pressures

- Loss of authenticity and traditional architectural features and materials due to unsympathetic alterations and extensions;
- Loss of boundary walls and garden space in residential areas for hard standing, vehicular parking, front lightwells and hard surfacing.
- Loss of visual gap between properties and infilling with buildings which are not sympathetic to the period and style of the original houses in the road ;
- Lack of coordination and poor quality of street furniture and paving. .
- Poor quality and disproportionate roof additions
- Use of poor quality products in building works such as UPVC, roofing felt and GRP products;
- Development which restricts, detracts or prevents use of historic laneways which run through the estate.

Opportunity for Enhancement

- Preservation, enhancement and reinstatement of architectural quality, unity and features that are preferably based upon historic evidence;
- Seek the reinstallation of front garden planting alongside planning applications for refurbishment and seek that any lightwells are placed to the side and rear of properties and that hard standing is reduced;
- Preservation of visual gaps between properties;
- Coordination of colour and design and improvement in quality of street furniture and paving
- Improvement of highways conditions and pedestrian crossings, and rationalisation of existing signage and street furniture;
- Seek to encourage good quality and proportionate design and better quality materials that are sympathetic to the period and style of the building.
- Ensure developments maintain the accessibility and provides improvements to the network of historic laneways, and where development is adjacent to a historic lane seek design which enhances active surveillance and use of the lanes.

