

STUDIO

Design , Access and Heritage Statement

Project name: 52 Station Road
Project no: 122
Date: 10/12/2024
Rev: 1

HOWSON

APPLICATION SITE

52 Station Road Barnes, rear Garden outbuilding

The address of 52 Station Road is located within the Richmond Conservation area CA1, Barnes Green, and is allocated as a Buildings of Townscape Merit (BTMs). These are typically buildings or groups of buildings, or structures of historic or architectural interest, which are locally listed due to their local importance.

This location principally refers to the main house on the land which is adjacent to Station Road part of the original Barnes conservation area in 1969 whilst the rear of the site was absorbed into the in 1982.

The then owners of the property in 1982 applied for permission for development of the land into additional garden space (82/1053) and subsequently a Private Garden Studio in 1983 (83/53/24), within the curtilage of 52 Station Road.

DESIGN AND ACCESS

ANNEXE FLOOR PLAN DESIGN AND USAGE

The existing annexe consists of an open-plan space, a WC/shower room, and a kitchen area. Its current use has been as a combined open-plan home office and living/sleeping accommodation for the extended family of the current owners.

However, the existing layout and open design fail to provide adequate privacy for visiting elderly parents and family members, while also limiting the effectiveness of the space as a home office. To address this issue, the proposal includes the installation of an internal stud wall to create distinct areas for the studio space, home office, and bike storage. This adjustment enhances both privacy and functionality.

In addition, as part of the revised floorplan, the doors and windows have been redesigned and aligned to adopt a more traditional aesthetic, in keeping with the character of the surrounding property.

SUSTAINABILITY

The proposal also presents an opportunity to improve energy efficiency by reducing heat loss within the space. The current design, which includes significant areas of single glazing in the roof and glazed façade, coupled with a high internal volume, results in considerable heat loss even with low occupancy. The modifications aim to address these issues and enhance thermal performance.

The main house is of Georgian period, and design inspiration for the alterations has been drawn from this era. Features such as sash windows and French doors have been incorporated to maintain consistency with the character of the property.

ACCESS

Access to the annexe is available either via the front door of the main house or through a public pathway from Ellison Road, located between neighbouring properties. This arrangement allows the owners to access the garden space directly without needing to go through the main house, which faces Station Road. Although the entrances to the Annexe has been amended the primary access points from the kerb side on Ellison Road and Station Road are unaltered.



PLANNING POLICY GUIDANCE

The National Planning Policy Framework (NPPF) emphasises the importance of understanding and describing the significance of heritage assets to inform development proposals effectively. The guidance provided in the **Historic Environment Good Practice Advice in Planning Note 2** (paragraphs 8–10) elaborates on this, stating that understanding the nature of a heritage asset's significance is crucial in determining the need for, and the most effective means of, its conservation.

Additionally, understanding the extent of a heritage asset's significance is vital, as it helps identify how adaptable the asset may be. This understanding can improve both the viability of proposed developments and the long-term prospects for conservation. Equally, understanding the **level** of significance is essential, as it serves as a guide for applying the relevant policies appropriately.

Conservation Principles, Policies and Guidance (Historic England, 2008) outlines English Heritage's approach to managing the historic environment. It identifies four key heritage values to consider when assessing the impact of development on the historic environment:

- **Evidential Value:** The potential of a place to provide evidence about past human activity.
- **Historical Value:** The ways in which a place connects past people, events, and aspects of life to the present, often through illustrative or associative qualities.
- **Aesthetic Value:** The ways in which a place stimulates sensory and intellectual engagement through its appearance and design.
- **Communal Value:** The meanings a place holds for people, reflecting collective experiences or memories associated with it.

These principles provide a structured framework for assessing heritage significance and ensuring that development proposals respect and enhance the historic environment.

The scale below has been used to assess the significance of the application site;

- **High:** an aspect of value that strongly contributes to the significance of a place.
- **Medium:** an aspect of value that will have some cultural importance and will make a modest contribution to the significance of a place.
- **Low:** an aspect of value that will make a slight (yet still noteworthy) contribution to the significance of a place.

The DCLG Guidance Note – Historic Environment sets out that applicants are expected to describe in their application the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on its significance. Historic Development and Character of the site and surrounding area

52 STATION ROAD PLANNING HISTORY

Application Number: 94/2193/S192

Address: 52 Station Road, London, Sw13

Description: Erection of Rear Conservatory

Validation Date: 25/08/1994

Application Number: 82/1053

Address: Area of land rear of 52 Station Road Barnes

Description: Use of area of land as additional garden area.

