

East Molesey (Kent Town) Conservation Area Character Appraisal & Management Proposals



Elmbridge
Borough Council

... bridging the communities ...

FORUM
Heritage
Services

This document has been written and
illustrated on behalf of Elmbridge
Borough Council by

Forum Heritage Services
Telephone: 01258 450542
email: enquiries@forumheritage.co.uk

East Molesey (Kent Town) Conservation Area Character Appraisal & Management Proposals

This document has been commissioned by Planning Services, Elmbridge Borough Council, as part of its rolling programme of undertaking conservation area appraisals and preparing management proposals.

This document has used the methodology set out in the Community Heritage Initiative Project (CHIP), originally a partnership between Elmbridge Borough Council and English Heritage, to encourage the local community to become involved with and understand their historic surroundings. The document has been produced through collaborative working by the Kent Town Conservation Area Working Group. The group included residents, members of the local Conservation Area Advisory Committee, representatives from a variety of historical, amenity and conservation societies, local Councillors, and officers from Elmbridge Borough Council. Forum Heritage Services and context4D were appointed as heritage consultants to facilitate the project, organise training workshops and co-ordinate and produce the Appraisal and Management Proposals.

The designation, review, protection and management of conservation areas are part of the statutory duties of Elmbridge Borough Council, as the local planning authority. However, community involvement is essential in understanding the special nature and different issues for each individual conservation area. The Working Group identified many aspects and issues and these were incorporated into the document at its initial draft stages. This document has been the subject of wider public consultation for a six-week period commencing on Monday 5th September 2011 and comments received have informed the final document.

This guidance document will be a material consideration with regards to the implementation of saved policies in the Replacement Elmbridge Borough Council Local Plan 2000 (REBLP 2000), and used in the preparation of the Local Development Framework (LDF), as a basis for understanding the area, informing decision making, monitoring and management. It will be the subject of an ongoing five-year review providing the opportunity to take account of new planning policy as it arises. The document was considered and endorsed by the Elmbridge Borough Council Planning Committee on 15 November 2011 and by full Council on 7 December 2011. The Council also confirmed extensions to the East Molesey (Kent Town) Conservation Area comprising Nos 64-88 (even) Bridge Road and No. 11 Vine Road, East Molesey.

The document is available in PDF format on the Council's website www.elmbridge.gov.uk and to purchase in printed form from Elmbridge Borough Council.

Most maps are reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorized reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. LA1000248822004. Extract from the Rocque survey of the cities of London and Westminster (1741-45) is reproduced by permission of the Surrey History Centre.

Part 1 Conservation Area Character Appraisal

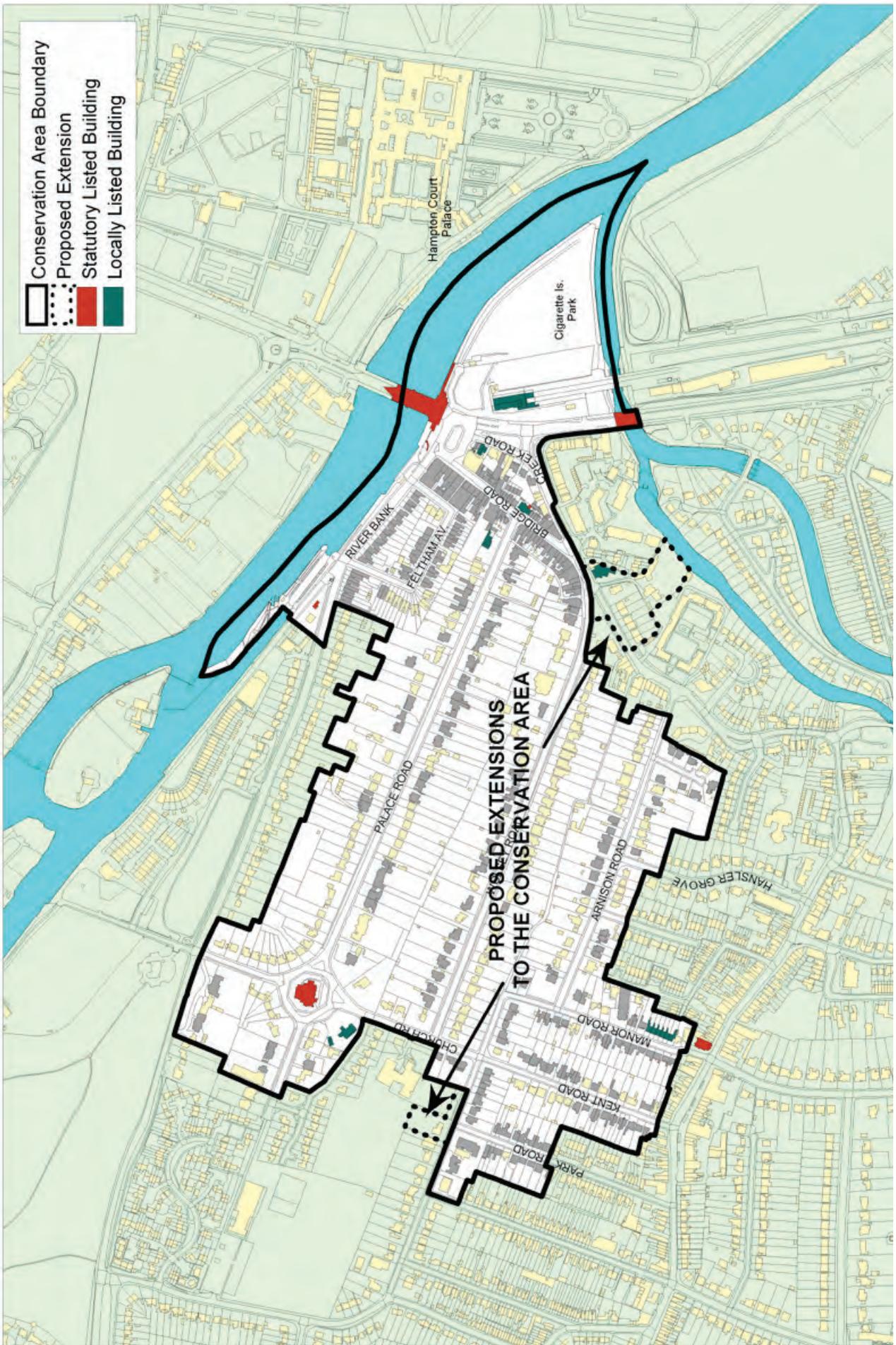
1 Introduction	
2 Location and Setting	5
(a) Location	6
(b) Boundaries	6
(c) Topography and landscape setting	6
(d) Geology	6
3 The Historical Development of the Conservation Area	8
(a) Historic background	8
(b) Archaeology	10
4 Surviving Historical Features within the Conservation Area	10
(a) Summary of historical development	10
(b) Street pattern and building plots	11
5 The Character and Appearance of the Conservation Area	11
(a) Summary of townscape features	11
(b) Current activities and uses	11
(c) Focal points, views and vistas	17
(d) Open spaces, landscape and trees	18
(e) Public realm: Floorscape, street lighting and street furniture	21
6 Character Areas	22
Identification of character areas (see character areas map)	22
Area 1: Wolsey Road, Palace Road, Arnison Road and Church Road	23
Area 2: Manor Road, Kent Road, Park Road and Vine Road	26
Area 3: Feltham Avenue	28
Area 4: Bridge Road and Creek Road	30
Area 5: Riverside	34
Area 6: Hampton Court Station and Cigarette Island	37
7 The Buildings of the Conservation Area	38
(a) Architectural styles and detailing	38
(b) Boundaries	41
(c) Listed buildings	42
(d) Locally listed buildings	42
(e) Significant unlisted buildings	42
8 Negative Features and Issues	43

Part 2 Conservation Area Management Proposals

1 Management Proposals	45
1.1 Legislative background	45
1.2 Boundary amendments	45
1.3 Statutory controls	47
1.4 Listed buildings	47
1.5 Locally Listed buildings and Significant Unlisted Buildings	48
1.6 Buildings at risk	48
1.7 Additional planning controls	48
1.8 Shopfronts	50
1.9 Advertisements	51
1.10 Trees	51
1.11 Setting and views	51
1.12 New development	52
1.13 Boundary treatments	52
1.14 The public realm and enhancement	53
2 Monitoring and Review	54
2.1 Public consultation	54
2.2 Conservation Area Advisory Committee	54
2.3 Boundary review	54
2.4 Document review	54
Appendices	
Appendix 1 Guidelines for new development	57
Appendix 2 Further reading and information	61
Maps	
Location Map	4
Aerial Map	7
Excerpt from Rocque's survey of the cities of London and Westminster 1741-45	12
Ordnance Survey Maps	13-16
Proposed boundary changes and potential enhancement areas	56
Townscape Analysis Map	63



East Molesey (Kent Town) Conservation Area



1 Introduction

East Molesey (Kent Town) Conservation Area sits on the south side of the River Thames and includes the commercial area of Bridge Road and Creek Road. It includes a very attractive and generously laid out series of residential roads forming a grid, focused on the Grade II listed St Paul's Church and its landmark spire, and stretches westwards parallel with the River Thames and south to Walton Road. The conservation area includes the mid-nineteenth century Hampton Court Station and Cigarette Island to its east. This building and its green setting to the east form a wider setting for the Grade I Listed Hampton Court Palace to the north side of the river with most visitors to the Palace using the rail link and walking across the Grade II listed bridge designed by Edwin Lutyens to gain access to the Palace.

Surrey County Council designated the East Molesey (Kent Town) Conservation Area on 18 December 1973. It was extended by Elmbridge Borough Council on 23 November 1994 to include Kent Road, Manor Road and part of Park Road and on 18 May 2000 to include Hampton Court Station, the Jolly Boatman site and Cigarette Island. Conservation areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A conservation area is defined as "*an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*". Section 71 of the same Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas. Section 72 also specifies that, in making a decision on an application for development in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

In response to these statutory requirements,

this document defines and records the special architectural and historic interest of the conservation area and identifies opportunities for enhancement. It is in conformity with English Heritage guidance as set out in *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011). Additional government guidance regarding the management of historic buildings and conservation areas is set out within Planning Policy Statement 5: Planning for the Historic Environment (PPS5) and its accompanying practice guide.

This document seeks to:

- Define the special interest of the conservation area and identify the issues which threaten the special qualities of the conservation area (in the form of the "Appraisal");
- Provide guidelines to prevent harm and achieve enhancement (in the form of a "Management Plan").

This document therefore provides a firm basis on which applications for development within the East Molesey (Kent Town) Conservation Area can be assessed. It should be read in conjunction with national legislation and policy (PPS5: Planning for the Historic Environment) In addition it should be read in conjunction with the wider adopted development plan policy framework. These documents include the Elmbridge Core Strategy (adopted on 10 July 2011) of which policies CS7, CS12, CS14 and CS17 are particularly relevant, and the Replacement Elmbridge Borough Local Plan 2000, particularly Chapters 7, 8 and 10. Chapter 8 addresses the historic built environment, in which the management of conservation areas is covered by saved policies HEN 9, 11, 13 and 14. Chapter 7 addresses The Environment including Strategic Views and Key landmarks in saved policy 27 and Chapter 9 addresses the

River Thames and its tributaries. The study area also falls within part of the Thames Landscape Strategy area, which is a 100-year strategy to conserve, enhance and promote the remarkable River Thames landscape between Hampton and Kew. The TLS identifies various landscape character reaches with policy, project and management proposals.

2 Location and Setting

(a) Location

East Molesey (Kent Town) Conservation Area is located on the south bank of the River Thames approximately two miles west of Kingston. Across, to the north side of the river, lies Hampton Court Palace. The conservation area comprises the formal grid-like layout of wide streets (Kent Town) to the west of the river crossing and the more organically formed complex of streets, lanes and alleys built-up adjacent to the River Thames crossing (Bridge and Creek Roads) and the later railway station along with Cigarette Island to the east of the station.

(b) Boundaries

To the north-west, the boundary runs to the rear gardens of Palace Road between Feltham Avenue and Church Road. It includes all of Church Road running north-south and the nursing home (No. 82 Hurst Road) to the corner of Church Road and Hurst Road. The church of St Paul's and the houses within the immediate setting are included. Part of Park Road, Kent and Manor Roads to the south and the gardens to the south side of Arnison Road form the southern boundary. Buildings and spaces to the west side of Bridge Road are excluded up to the junction with Wolsey Road. From here the west side of Wolsey Road is included and the boundary runs along Creek Road and to the south along the west side of Hampton Court Way down to the bridge (Grade II listed, designed by Edwin

Lutyens) over the River Ember. The northern boundary of the conservation area follows a notional line to the centre of the River Thames which is the shared administrative boundary with the London Borough of Richmond. It extends from the junction with the River Ember and proceeds northward through Hampton Court Bridge to the Weir and East Molesey Lock where it then cuts back on to the Hurst Road.

(c) Topography and landscape setting

East Molesey lies on the flat flood plain of the River Thames. There is no discernible change in level throughout the East Molesey (Kent Town) Conservation Area other than a short but steep drop to the riverside to the south of the weir and the lock. The surprisingly heavily treed riverside of the River Thames and River Ember forms much of the landscape setting to the north and east, with the open grassed spaces of Hurst Park (to the north side of Hurst Road) also providing a green setting to parts of the conservation area as it travels away from the river's edge. To the east of Cigarette Island, Albany Reach continues the tree-lined edge of the River Thames, which runs into the conservation area along Cigarette Island. Elsewhere, the conservation area is an urban extension of the well-developed Bridge Road and Walton Road with very little in the way of an open landscape setting.

(d) Geology

East Molesey, in common with many of the riverside settlements of the River Thames, lies on river silts, sands and gravels of the Thames Valley. The gravels are covered by a light soil derived from flood plain sediments. Underlying these post glacial deposits lies eroded London Clay of early Tertiary Eocene age.



Aerial view of the East Molesey Conservation Area

Aerial Photography - Cartographic Engineering 2010

3 The Historical Development

(a) Historic Background

The earliest document recording the name of Molesey is a seventh century grant to Chertsey Abbey of land, including estates at *Mulesei*. Etymologists suggest that the name is derived from the personal name 'Mul', and the Old English 'ey', meaning an island or river meadow – 'Mul's meadow'. Therefore, it would seem that Molesey is not, as it would be natural to assume, named after the river on which it stands. Indeed, the historic name for the river was the Emen (later the Emlyn Stream) and it was not known as the Mole until around the sixteenth century. The prefixes 'East' and 'West' do not occur until about the year 1200, before which there was only one village at what we now call 'East Molesey'.

By the reign of King Edward the Confessor (1042-1066) the land in Molesey had been divided between four thanes. After the Norman Conquest in 1066 William I divided Molesey between two of his knights in return for military service, giving (as shown by the Domesday Book) two manors of 'Molesham' to Richard Fitzgilbert and the manor of 'Moelsey' to Odard Balastarius. In the twelfth century Merton Priory was granted one of the manors given to Richard Fitzgilbert and this manor, then became known as the manor of 'Molesey Prior'.

After Henry VIII acquired Hampton Court Palace from Cardinal Wolsey in 1529 he wanted to create a large hunting park round the Palace. In the 1530s Henry acquired the whole of Molesey and incorporated it into the 'Chase of Hampton Court'. After Henry's death in 1547 the Chase was disparted and either sold or leased. The freehold of the manor of Molesey Prior was retained by the Crown until 1820 when it was sold to Beaumont Hotham and Thomas Sutton. They already owned the other Molesey manors and thus all the manors of Molesey came into a single ownership.

There was a ferry across the river from the East Molesey riverbank to Hampton Court at least from Tudor times and probably from much earlier. In 1753 the first Hampton Court Bridge, built of wood, was opened. The owner of the bridge, James Clarke, built it at his own cost and was allowed to levy tolls on all users. However, the bridge was of frail construction and after only 25 years it was demolished in 1778. It was replaced by another wooden bridge of much more substantial construction. This was replaced in 1865 by an iron bridge. Tolls remained payable until 1876 when the Metropolitan Board of Works purchased the bridge and extinguished the tolls. As the volume of traffic using the bridge increased, the third bridge became inadequate and in 1930 work commenced on the present bridge. This was built downstream of the three earlier bridges, which had all been directly approached by Bridge Road. To provide a satisfactory approach to the new bridge, the Castle Hotel, which had stood on the banks of the Rivers Thames and Mole since at least the early eighteenth century, was demolished and the River Mole was diverted into the River Ember. The area which had been the bed of the River Mole was incorporated into the widening of Creek Road. A new road was constructed to connect the bridge to the Portsmouth Road. The bridge, designed by Sir Edwin Lutyens, is built of ferro-concrete faced with hand made bricks and Portland stone and was opened in 1933 by the Prince of Wales (later Edward VIII).

Before the diversion of the River Mole into the River Ember at the time of the construction of the fourth Hampton Court Bridge, Hampton Court Station stood on an island largely used for the growing of osiers. However, by the end of the nineteenth century there were many houseboats moored on the island and one of these, the 'Cigarette', gave its name to the island. By this time Cigarette Island was also used for a large number of weekend holiday homes ranging from wooden and corrugated iron shacks to converted railway carriages.

These were widely regarded as a nuisance and eventually in 1935 the Office of Works purchased the land and turned it into a public park. The railway also served the area north of the station, adjacent to the River Thames, which was a coal depot as shown on the OS map of 1868.

Before the coming of the railway the River Thames was an important trade highway but was at times impassable in some places. Therefore, various locks were constructed, including Molesey Lock, which opened in 1815. During the nineteenth century commercial traffic using the river declined but pleasure boat traffic increased. In 1871 roller slides were added at the lock in order to reduce the number of small boats using the lock itself. By the late nineteenth century Molesey was the most popular lock on the river: In 1889 Jerome K. Jerome's wrote 'Three Men in a Boat' and records "It is Boulter's [lock] not excepted, the busiest lock on the river. I have stood and watched it sometimes when, you could not see any water at all, but only a brilliant tangle of bright blazers, and gay caps, and saucy hats...". In 1906 Molesey Lock was completely reconstructed and became the largest lock on the Thames after Teddington. The lock house was built in the 1920s and in 1959 the lock was further restored and modernized. Molesey Lock was one of several views of the Thames painted by the French Impressionist painter, Alfred Sisley, during his stay in Molesey in 1874.

In 1846 London & South Western Railway (L&SWR) applied to Parliament to build a 1 mile 52 chain branch line from their main line at a point beyond Surbiton to Hampton Court Bridge. Their goal was to harness the tourist traffic and, in their words, 'destroy' the stagecoach trade that ran to the Palace from the main line. Therefore the railway was not built for Molesey, but had the distinction of being the country's first 'Line for Leisure'. Permission for the line was granted by Parliament on 16th July 1846. However, it

was not until 1848 that the work commenced under the noted Engineer, Joseph Locke, and the contractors Thomas Brassey & Co. The station buildings were designed by William Tite, who most notably designed the Royal Exchange, and were fashioned so as to imitate the style of the Palace. The line took just over a year to build and opened on 1st February 1849.

Although the railway was not built for Molesey, its coming had a huge impact on the development of East Molesey. In the ten years between 1851 and 1861 the population of East Molesey more than doubled and by 1881 it had more than doubled again to 3,289. Before the arrival of the railway this area of Molesey was almost exclusively fields and orchards. A Hampton solicitor and property developer named Francis Jackson Kent realised the enormous business potential offered by the coming of the railway. Between about 1847 and 1850 he purchased 300 acres of land in East Molesey in the area bounded by the River Thames, Bridge Road, Walton Road and Hurst Lane and this area became known as Kent Town. After laying out roads, Kent sold building plots at a substantial profit in Palace Road and Wolsey Road for the building of large houses. In 1850 Kent sold about 50 acres in the southwest corner of his property to the Westminster Freehold Land Society, who developed this area. The Society imposed restrictions on the type of houses to be built. Thus, in Vine Road and Kent Road the houses to be built had to contain at least six rooms, have a value of at least £250 each and be 25 feet from the pathway, whereas in Manor, Park, Pemberton and Dennis Roads the houses only had to have at least five rooms, have a value of at least £150 each and be 15 feet from the pathway. Vine Road and Pemberton Road are named after committee members of the Society and Dennis (originally Dennes) Road is named after the Society's solicitor. Arnison Road was developed by the Arnison family in the 1860s and development of the Feltham estate near the Bridge began in the 1870s.

The rapid growth in population meant that the old parish church became too small. In 1854 Kent started building a church in the middle of his property. He offered this to the village as the parish church in place of the old St Mary's Church but this offer was declined and Kent therefore applied to the Ecclesiastical Commissioners for permission to open his church as a district church with himself as patron. Permission was granted and St Paul's Church was opened in February 1856 and consecrated later that year. The tower and spire were added to the church in 1887-8. The Methodist Church was opened in Manor Road in 1877 and St Barnabas Roman Catholic Church was built in 1930-1.

The opening of Hampton Court Palace to the public in 1838 and the arrival of the railway in 1849 attracted many visitors to Molesey and during the second half of the nineteenth century this led to several public houses or hotels opening in the Bridge Road area. In 1853 the Prince of Wales and Railway Hotel was the first to open after the coming of the railway; it was built almost opposite the Albion which had been used as a beerhouse, and later as an inn, since the 1830s. The Carnarvon Castle was the next to open in 1867 next to the Castle Hotel. It remained under various names until 2005 when it was demolished. The Castle Hotel itself was extended by the addition of an annex in 1887 and in the same year the Thames Hotel was built on the corner of Bridge Road. The Thames Hotel is now a restaurant on the ground floor with flats on the upper floors.

During the twentieth century the population of this area, which remained predominantly residential, continued to grow but the rate of growth slowed.

(b) Archaeology

The Surrey County Council Heritage Service has identified an Area of High Archaeological Potential in the area north of Upper Palace Road and east of Church Road due to the presence of prehistoric, Romano-British and Saxon settlement sites. There are no other defined areas of archaeological potential within the conservation area but any future development proposals on sites that have not been compromised by development may be subject to archaeological conditions in accordance with PPS5 and its accompanying guidance.

4 Surviving Historical Features within the Conservation Area

(a) Summary of Historic Development

- Prior to the construction of the railway there was little settlement within the area of the conservation area; there was some development between Bridge Road and Creek Road but the area to the northwest of Bridge Road was agricultural land.
- The arrival of the railway in 1849, built to transport visitors to Hampton Court Palace, stimulated development, led by Francis Jackson Kent who purchased 300 acres of land in East Molesey and subsequently laid out Palace Road and Wolsey Road for the development of large houses, built St Paul's church and sold other parts of what became known as Kent Town for further development.
- Cigarette Island, named after one of the many houseboats that moored around the island, was an area between the Rivers Mole and Ember where osiers were grown. After a period of being used for 'holiday homes' (shacks and railway carriages) the area was purchased by the Office of Works and made into a public park. The area to the north of the station was a coal depot in the latter part of the nineteenth century.