Validation Date: 06/09/1982

Application Number: 83/53/24

Address: 52 Station Road Barnes London SW13 OLP

Description: Erection of a private studio in rear garden. Plan Nos: JH1.14A, 34A and 33 dated 26/7/83 and amended on 26/8/83. Validation Date: 21/07/1983

HERITAGE STATEMENT

HISTORIC DEVELOPMENT AND CHARACTER OF THE SITE AND SURROUNDING AREA

The application site is located between Station Road to the front and Ellison Road to the rear.

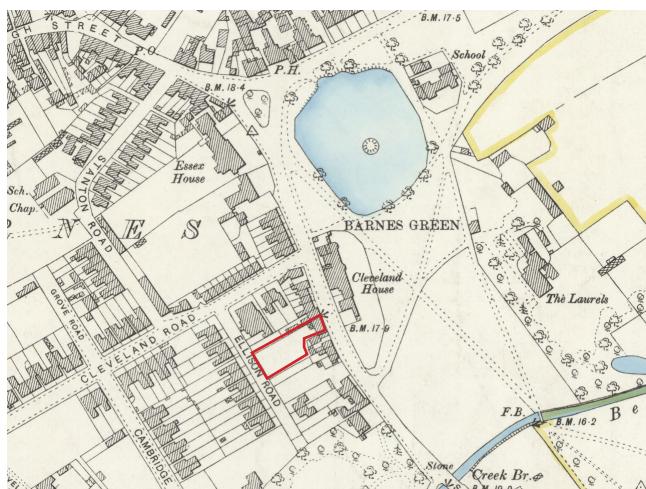
Station Road is characterised by a diverse mix of architectural styles and periods, reflecting the organic and evolving development of the area. Shops and parades of shops typically sit directly adjacent to the pavement, contributing to a more enclosed and intimate feel in parts of the High Street where the road narrows. According to the Barnes Green Conservation Area Appraisal, this layout accentuates the closed-in character of the street in these sections (see: [Barnes Green Conservation Area Appraisal](https://www.richmond.gov.uk/services/planning/conservation_and_urban_design/conservation_areas/barnes_green_conservation_area_appraisal)).



1867



1870



1891



1951-73

A continuous building line extends down Station Road to Dunmow Hall (No. 62), comprising both 18th-century structures and later reconstructions. No. 52 Station Road, for example, is an 18th-century building notable for its traditional sash windows and later pink-painted exterior, though it has undergone several alterations, including window replacements and the application of external render. Nearby, Nos. 54 and 56 are stylistically similar but represent 1980s infill, reconstructed to replicate the appearance of an 18th-century house.

No. 42 Station Road has undergone significant changes, including the addition of a shopfront in the 1890s before its return to residential use in the late 20th century. By contrast, No. 50 Station Road, dating from a similar period, is more substantial in scale and features a deep cornice above the ground floor, an arched secondary entrance, and a well-proportioned shopfront. Its prominent parapet with dentil cornice at roof level adds to its architectural significance. Positioned forward of the building line established by the adjacent cottages, No. 50 contributes to the street's narrower character, with subsequent buildings maintaining this alignment.

Ellison Road reflects a history of significant modifications to the rear elevations of the properties on Station Road, with many buildings undergoing substantial changes in form and massing over time.

The main house at **52 Station Road**, Georgian in character, is part of a row of properties dating from the 18th and 19th centuries. Historically, the grounds of No. 52 extended to Ellison Road until the plot was subdivided between 1940 and 1950 to facilitate the development of 5 Ellison Road. This property was rebuilt in the 1980s to align with the Edwardian-style terrace houses that dominate the east side of Ellison Road. These Edwardian houses are typical of the period, featuring pitched slate roofs, yellow brick façades with red brick detailing, bay windows at ground floor level, and recessed porches with front doors.

CONCLUSION

No. 52 Station Road is identified as a building of townscape merit within the Conservation Area Statement and makes a positive contribution to the character of the conservation area. As such, it holds a medium value in terms of its contribution to the area's historic and architectural significance. In contrast, the annexe is of modern construction, featuring large openings and contemporary fenestration. It is assessed as having low heritage value and is not considered to contribute to the conservation of the wider area or townscape. This is primarily due to its lack of direct street visibility, limiting its impact on the overall character of the conservation area.

CURRENT AND HISTORIC IMAGES OF 52 STATION ROAD