(b) Street pattern and building plots

The earliest surviving detailed map of the area is Rocque's survey of the cities of London and Westminster carried out between 1741-1745. This map shows Bridge Road leaving East Molesey Old Village heading towards the crossing point over the river with Creek Road forking off and leaving an 'island' of buildings between the two roads. To the north of Bridge Road were enclosed fields with just one track leading out to the fields, a lane in the area of present-day Hansler Grove.

The street pattern of the Kent Town area with its grid of streets clearly shows that the area was planned. The density of the grid and the plot sizes also reflect the differences in the status of the various areas of development; the higher status Palace and Wolsey Roads laid out by Kent and the middle class streets along the southern part of the conservation area and in the Feltham area to the north. The mid-nineteenth century street layout north of Bridge Road exists today unaltered. The area that has experienced change is the east end of Bridge Road and Creek Road due to the re-organisation of the approach to Lutyens's bridge in the twentieth century and the creation of Hampton Court Way in the second half of the twentieth century.

5 The Character and Appearance of the Conservation Area

(a) Summary of townscape features

- The wide, almost boulevard, low density character of Palace and Wolsey Roads juxtaposed with the intimate fine grain of roads, lanes and alleys of the Bridge Road environs
- The generous formal grid pattern of roads set to maximize views and vistas along streets and provide individual houses with large well-defined plots

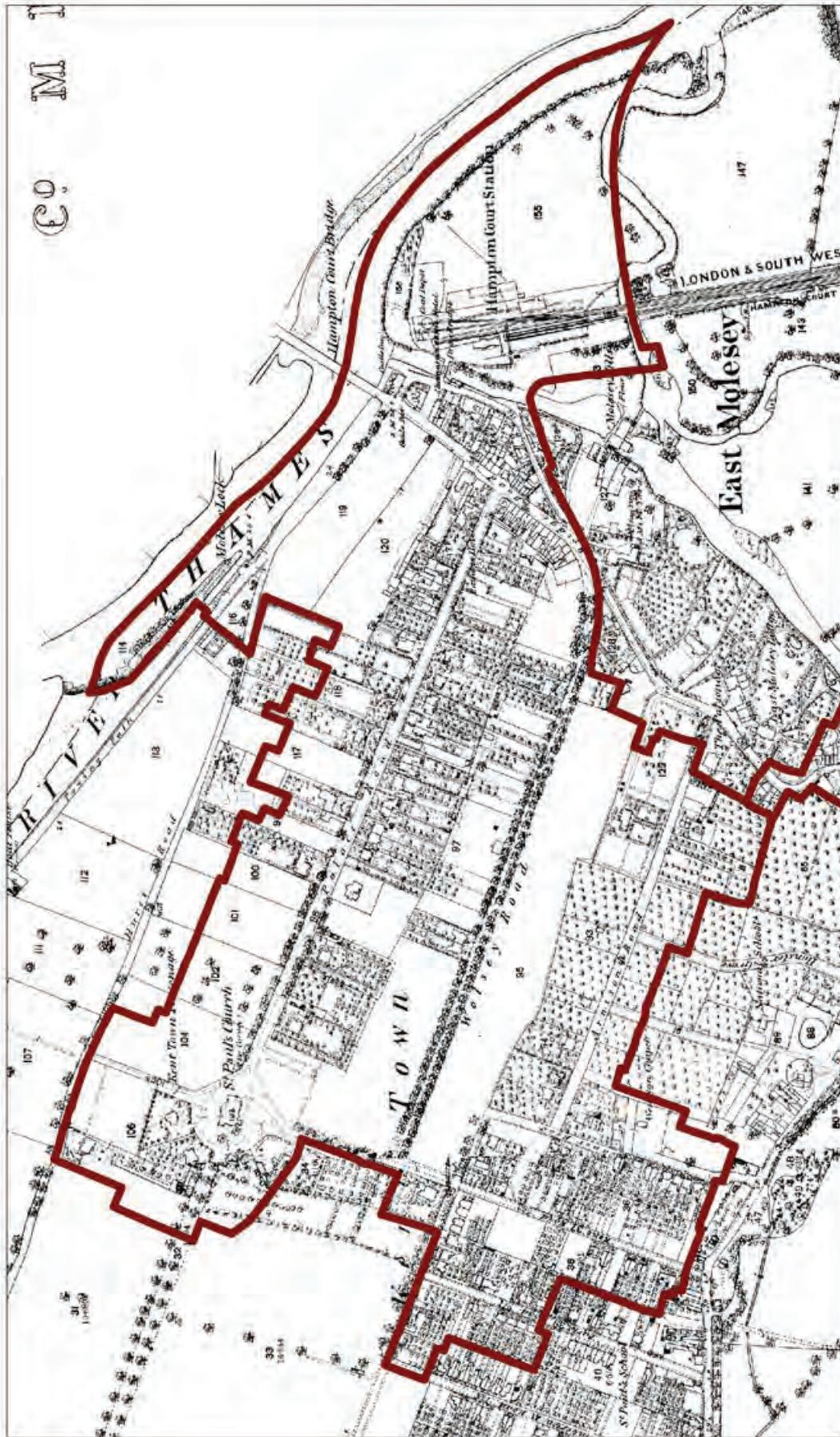
- The high survival of large detached Victorian and Edwardian villas, some still remaining in single ownership – as built
- Houses within the formal grid often have space all around them
- The long planned views contained within avenues of trees or garden boundary walls to St Paul's church spire within the formal grid of roads to Kent Town
- The very attractive and varied views of the riverside to and from the elegant Lutyens bridge across the Thames
- Glimpsed and full views to Hampton Court Palace particularly from the bridge head and Cigarette Island
- A widely varied character to the built form of Bridge Road as it is tightly enclosed both sides forming the 'village' centre
- The almost continuous backdrop of mature trees to houses set within generous plots on Palace, Wolsey and Arnison Roads
- The hierarchy of roads throughout the Kent Town area of the conservation area with houses and carriageway width diminishing on moving away from the river towards Walton Road
- The use of architectural embellishment and stylistic finishes to individualise large houses
- Street trees, wide pavements and traditional brick (some render) front boundary walls and mature hedges

(b) Current activities and uses

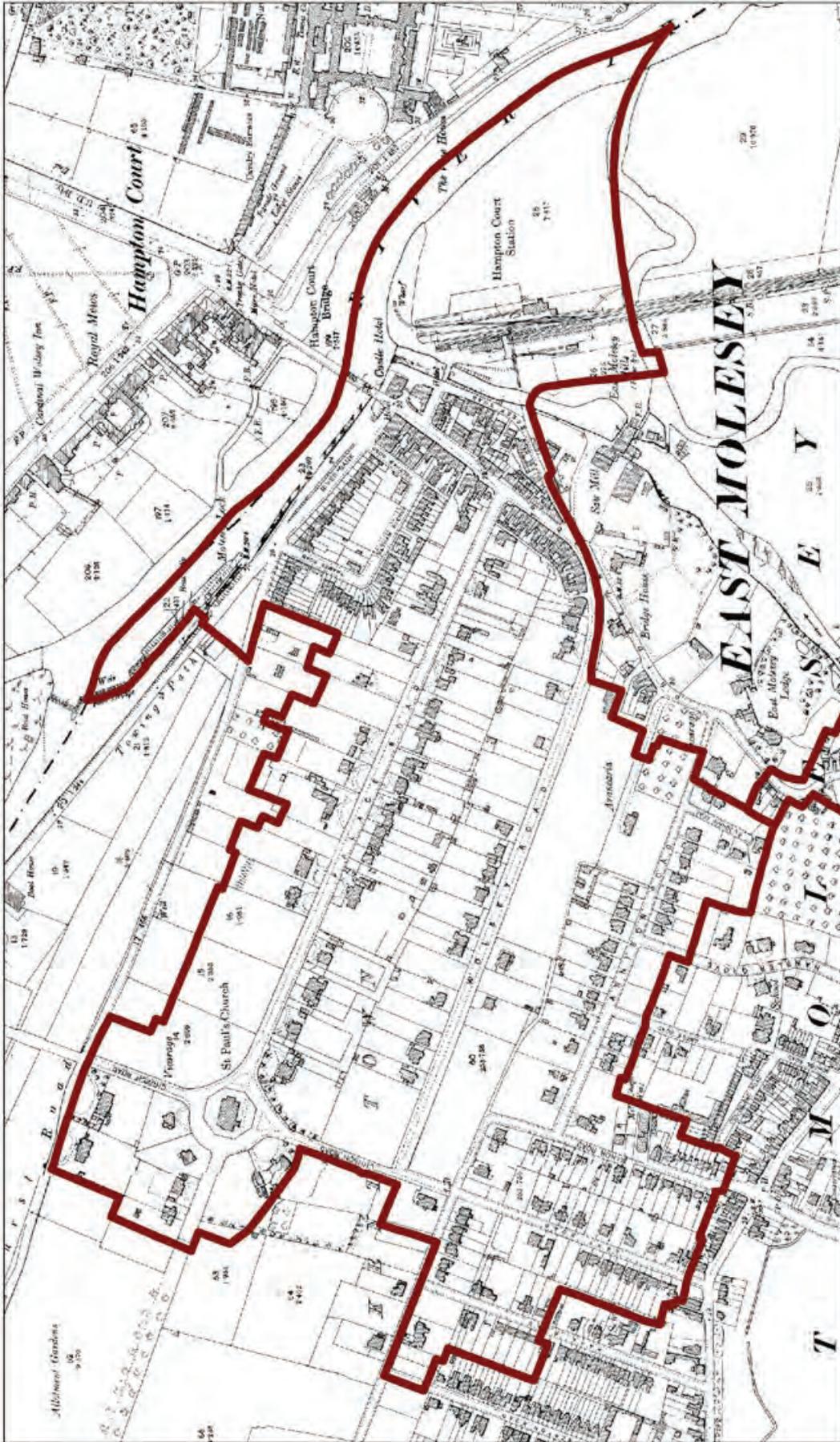
In terms of use and the patterns of use, there are five distinct areas which are well-defined by their use. The character sub-areas; 1,2 and 3, Palace, Wolsey and Arnison Roads; Park, Kent and Manor Roads; and Feltham Avenue respectively are almost entirely residential in use, except for the Church of



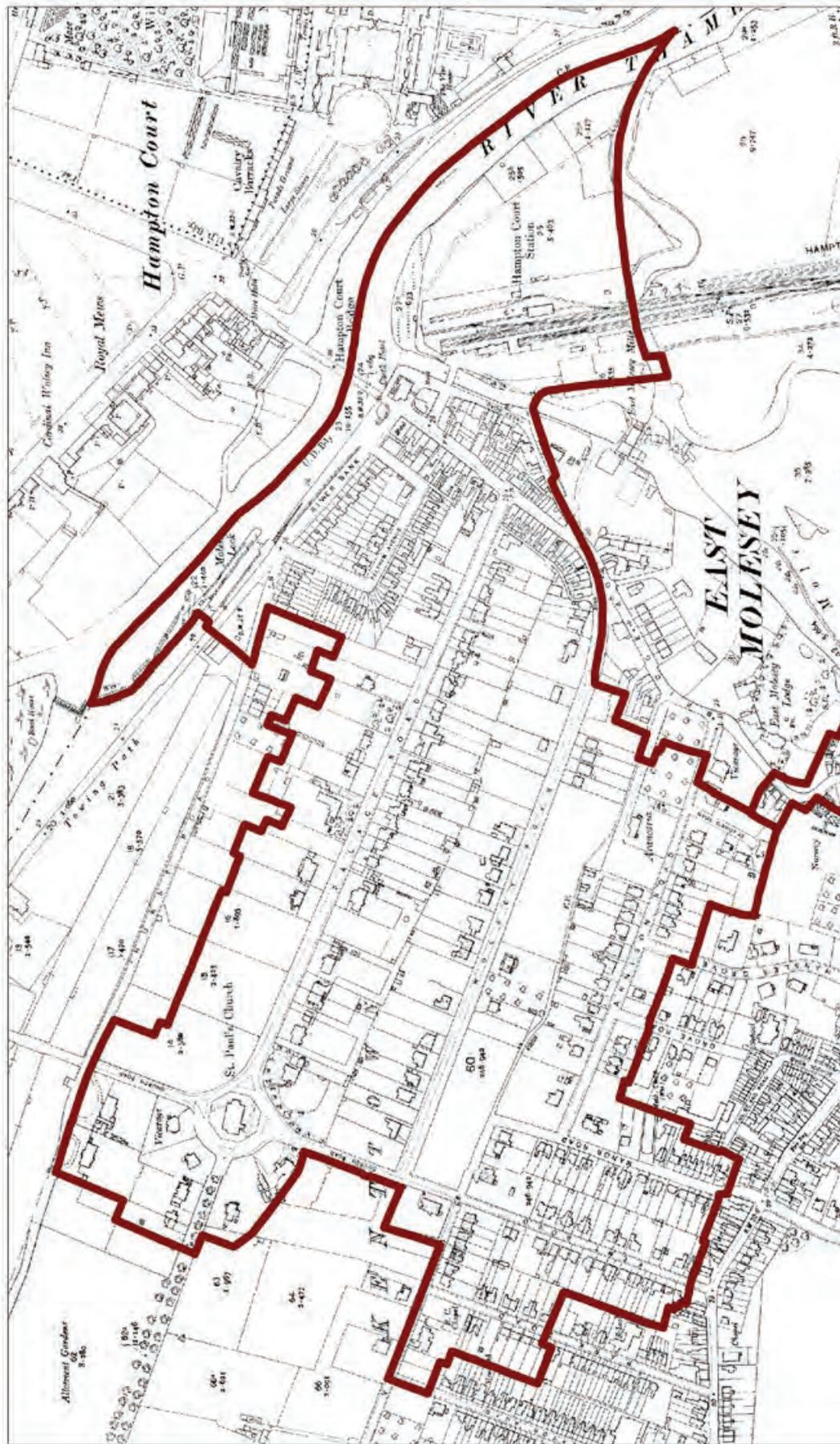
Extract from Rocque's survey of the cities of London and Westminster 1741-45



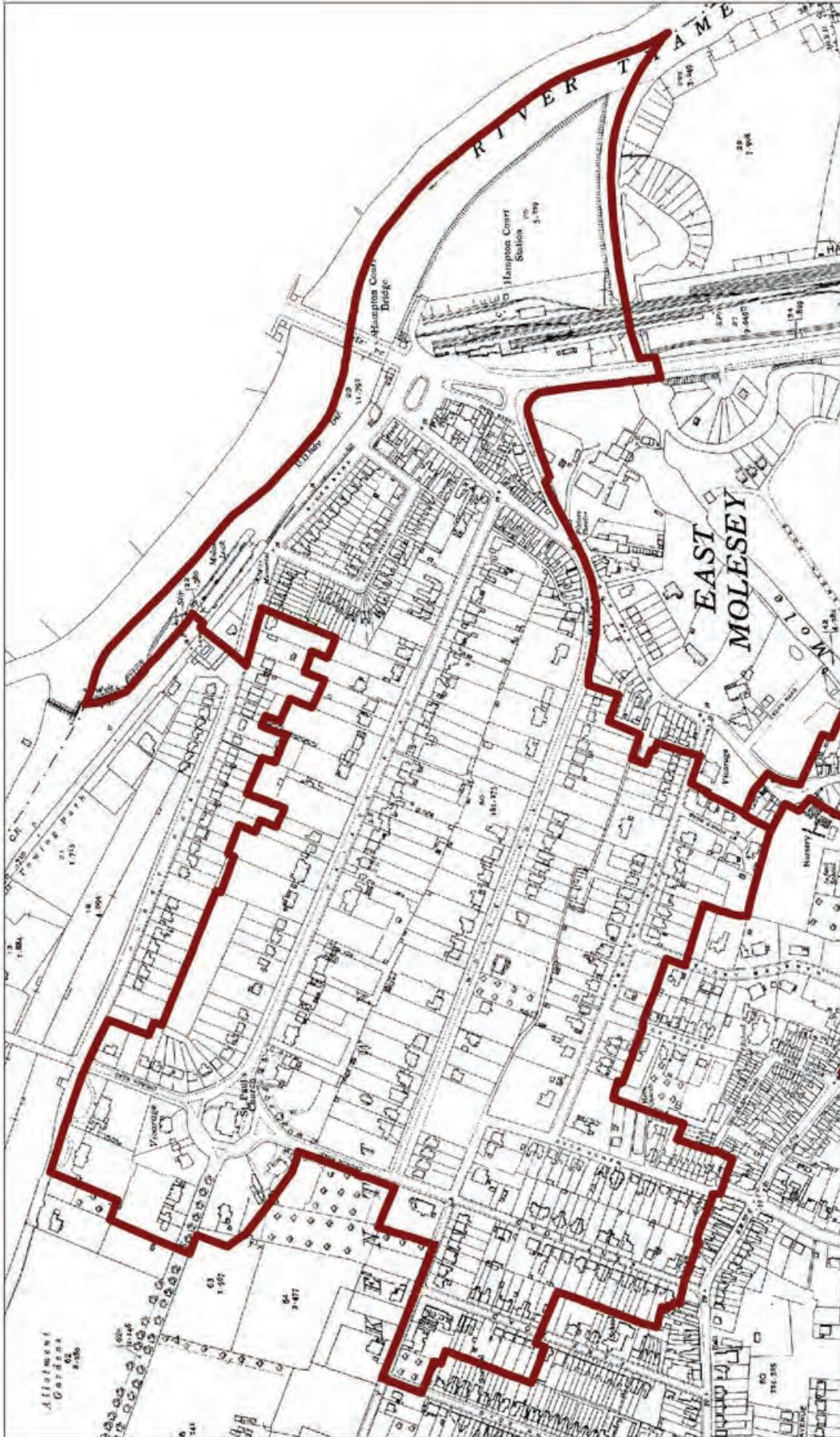
Ordnance Survey 1868



Ordnance Survey 1895



Ordnance Survey 1914



Ordnance Survey 1939

Ordnance Survey 1939

St Paul's (and its church rooms) which forms such an important spiritual focal point in this residential grid of streets. There is a mix of single family dwelling houses and converted older houses to flats and a small number of purpose built flat blocks of the mid to late twentieth century.

To Bridge Road and Creek Road there is a commercial focus of mixed uses, predominantly independent retailers creating an interesting mix of day (**Figure 1**) and evening activity with active frontages. This area is the focus for local shopping and evening trade and links directly to the two further areas of distinctive and complementary uses; the transport hub – Hampton Court Station adjacent and the riverside. The commercial core attracts the tourist and/or local visitor to Hampton Court Palace or those taking advantage of the extensive riverside network of towpaths to one or both sides of the River Thames, particularly around the lock and towards Walton on the south side, and to the north bank along to Kingston.



Figure 1
Mixed uses to commercial area, Bridge Road

The station is the closest rail link to Hampton Court Palace and a commuter link to London for adjacent residential areas. To the west of the station is the busy Hampton Court Way. This space is characterised by very high levels of moving traffic and associated street furniture, signage and other highways infrastructure.

To the east of Hampton Court Station is Cigarette Island Park. This open grassed area is bounded by water on its east, north and south with the railway line leading to the station forming the boundary to the west. Prior to the infilling of the River Mole and construction of Hampton Court Way along its path from bridge (over the River Thames) to bridge (over the River Ember/Mole), this area was effectively an Island surrounded by water. This area remains as such given the barrier of the railway lines except for at the riverside where the path runs down a tree lined river edge to the tip of Cigarette Island. The island is a relatively well-used green amenity space despite its disconnection with the rest of the conservation area. And there are fine general river views and views to Hampton Court Palace, mostly glimpsed obliquely or between trees but nonetheless rewarding.

(c) Focal points, views and vistas

Landmarks, views, terminated views, glimpses and vistas are identified on the townscape map.

The character of the townscape is such that there are a number of well terminated view corridors particularly along the roads of sub-areas 1, 2 and 3 within the conservation area. Local landmarks would include:

- The tall brick gate piers of the swing-gates to the north side of Hurst Road (part of the former race course infrastructure)
- The spire of St Paul's Church

- The tower of St Barnabas Roman Catholic Church (W.C Mangan 1931), Vine Road
- The bridge over the River Thames designed by Sir Edwin Lutyens (1930)
- The gothic spire cupola to the corner tower to No. 16 Riverbank to the corner of Riverbank and Feltham Avenue
- The weir crossing the Thames to the north of Molesey Lock
- Hampton Court Station
- Hampton Court Palace – particularly the west front and the many brick chimneys forming the skyline
- Hampton Court Palace – William III Banqueting House sitting on the eastern edge of the grounds and very prominent in views across the Thames particularly from Cigarette Island



Figure 2 Glimpsed view of Hampton Court between trees (from Cigarette Island)

(d) Open spaces, landscape and trees

The most significant public open space within the conservation area is Cigarette Island. Bounded by the River Thames to the north and east and the River Mole/Ember to the south and railway station car parks to the west, this area was designated as a public park in 1935. The conservation area was extended to include Cigarette Island Park in July 2000. The area is an important amenity space and is accessed along the riverbank. Although there is no connection between Cigarette Island and Albany Reach it forms part of the riverside footpaths and tree lined riverbank which strongly characterise this part of the River Thames. The green space forms a setting for the Grade II listed bridge, and forms the wider setting of Hampton Court Palace. The trees to its edges strongly define the grassed space and provide a treed backdrop to the station and largely inhibit views from inside the station platforms to Hampton Court Palace (this may be

seasonal). However full views between trees on the riverbank are spectacular and there are glimpsed views from the grassed areas within the park (**Figure 2**) and progress to the west front and Banqueting House as one travels along the tree lined path in both directions.

The riverbank is a significant and well-used public open space and right of way (**Figure 3**). The Thames Path, a nationally designated Long Distance footpath, is very popular and crosses the river at Hampton Court Bridge from Hampton Court to East Molesey, Walton-on-Thames and other riverside settlements. The section within the Conservation Area provides direct open access to the river and enables developing views of both the Lutyens Bridge, the Carlton Mitre Hotel opposite Hampton Court Palace (**Figure 4**), the weir and lock and the extensive tree cover to the north bank to be enjoyed from the conservation area. Trees separate the pedestrians on the Riverbank section of the Thames Path from Hurst Road and the setting of a stone War Memorial is



Figure 3 The riverbank, East Molesey



Figure 4 Hampton Court Bridge and Carlton Mitre Hotel looking east from the south riverbank



Figure 5 The War Memorial, Hurst Road



Figure 6 Treed lined Palace Road (looking east towards Bridge Street)



Figure 7 Houses set behind hedge and tree lined front boundaries



Figure 8 Trees in rear gardens often frame and form the backdrop to houses

rather marred by the close proximity to the busy Hurst Road (**Figure 5**).

Other than Cigarette Island, the riverside and land adjacent to Hampton Court Way, there are no further significant public open spaces within the conservation area. However, a large number of private houses within the conservation area enjoy considerable private open spaces which form the important open setting to large houses. This is particularly the case in Palace and Wolsey Roads and to a lesser extent Arnison Road. These spaces are important not only for their general open character but also for the presence of a high number of mature trees within these private spaces which form such an important part of the wider sylvan character of this part of the conservation area.

Trees play a vital role in the character and appearance of the conservation area and make a major contribution to the quality and interest of the townscape. Many of these are protected individually by Tree Preservation Orders and the requirement for 6 weeks notice for any works to most other trees within the Conservation area. Trees line the roadsides, particularly but not exclusively to Palace, Wolsey and Arnison Roads. In views along the roads terminated by historic built form, the tree-lined landscaping dominates



Figure 9 An important tree to the rear of Bridge Road



Figure 10 Trees forming part of the setting of St. Paul's church

the streetscene (**Figure 6**). In this part of the conservation area trees and hedges will also partially obscure built form (**Figure 7**), defining and framing local views to houses and will, in many cases form the backdrop to development (**Figure 8**). There are also some trees which have an almost landmark quality given their scale and quality, for example the horse chestnut tree within the courtyard development between Bridge Road and Creek Road (**Figure 9**) or a number of trees which form the important treed setting to the spire of St Paul's church (**Figure 10**).

(e) Public realm: Floorscape, street lighting and street furniture

Pavements and roads are predominantly tarmac with modern red clay block paviors to the commercial sections of Bridge Street and Creek Street. To the residential areas, particularly the older roads such as Palace and Wolsey Roads, there are sections of original carboniferous sandstone kerbing including quadrant stones and stone setts lining gulleys (**Figure 11**). There is a single

cobbled stone crossover surviving in part and defining the access to the service road to the rear of Bridge Street, adjacent to the former Barclays Bank building on Wolsey Road. There is significant potential for improvement to much of the public realm within the conservation area.

There is a mix of modern street lighting throughout the conservation area focused particularly in the Creek Road and Bridge Road area and around the station building. Here the street lights are large scale and dominate some views along Hampton Court Way (**Figure 12**). Some historic cast iron lamp columns survive in the residential areas, some of which are still in use. **Figure 13** shows an adapted cast iron lamp column still in use. There are further examples throughout residential character areas and although some are in poor repair or missing their lights they make an important contribution, particularly those in Palace and Wolsey Roads and Feltham Avenue.

There are very few examples of traditional or modern street furniture within the

conservation area. This is largely due to the areas most frequented by large volumes of pedestrian traffic (the commercial areas and riverside) having relatively narrow footways for the degree of pedestrian and cycle (in the case of the riverside) traffic. Where street furniture is found it is of a low to moderate quality and uninspiring in its design or setting and this is particularly the case at Riverbank where utilitarian signage tends to dominate the towpath landscape (See **Figure 3**).



Figure 11 Survival of stone kerbing and gully features (Palace Road)

6 Character Areas

Conservation Areas are designated for their special character, but within the area there will be zones which are varied but contribute to the whole. It is important to define these 'sub areas' and provide a clear understanding of the defining elements making up the character of a particular part of the conservation area. This leads to a more useful and comprehensive document in development control terms.



Figure 12 Prominent street lighting seen from Hampton Court Bridge

When using this document it is important to note that in all cases the transitional areas between defined character areas is also important and is exactly this – an area which does not easily fit into the defined character areas but can often be important to both though not necessarily sharing the same characteristics as one or the other. It should be noted that whilst six sub-areas have been identified, it is also important to appreciate the cohesion to the whole conservation area, which should always be considered when addressing the character of the East Molesey (Kent Town) Conservation Area.

For identification of character areas please refer to the Townscape Analysis Map on page 56.



Figure 13 Historic cast iron lamp columns survive in places



Figure 14 The spire of the St Paul's church is an important feature in the townscape



Figure 16 Boundary walls are an important road-defining feature to most parts of the conservation area



Figure 15 There is a consistent building line to most roads within the conservation area (Wolsey Road)



Figure 17 Nos. 54 to 60 Palace Road

Area 1: Wolsey Road, Palace Road, Arnison Road and Church Road

The four wide tree-lined roads form a formal grid with Church Road and Palace Road having a strong axial relationship with the Church of St Paul's at the junction of these two principal routes (**Figure 14**). Wolsey and Arnison Roads run parallel to Palace Road and diminish in scale with the roads reflecting proportional diminution of both houses and plots from north to south.

Houses are set back from the roadside in front gardens or parking courts (often converted from garden spaces) and set to an almost consistent building line within roads **Figure 15**). There are notable exceptions to this to the north side of both Palace Road and Wolsey Road but they do not impact on the strongly defined townscape with carefully proportioned buildings for each road set in generous gardens. These are often flanked by trees or

with trees to the boundary partially obscuring houses and boundary walls to the roadside maintaining a continuous road presence and retaining a sense of enclosure and human scale to the public realm (**Figure 16**).

There are some very high quality groups, particularly to the south side of Palace Road (for examples Nos 54 to 60 even) (**Figure 17**) and the north side of Wolsey Road (for example Nos. 29 to 41 (odd), 47 and 53 to 63) (**Figure 18**). Towards the junction of Palace Road and Bridge Road both sides of the road have a good survival of early buildings of considerable quality, notably Nos.2 to 8 (even) and Nos.12 to 36 (even) on the south side and Nos.13 to 19 (odd) and No.25 on the north side. To Arnison Road there are two distinct groups; those around the junction with Hanslar Grove (Nos. 27 to 39 Arnison Road on the north side and Nos. 18 and 20 on the south side) (**Figure 19**) and those to St John's Road (with the exception of



Figure 18 No.35 Wolsey Road forming part of a group of considerable quality along this road



Figure 20 Looking south into St John's Road



Figure 19 Nos. 18 and 20 Arnison Road



Figure 21 Brick with painted stucco dressings to the older villas in Kent Town

No.5 which is a later infill) (**Figure 20**). Here, all but one house are in a remarkably good condition and display a retention of cohesive architectural features and little alteration to impact on their original form and scale from public views.

To the older roads of Palace and Wolsey Road, there is a mix of brick and stucco and painted render throughout. The brick is almost always accompanied by stucco, plaster or stone dressings (**Figure 21**). The brick itself varies in colour from the yellow/buff and grey of the London stock to a red/orange brick. The brick and detailing is usually reflected in the front boundary treatment creating a cohesion between house and front boundary treatment. To Arnison Road there is a more varied material treatment with hanging tiles and a predominance of painted render over that of brick. To the older houses of Wolsey, Palace and Church Roads, roofs are almost consistently natural Welsh slate. To Arnison Road and pockets of later houses on Wolsey,

Palace and Church Roads clay tiles are seen in equal numbers to natural slate. This generally reflects the period of housing; mid to late nineteenth century with low pitch natural slate roofs or partially obscured roofs and early to mid twentieth century houses; clay tile, often with steeply pitched roofs with this element forming a dominant feature on individual buildings and in the townscape (**Figure 22**).

There are key views to the spire of St Paul's church along Palace Road and Church Road (**Figure 23**). There are also more local views to the tower of St Barnabas Roman Catholic Church along Vine Road. One of the key characteristics of the sub-area is views along the tree lined roads. These are closed and defined by mature trees and often, but not always, terminated by buildings (**Figure 24**). A further defining part of the character is the glimpsed views of houses through trees from the roadside. This is particularly the case along Palace Road (**Figure 25**) and around



Figure 22 Strongly defined roof planes of houses from the early part of the twentieth century



Figure 24 Strongly defined views along roads



Figure 23 Important views to the spire of St Paul's church



Figure 25 Houses glimpsed within mature landscaping

the church but is also seen along other roads within the sub-area to a lesser extent.

There are some particularly fine boundary walls to this part of the conservation area (**Figure 26**). Occasionally an earlier house has been replaced but the boundary walls remain. These are important survivals and they make a very valuable contribution towards the townscape quality of this sub-area and the continuity of the streetscene. Boundary walls occasionally form part of the side or rear enclosure of gardens as seen to sections of Church Road (**Figure 27**).

Negative features

- Removal or part removal of front boundary walls
- Inappropriate scale or use of materials for front boundary walls
- Loss of original/traditional windows, doors and roofs
- Conversion of front gardens to parking spaces/driveways
- Gradual loss of street trees which are not routinely replanted.



Figure 26 A good example of well-defined boundaries to some parts of the conservation area



Figure 27 Boundary wall to the junction of Church Road and Vine Road

Area 2: Manor Road, Kent Road, Park Road and Vine Road

The four roads Manor Road, Kent Road, Park Road (in part) and Vine Road form a grid of residential streets perpendicular to Walton Road and Wolsey, Palace and Arnison Roads. Their scale differs from the latter with these roads having a more intimate scale being narrower and with the noticeable absence of street trees. There is also more erosion of front boundary treatments (**Figure 28**) which in places creates a less cohesive townscape.

Houses in this part of the conservation area are almost entirely two storey with occasional use of the roof space for additional accommodation (seen in Vine Road). Otherwise roofs are low pitched with strong eaves lines to the roadside but punctuated occasionally with gables providing a variation and interest to the facades (**Figure 29**). The houses are set to a strongly defined and consistent building line throughout, set back off the roadside with small gardens (many of which are used in part or completely for parking) and where this is not the case, with low brick or rendered walls (usually to match the house) and/or hedges (**Figure 30**).

There are good groups of houses to all roads. Perhaps the most notable is the terrace of late nineteenth century houses to the southern end of Manor Road (Nos. 5 to 15 odd). These are locally listed buildings and retain much of their original features although there has been some removal of front boundary walls (**Figure 31**). Elsewhere within the character area there are groups of houses united by their consistent use of materials such as those to the south side of Vine Road (all houses with the exception of Nos. 35 and 69) (**Figure 32**) with their distinctive grey brickwork, red brick dressings and decorative barge boards and other groups distinguished by their consistent scale, form and materials, such as those to Manor Road (**Figure 33**). There is a consistent use of brick as the dominant walling material. This is seen in red



Figure 28 Front parking to gardens



Figure 29 Varied roofline adds interest to this small group (Manor Road)



Figure 30 Low walls and hedges define front garden spaces



Figure 31 The Locally Listed Nos. 5 to 15 Manor Road



Figure 32 Distinctive grey brickwork to houses in Vine Road



Figure 35 A notable building to Walton Road forming part of the views out of the conservation area



Figure 33 There is a consistent scale to houses in Manor Road



Figure 36 Cast iron lamp column forms part of attractive streetscene



Figure 34 Red brick and painted stucco to facades



Figure 37 Buildings with a warehouse style and scale to Feltham Avenue

and yellow London stocks and complemented by contrasting plaster dressings, including string courses, bays and decorative doorcases (**Figure 34**). Roofs are generally low pitched natural slate with brick chimneys, often prominent and forming an important part of the roof profile. Decorative timber work is seen to barge boards and porches.

There are good local views looking west along Vine Road centred on the tower of St Barnabas Roman Catholic Church and purpose built turn of the last century houses with shops terminate the views from Manor Road south looking out of the conservation area (**Figure 35**) and to a lesser extent along Kent Road. Views are funnelled by

townscape throughout the character area. This is due to a consistent building line and well defined and often mature (in terms of natural vegetation) boundaries where they are surviving. This includes some large trees to front gardens which also complement the views along streets.

There are a small number of cast iron lamp columns surviving, some of which have been converted to take modern lamps. These are important local features that contribute to the quality of the street scene (**Figure 36**).

Negative features

- Extensive loss of front boundary walls and gardens
- Hardstandings replacing garden areas in part or completely
- Some replacement of original timber framed windows and doors with modern uPVC replacements

Area 3: Feltham Avenue

This small character area is set off the river bank but is completely enclosed by built form and has a scale and intimacy unique to the conservation area and sharply contrasted with the open character of the riverside adjacent.

Traditional late nineteenth century houses (all houses are built by 1895 – they appear on the second edition 1:2500 Ordnance Survey Map) are two and two and a half storeys with modern development to the eastern end up to four storey. Houses are set slightly back from the pavement within small gardens, with the exception of development (historic and late-twentieth century) to the eastern end of Feltham Avenue. Here, a warehouse type building (probably relating to its close proximity to the river) has been reflected in scale terms along the remaining frontage to Feltham Avenue (**Figure 37**) created from the rear gardens/yards of buildings on Bridge Road. Building lines are consistent almost throughout and strongly define the townscape



Figure 38 Well defined building line of houses to the south side of Feltham Avenue



Figure 39 Trees lining Feltham Avenue

(**Figure 38**). This is with the exception of houses to the south-west corner of Feltham Avenue which are set progressively back into the corner. What is of equal significance in terms of the scale of this character area is the way in which the road is tree lined almost throughout, adding to the sense of enclosure and intimate character of this part of the conservation area (**Figure 39**). In places the houses become secondary to the dense greenery of the roadside.

There are some very high quality paired houses to the north side of Feltham Avenue which incorporate open timber porches and balconies (**Figure 40**). These form a good cohesive group. Similarly the terrace of taller houses (some converted to flats) to the south side (**see Figure 38**) along with the paired houses to the west form a group of some considerable quality. The eastern section of Feltham Avenue has developed a warehouse style character to the built form and new buildings, despite their scale have slotted



Figure 40 Strongly defined group of high architectural quality to Feltham Avenue



Figure 42 Creek Road



Figure 41 Timber porches and balconies, Feltham Avenue



Figure 43 A varied scale to Creek Road

well into the townscape and create a group with the older buildings to this section of the conservation area (*see Figure 37*).

There is a mix of materials in this part of the conservation area but it is predominantly red brick and buff London stocks. There is some painted render and faux timber framing to upper storeys and gables. Roofs are a mix of natural slate and clay tiles. Barge boards and decorative joinery to balconies and porches are distinctive materials to this part of the conservation area, and although these details are seen elsewhere, they are repeated and form part of the special group character of buildings in Feltham Avenue. Traditional windows are mostly timber framed vertical sliding sashes, some in canted bays.

Views are foreshortened in this part of the conservation area by short roads and well-contained and enclosed townscape. An important view into Feltham Avenue from

Riverbank is terminated by houses on the south side of Feltham Avenue. Views along the street are enhanced by the rhythm of the terrace and houses in pairs lining the street, with repeated features such as gabled dormers, bays, balconies and chimneys adding to the quality of local views (**Figure 41**).

The horse chestnut and lime trees lining Feltham Avenue are a strong local feature of considerable townscape quality which help create this sense of intimacy, which is so at odds with the open character of the adjacent riverside. There is a narrow alley linking Feltham Avenue to Bridge Road which appears to follow the line of an historic field boundary. This is an important survival in both historic local interest and connectivity terms.



Figure 44 Distinctive mansard roof to Nos. 1 and 3 Creek Road



Figure 46 Prominent building (No.29) to the corner of Palace and Bridge Road



Figure 45 Barclays Bank (No.1 Wolsey Road)



Figure 47 Sovereign House, No. 1 Bridge Road – note missing corner turret

Negative features

- Some loss of original windows and doors
- On-street parking is defining the street and in places is over-bearing
- Some loss of front boundary walls and gardens **to off-street parking**

Area 4: Bridge Road and Creek Road

Bridge Road and Creek Road form one of the commercial areas to this part of East Molesey but the main District Centre is due south-west. There is a village scale and sense of place to both roads, although due to the open east side of Creek Road the village character is less apparent. The built form fronting Creek Road is particularly eclectic (**Figure 42**) and reflects the former presence of the River Mole along which Creek Road ran until the 1930s

when the river was redirected and Hampton Court Way was formed along the former line of the river.

There is a wide variation in scale within this character area with modest two storey cottage scale houses adjacent to or opposite three storey buildings (**Figure 43**). This forms an important part of the character of this part of the conservation area and reflects the more organic way in which this part of East Molesey adjacent to the River Mole was developed. To Bridge Road, there are generally, but not always, shopfronts to ground floor providing active frontage to the pavement edge. Buildings share an almost consistent building line with buildings set to the back of pavement. This helps create good and consistent enclosure throughout Bridge Road. Creek Road in scale terms reflects its former working river frontage character and



Figure 48 Building to the corner of Bridge Road and Creek Road



Figure 50 East side of Bridge Road – a more organic and varied built form



Figure 49 West side of Bridge Road – a consistent scale and building form



Figure 51 Attractive courtyard terrace of houses between Bridge Road and Creek Road

buildings are most two storey, many of which have accommodation in the roofspaces and with the northern end rising to two and a half storey and three storey houses, mostly notably Nos 1 and 3 with a distinctive pantile mansard roof (**Figure 44**) at the northern end of Creek Road. Larger, more distinctive and/or landmark buildings are seen to the corners of roads throughout this character area. Notable examples in terms of scale are the former Barclays Bank (No 1 Wolsey Road) to the corner of Wolsey and Bridge Road (**Figure 45**), No.29 to the corner of Palace Road and Bridge Road (**Figure 46**), and No. 1 Bridge Road (Sovereign House) on the corner of Riverbank, sadly missing its former corner turret (**Figure 47**); In terms of landmark qualities Nos 52-54 Bridge Road to the corner of Bridge Road and Creek Road to the southern end is distinctive not for its scale but for its plan coming to a point and strongly

defining each road, and the consistent glazing pattern to the windows stretching along both roads (**Figure 48**).

All the buildings to Bridge Road form a group of some considerable architectural and historic interest. This includes the locally listed Albion public house. Bridge Road could be split into two sub-groups with buildings to the west side generally of a grander scale (usually three storey) and with strong parapet lines, mostly hiding roofs behind and an almost consistent shopfront fascia level throughout (**Figure 49**). The east side of Bridge Road is more organic and scale and style of building is varied and juxtaposed throughout (**Figure 50**). There is a small terrace offset along a gravelled parking area between Bridge Road and Creek Road (**Figure 51**). These houses are dominated by the horse chestnut tree to their south which can be seen in extensive views towards and



Figure 52 Diverse palette of materials to this part of Bridge Road



Figure 54 Important survival of mosaic tile thresholds to commercial buildings



Figure 53 Traditional roofs are generally low-pitched natural slate with prominent brick chimney stacks



Figure 55 The view south along Bridge Road is terminated by numbers 64-68 Bridge Road

across Creek Road and Bridge Road. The houses and the tree form an attractive group with the former Baptist church (opened in 1886) set behind Bridge Road with its east window visible from the courtyard to the front of the houses.

There is a very diverse palette of materials with none dominating. Brick (red and buff) is seen, often with plaster dressings – to windows, doors, keystones and parapet cornices or contrasting brick arches to windows (**Figure 52**). Roofs, where seen, are generally low pitched natural slate with prominent brick chimneys (**Figure 53**) and plain timber barge boards to gables. Elsewhere, painted brick and render also form part of the materials palette for this area. A number of buildings also have painted faux timber framing to facades. There are some good quality traditionally detailed timber shopfronts, mostly reproduction, in Bridge Road. Stone and decorative tiles are

also seen on individual shopfronts. Mosaic thresholds (**Figure 54**) to shops, once common, are also a rarely surviving feature of some of the shops to Bridge Road.

The strongly defined townscape with good enclosure particularly to Bridge Road, lends itself to good contained views into and through this character area. Of particular note is the view along Bridge Road looking south and terminated on Nos.64-68 Bridge Road (**Figure 55**) (presently outside the conservation area). There is also a good view looking east along Palace Road into the character area and terminated by The Albion public house. From Creek Road the townscape both sides of the road funnels the view towards the locally listed Hampton Court Station building (**Figure 56**). Glimpsed views can be had of the chimneys of Hampton Court Palace from the northern end of Bridge Road, but these are impacted upon by poorly located signage, traffic and parked cars.



Figure 56 Hampton Court Station terminates the view along this part of Creek Road



Figure 57 The horse chestnut tree behind Bridge Road is an important local landmark – seen above the roofs of historic development



Figure 58 The notable design of shopfront and upper windows to Nos. 52-54 Bridge Road

Views into Bridge Road and Creek Road are generally dominated by corner buildings, however the horse chestnut tree behind Bridge Road is also an important landmark and is seen in a number of views into the conservation area (**Figure 57**).

There is a genuine and unplanned diversity to the detailing and finishes of shopfronts and shop windows and this adds to the locally distinctive character of Bridge Road. Perhaps the most notable are the geometric designs of Nos. 52-54 Bridge Road, the Hampton Court Emporium (**Figure 58**) a local landmark of

some considerable architectural quality and distinction. The use of traditional awnings to shopfronts also adds considerable local character to the street scene.

Negative features

- Some poor signage to shopfronts
- Some replacement of traditional timber windows for uPVC
- Busy traffic to Hampton Court Way adjacent to Creek Road
- Numerous and over-large street lighting

to Creek Road and northern end of Bridge Road

- Intrusive road and directional signage
- Large dormer windows and some roof extensions – these are seen from extensive view points (particularly from the bridge)
- Traffic dominated road layout and either side of Hampton Court Way which lack pedestrian focus and scale

Area 5: Riverside

The Riverside character area is distinct from the Cigarette Island river frontage in that it is developed for the length that is included within the East Molesey (Kent Town) Conservation Area. Its essential form is defined by the riverbank and subsequent built form and traffic networks, which presently define this part of the riverfront.

Buildings are generally on a grand scale at two and a half storeys with large dormers lighting roof storeys (**Figure 59**). The building line is consistent with houses set slightly back and raised from the roadside (houses to the river frontage have semi-basements) with a strong rhythm of projecting bays. Most houses have small front areas of garden but some have been removed to form gravelled and hard surfaced parking spaces. Where retained, boundary walls are low usually rendered with either railings above and/or a hedge behind (**Figure 60**). These features are part of a well-defined river edge of development and retain a human scale of enclosure adjacent to the pavement.

The houses located along Riverbank form a group of some considerable architectural and historic quality. Their strongly defined bays, deep projecting eaves with large decorative timber brackets and series of open and enclosed balconies provide a rhythm to the townscape and are individually and collectively attractive features that help define this edge to the river. Within the setting



Figure 59 Buildings to the Riverside Character area are generally on a grand scale



Figure 60 Varied front boundary treatment with some survival of original low boundary walls



Figure 61 The War Memorial and its roadside setting



Figure 62 Trees enclosing and defining in-part the public footpaths to the river side



Figure 64 Hampton Court bridge is glimpsed from the river side public footpath



Figure 63 Highly articulated facades facing the river (Riverbank)



Figure 65 View of the south side of the River Thames (into the East Molesey (Kent Town) Conservation Area) from Hampton Court Bridge

of these houses and the river is the War Memorial at the entrance to the riverside walk (towpath) leading from Riverbank. This simple stone obelisk type Memorial is an important local landmark although its immediate setting could be improved upon (**Figure 61**). East Molesey Lock and its associated weir form an attractive group of functional waterside structures. The activity and movement (people and boats) in this part of the conservation area is an important part of the special character of this part of East Molesey. Trees form an important part of the grouping of river, functional buildings and structures and public footpaths (**Figure 62**).

The dominant walling material is London stock brick; buff colours with red brick dressings, but elevations are dominated by decorative timber to projecting bays and balconies, gabled dormers and deep eaves brackets (**Figure 63**). Roofs are mostly

natural slate with some use of clay tile.

Views from and to the riverside are perhaps some of the most important and attractive of the conservation area. Their essential qualities are the openness of the river's edge and the presence of the graceful arches of the Lutyens bridge with glimpses of the chimneys of Hampton Court Palace beyond in close and distant views east along the river (**Figure 64**). From the bridge (only partially within the East Molesey (Kent Town) Conservation Area and part within the London Borough of Richmond upon Thames and the Hampton Court Green Conservation Area) there are some commanding open views of this part of the conservation area, taking in the river, lock, weir and its setting and also the strong group of houses to the south side of the river lining Riverbank. Of particular note in these views is the gothic spire to the belvedere of No.16 Riverbank (to the corner



Figure 66 The lock and weir are important and popular local landmarks



Figure 68 The station building (recently re-roofed)



Figure 67 Hampton Court Station building with its tree lined backdrop



Figure 69 View to the river Ember and Mole from Hampton Court Way

of this road and Feltham Avenue). This feature is a prominent landmark and strongly defines the skyline in views from the bridge taking in the river edge (**Figure 65**). This is one of a number of turreted corner elements to prominent buildings within the conservation area although some, most notably to the former hotel on the corner with Bridge Road, have lost their spire.

This character area is where the conservation area has most interaction with the Thames and from where East Molesey's waterside setting can perhaps be best appreciated. The lock and weir are particularly important local landmarks and are the subject of literary references and historic paintings, particularly the work of Alfred Sisley (1839-1899) (Molesey Weir 1874 and Molesey Regatta of the same year are perhaps the more famous paintings of the riverside area) and others in addition to being a very popular leisure destination today – **Figure 66**. The

setting of the Grade II listed Lutyens Bridge and glimpsed Hampton Court beyond are an important part of this locally distinctive part of the River Thames.

Negative features

- Some of the management of the towpath in terms of street furniture, surfacing and signage is in need of improvement
- The setting of the War Memorial could be improved and there is congestion for cyclists, walkers and parked cars
- Loss of front boundary walls and gardens to Riverbank have had a negative impact on the character and appearance of this attractive terrace
- There has been some loss of traditional windows and doors, but this is limited
- Large modern lighting columns to Riverbank impact on views to this terrace from the Grade II listed bridge

Area 6: Hampton Court Station and Cigarette Island

This area is recognised as being of particular significance given its location on the River Thames in proximity to Hampton Court Bridge and Hampton Court Palace, and as a gateway to the Borough.

To the east of Hampton Court Way the railway station building lies somewhat isolated from the intimate townscape of the East Molesey village core. Beyond to the east is the area known as Cigarette Island which was, up until the 1930s, an island cut off from East Molesey by the River Mole (which passed along the east side of Creek Road emerging adjacent to the bridge across the River Thames). The area is characterised by its openness in places but is also heavily treed to the east of the station car park providing a green backdrop to the station and a sense of enclosure to the park beyond (**Figure 67**).

There are only a small number of buildings in this character area with the principal group being that of the station and platforms. The station is two and a half storeys with the upper storey in the roofspace and lit by dormers and windows to gables. The station, forming the terminus for the line, is set back from the road with a tarmac forecourt between the building and Hampton Court Way. The building lacks a sense of arrival or cohesion with the surrounding townscape. The station complex of main building, platforms and brick screen forms a rather disparate group of buildings that have suffered from progressive and uncoordinated management of station, tracks, platforms and car parks. As a result, the general impression of the group is that of a series of elements which do not complement each other or provide a particularly positive experience to the visitor to Hampton Court.

Brick with stone dressings are used on the station building which, when constructed, was a building of some significance, isolated

as it was on the island across the river from Hampton Court Palace. The Dutch gables, now with a lead capping to the stone dressings, are a visually prominent architectural statement. The roof has recently been re-slatted and has red clay tile ridge tiles to the principal roof and the small gabled dormers to the west façade (**Figure 68**). Elsewhere painted brick with slate is seen to the former railway building adjacent to Hampton Court Way.

There are views along Creek Road towards the station building so it acts as a visual stop and focal building (*see Figure 56*). There are also attractive and animated waterside views along the River Ember and Mole looking west (**Figure 69**) from the smaller of Lutyens bridges (Grade II listed) which defines, in part, the southern edge of the conservation area. To the north-eastern edge of Cigarette Island there are some of the best views of Hampton Court Palace. These are revealed between trees and hedges upon moving along the processional paths to the edge of the park. There are excellent views of Hampton Court Palace from the access road to Cigarette Island adjacent to Hampton Court Bridge. This is marred by the appearance of the area of privately owned land between the station and bridge, which was originally the site of a café called the Jolly Boatman. This area together with the station site is the subject of a development brief and is presently the subject of planning permission for a mixed-use scheme (**Figure 70**). Views from the north side of the river tend to focus on the graceful shallow curves of the Grade II listed brick and stone bridge, with the roofscape of the village core and the riverbank beyond (**Figure 71**).

Hampton Court Station is an important local landmark and its present setting and management do not reflect its significance as a transport hub for East Molesey, Hampton Court and the river environs. There are some fine mature trees to Cigarette Island. These are significant local assets and provide a



Figure 70 Glimpsed views towards Hampton Court Palace



Figure 72 The importance of the trees to Cigarette Island in views from the east



Figure 71 Views from the north bank of the River Thames looking into the conservation area



Figure 73 Advertising hoardings to Hampton Court Station car park

softened edge to the river in views from the opposite bank (**Figure 72**).

Negative features

- The neglected and unkempt site of the Jolly Boatman
- Large incongruous advertising hoardings to the station car park (Figure 73)
- Poor condition of the main railway terminus building (paint peeling from windows, modern wire trunking, poorly designed lighting and modern shop windows and poorly designed shop awning)
- Large unrelieved tarmac frontage to Hampton Court Way
- Conflict between vehicles and pedestrians on Hampton Court Way (a very busy thoroughfare)
- Poor quality environment for the visitors arriving at Hampton Court Station

7 The Buildings of the Conservation Area

(a) Architectural styles and detailing

Two of the earliest buildings within the conservation area are perhaps the most architecturally diverse; Hampton Court Station building, c1848-68 and the church of St Paul's, c1854 by Salter and Laforest. Both of these buildings command important positions in the townscape and display a use of materials and style unique to the conservation area. Much of this is down to use and function, reflected in the magnificent spire of St Paul's (of 1888) and the use of Kentish Ragstone, a common material for the churches of this region in this period and seen throughout southeast London and the Thames corridor. In terms of the station, its use of Bath stone dressings to windows, doors and quoins and distinctive Dutch gables give this building prominence within the conservation area.

There are very few buildings remaining from the eighteenth century although some may form the core of buildings which appear of a later date in the Bridge and Creek Road environs. The most prominent and obvious construction dating from earlier than the nineteenth century is Nos. 1 and 3 Creek Road. The distinctive mansard roof, plan of the building, symmetrical frontage and use of pantiles with raised verges are details which distinguish this building in the townscape (see **Figure 44**). There is a building shown in this location on Rocque's map of 1741-45. This is potentially the building seen presently.

The majority of buildings of special architectural or historic interest in the conservation area date from the nineteenth century. This can be broken down into three main phases of building. To Bridge Road there are a number of early nineteenth century buildings, including a group of cottage scale houses built c1831 and The Albion Public House (**Figure 74**), possibly constructed as a large house but by 1839 in use as East Molesey's first Beerhouse. The bays and glazed frontage are later additions to what originated as a three storey townhouse, probably one of the largest houses in the Bridge Road when built. There are further early to mid nineteenth century houses to the Bridge Road area with all of these now presenting later, mostly early and mid twentieth century shopfronts to the ground floor. These houses are notable for their painted plaster architraves, quoins and parapet cornices, with a mix of roofs concealed behind brick parapets or low pitches running back from the roadside (**Figure 75**).

The mid-nineteenth century (c1850 onwards) saw the laying out and development of Palace Road, Park, Kent, Manor and Vine Roads. These were laid out in strict accordance to a hierarchy of plot size and building set back from the road. So we see to this day the generous Palace Road set back with large



Figure 74 The Albion Public House, Bridge Road



Figure 75 Roofs are either low-pitched or concealed behind parapets

villas for the upper-middle classes closest to the river, being considerably more of a set back and larger in scale than that to Kent Road and Vine Road, which in turn is more than that to Manor Road at the lower end of the social scale. The houses also are more richly adorned with architectural features and detailing to windows and doors and there is a more pronounced use of painted stucco or plaster to mimic the use of stone rather than the more inferior use of brick (**Figure 76** – No. 22 Palace Road). Most early villas are either painted stucco/render or have substantial painted plaster or sometimes stone dressings with brick. To the lower end of the hierarchy in Manor Road, the older houses are brick with



Figure 76 No.22 Palace Road – use of painted stucco



Figure 78 Decorative barge boards and spike finials - The Prince of Wales Public House, Bridge Road



Figure 77 No.20 Manor Road - Brick with decorative plaster detailing



Figure 79 Strongly defined rooflines with roofs generally set behind parapets (west side of Bridge Road)

simple architectural detailing and finishes. (**Figure 77** – No. 20 Manor Road) In all cases roofs are natural slate, low pitched with large brick chimneys. There is variation in the detailing to roofs with bracketed eaves, some parapets and decorative barge boards forming important elements of roofline. The degree of detail and ornament is part of the carefully balanced hierarchy of streets within the planned residential suburbs of East Molesey. In addition to the residential expansion, Bridge Road saw the construction of its first purpose built public house after the arrival of the railway. The Prince of Wales Public House was built in 1853 in a flamboyant Tudor-Gothic revival style. It has suffered from considerable change at ground floor but still retains its strong presence in the street scene with stepped arched windows with stone mullions and hood moulds and deep projecting decorative barge boards with

spike finials to the gable ridges (**Figure 78**).

The late nineteenth century and turn of the twentieth century sees additional buildings to Bridge Road, Walton Road (to the edge of the conservation area) and the residential suburbs, most notably Wolsey Road. To the commercial areas, buildings are three storey (reflecting the early established scale set by other buildings particularly to the west side of Bridge Road) and predominantly but not exclusively red brick or buff London stocks with contrasting brick dressings for windows, doors and string courses. There are also plaster keystones to this later group of buildings. These are also strongly defined at roof level by projecting plaster and brick parapet cornices. These create a strong roof line and formal visual stop to these buildings despite later roof extensions. This is particularly the case in the late nineteenth

century group to the northern end of the west side of Bridge Road (**Figure 79**).

Within the residential suburbs (sub areas 1, 2 and 3), there are some particularly fine examples of the Edwardian villa. These are predominantly found in Wolsey Road. They are characteristically grand with large full height canted bays, oriel windows, prominent chimneys, dentil string courses and eaves and dominant roofs expressed as projecting gables or sweeping expanses of clay tile with large dormers. They are usually constructed of red or buff brick with red clay tile roofs (**Figure 80**). There is a particularly good surviving group to the western end of Wolsey Road on the north side.

The early part of the twentieth century sees the further subdivision and low density development of Church Road (east side), Palace Road (north side around the church) Wolsey and Arnison Roads. Houses from this period vary in architectural quality and compared with their earlier neighbours are generally (but not always) more modest in terms of architectural details and use of materials. Render is common, with timber or sometimes metal casements and clay tile roofs (**Figure 81**). There is also some tile hanging to gables or upper storeys. Most could be considered as very loosely reflecting a Domestic Revival style in the Arts and Crafts idiom.

More recent buildings, within the last fifty years have not followed a particular architectural style and there are undistinguished examples mostly from the 1970s and later up to the present day. Much of the 'new' build has reflected the architectural style of the mid/late nineteenth century villa. Unfortunately the scale, quality of materials and finish is rarely reflective of their historic neighbours, although there are some very good examples of what would be considered pastiche design, for example No. 72 Wolsey Road constructed in 1995 (**Figure 82**).



Figure 80 Good example of an Edwardian villa, Wolsey Road



Figure 81 Houses from the first quarter of the twentieth century

Of note is the survival of coach houses and stabling within the conservation area. These are often converted or heavily altered but are historically and architecturally interesting in terms of their scale, former relationship with the principal house and survival of distinctive features such as carriageway openings.

(b) Boundaries

Brick boundary walls, usually (historically) in Flemish bond, are seen throughout the conservation area. Some of these walls may date from the mid nineteenth century although most have been substantially or partially rebuilt. These walls tend to be between 1.6 and 1.8 metres in height and can travel for some distance – in the case of those to Church Road (**Figure 83**). Most examples are to be found along Church Road and Vine Road where these features form an important part of the townscape.

(c) Listed buildings

A listed building is one that is included on the Government's Statutory List of Buildings of Special Architectural or Historic Interest. These buildings are protected by law and consent is required from Elmbridge Borough Council before any works of alteration, extension or demolition can be carried out. The listed buildings are marked on the Townscape Appraisal map. These are:

- St. Paul's Church, Church Road
- Hampton Court Bridge, Hampton Court Way
- Bridge over the River Ember, Hampton Court Way

All are Grade II listed

(d) Locally Listed Buildings

Locally Listed Buildings have been identified by Elmbridge Borough Council as being individually of special architectural or historic interest but falling just 'beneath the line' for inclusion within the statutory list or simply inexplicably omitted. These are:

- Hampton Court Station, Hampton Court Way
- 5 and 7 Creek Road
- 34 and 36 (The Albion Public House), Bridge Road
- 5 (The Limes) Palace Road
- 5 to 15 (Manor Crescent), Manor Road
- 12 and 14 (Church House and Hurst House), Church Road

(e) Significant Unlisted Buildings

A number of unlisted buildings have been identified on the Townscape Appraisal map as being "Significant Unlisted Buildings" with townscape merit. Buildings identified as having "townscape merit" will vary, but commonly they will be good examples of



Figure 82 A modern house built in a traditional style – 72 Wolsey Road



Figure 83 An important boundary wall enclosure to side gardens along Church Road

relatively unaltered historic buildings where their style, detailing and building materials provide the streetscape with interest and variety. Most importantly, they make a positive contribution to the special interest of the conservation area. Where a building has been heavily altered, and restoration would be impractical, they are excluded.

PPS5 advises that these buildings would be considered as heritage assets and as such there is a desirability to sustain and enhance the significance of these heritage assets and recognise the positive role they play in the place shaping of sustainable communities

(Policy HE7.4 and HE9.1)

Significant groups are as follows:

- Almost all the buildings to both sides of Bridge Road form a positive group

of some considerable historic and architectural quality.

- Riverbank and Feltham Avenue have high numbers of buildings which are largely intact and make a significant contribution to the townscape qualities of these areas
- Palace Road has a good survival of early villas particularly to the south side, marred by only a relatively small number of modern replacements
- Wolsey Road has an excellent group of large early twentieth century Edwardian villas to the north side
- Arnison Road has a fine group of more modest late nineteenth century houses to the north side opposite the junction with Hansler Grove
- Manor Road, Kent Road and Park Road have a more selective series of small groups, pairs and individual houses of high quality with Manor and Park Roads having the more cohesive groupings which include a remarkably unaltered terrace of locally listed houses which form a group with the unlisted buildings in Manor Road

8 Negative Features and Issues

(a) Public realm

The quality of the public realm in some parts of the conservation area would benefit from improvement. This is particularly the case around the bridge, the adjacent riverside and along Hampton Court Way. There is concern regarding the gradual loss of street trees and the lack of replacement planting.

(b) Inappropriate alterations to buildings

The immediate environs of Hampton Court Way are very poor and dominated by vehicle movement by virtue of the fact that this is a major traffic route across the River Thames.



Figure 84 Over-designed brick boundary wall



Figure 85 Overbearing boundary treatment not in-keeping with the immediate surroundings

(c) Alterations to front boundary walls

Some areas of the conservation area such as Manor Road, Kent Road and Park Road are particularly sensitive to further changes and loss of front boundary treatments. There are some instances where unfortunate alterations have taken place and there is an erosion of the special qualities of these sub-areas.

There are issues relating to perceived security concerns predominantly to Palace, Wolsey and Arnison Roads. Boundary treatments are being replaced or altered with inappropriately high walls, railings or fences and large gates (either open metal or close boarded) (Figure 84) and (Figure 85). These are having a detrimental impact on the character and appearance of the conservation area and conflict with the general historic character of these residential suburbs.

(d) Loss and replacement of buildings

There has been some recent development at both ends of the scale which have had a detrimental impact on the character and appearance of the conservation area. This has included poorly proportioned infill development which attempts to reflect the stylistic qualities and characteristics of its neighbours and conversely very large houses which do not handle the massing and form of the house in an appropriate way, resulting in lumpen and poorly detailed designs. Replacement of houses with flat blocks or a series of houses in short terraces but built as a single building have had a detrimental impact on the sensitive grain and scale of the residential suburbs which make up such an important part of its character and appearance.

virtue of this as a major route. The wide road forms part of the setting of both the Hampton Court Station building, Creek Road and the Grade II listed bridge across the River Thames. This area is not pedestrian friendly and it is difficult to appreciate the presence of the River Thames, Hampton Court Palace and the areas of East Molesey to either side of Hampton Court Way.

(e) The site and setting of Hampton Court Station

This area is recognised as being of particular significance and sensitivity due to its location and surroundings. The setting of the locally listed station building is presently very poor. The site of the former Jolly Boatman café is now a neglected, unkempt site and impacts upon the quality of the historic environment on this side and the north side of the river. There are a number of unsightly and overlarge advertisement hoardings facing the car park and within the setting of the station building. These detract from the quality of the station building and its brick screen which links the station to the car park area and platforms. This area together with the station site is the subject of a development brief and is presently the subject of planning permission for a mixed-use scheme.

(f) Hampton Court Way

The immediate environs of Hampton Court Way are very poor and vehicle dominated by

Part 2 Conservation Area Management Proposals

1 Management Proposals

1.1 Legislative background

The designation and appraisal of any conservation area is not an end in itself. The purpose of this document is to present proposals for the preservation and enhancement of the conservation areas' special character, informed by the appraisal, and to consult the local community about these proposals. The special qualities of the conservation area has been identified as part of the appraisal process in the first section of this document and will be subject to monitoring and reviews on a regular basis. This guidance draws upon the themes identified in Section 8 of the conservation area appraisal 'Negative features and issues'. The document satisfies the statutory requirement of section 71(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 namely:

"It shall be the duty of the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas."

Section 69(2) states:

"It shall be the duty of the local planning authority from time to time to review the past exercise of functions....and determine whether any further parts of their area should be designated as conservation areas"

The document reflects Government policy set out in Planning Policy Statement 5 'Planning for the Historic Environment', English Heritage guidance as set out in *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011), the new Elmbridge Core Strategy and saved policies within the Replacement Elmbridge Borough Local Plan [REBLP 2000]

together with published planning guidance such as the Elmbridge Residential Design Guidance and leaflets including 'Conservation Areas' and 'Shopfronts in conservation areas'.

Government guidance in Planning Policy Statement 5: Planning for the Historic Environment defines "A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions as a 'Heritage Asset'. For the purposes of this document these are identified as "Significant Unlisted Buildings".

It is recognised that this area is not one where large-scale development is likely to occur and generate major investment and improvements. It is important that the development control process ensures the preservation of special character and that opportunities are taken to identify and implement enhancements.

1.2 Boundary amendments

The appraisal has highlighted two areas for potential inclusion.

Nos 64 to 88 (even) Bridge Road

Description:

This group can be divided into two; the first is Nos 64 – 72 which include the former Post Office building Bridge House (late 18th century) which was adapted to a Post Office in 1906 when the building was extended to the roadside. These buildings remain today as an eclectic and prominent series of gabled frontages. The larger is the former entrance to the Post Office with carved scrolled kneeler stones to the gable, topped by a small broken pediment in an elaborate Baroque style. This distinctive and unusual frontage is an important survival and partially closes the



Figure 86 Large paired Edwardian villas to Bridge Road (presently outside the conservation area)

view south along Bridge Road. The building reflects an important period of use within East Molesey, with its survival of functional elements of the former Post Office forming such an important part of the townscape and being so prominent in present views out of the conservation area (**see Figure 55**). The lower of the two frontages is painted plaster with a segmental pediment on ionic pilasters. This site is currently undergoing redevelopment but the distinctive frontage of the original building is being retained.

The second section comprises a series of paired large Edwardian villas which read as a terrace of houses of considerable local architectural and historic value (**Figure 86**). Included within this group is No.74 Bridge Road which sits to the rear of the frontage group. This house is from the same period and has a large garden setting which stretches south to the river. The house has a notable corner turret feature similar to those seen elsewhere in the conservation area. The house and its studio are notable historically for being the home and studio of the architect Eric Lyons. Eric Lyons (1912–1980) was famous for the development of innovative and well designed housing communities in England in the latter part of the 20th century. His partnership in Span Developments led to the building of over 73 estates. The style and space standard, particularly the use of tile hanging was copied across the country.

A number of these estates are close to East Molesey (Templemere in Weybridge for example). For both the architectural quality of the original building and the historic association with an important architect, his house and studio should be considered for inclusion within the conservation area along with the frontage villas to Bridge Road.

The villas to Bridge Road are on a grand scale at two and a half storeys with prominent projecting gables with decorative faux timber framing, painted black on white plaster. The retention and repetition of bays, doorcases, projecting gables and chimney stacks across the three identical pairs makes for very attractive and well articulated townscape. There is a remarkably high survival of original and/or traditional windows, doors, and roof coverings. The only significant interventions have been at roof level with some changes to window configuration and roof profile on the dormers and to the front areas where, unfortunately, all houses have lost their front boundary walls and their gardens have been converted (with varying degrees of sensitivity) to parking areas. Given their remarkable retention of historic fabric and equivalent quality and status to those to the north side of Wolsey Road, it is suggested that this series of houses warrants protection through designation as part of the East Molesey (Kent Town) Conservation Area.



Figure 87 No.11 Vine Road – a significant historic building in the streetscene which has been sympathetically extended

Included within the above suggestions is the small green and trees to the junction of Bridge Road and Wolsey Road. This green provides an important setting to the Edwardian villas and the Jubilee memorial presently within the conservation area.

No. 11 Vine Road

Description:

No. 11 Vine Road (**Figure 87**) is a substantial double-fronted villa built by 1895 (it appears on the second edition Ordnance Survey map 1:2500 of that date). It is one of the better houses to the north side of Vine Road and forms a group with St Barnabas Roman Catholic Church and No. 24 Vine Road (both presently within the conservation area). There is a good survival of original fabric and attention to period detail in refurbishment. The villa shares much of the common characteristics of those within the conservation area, such as buff London stock brick, painted plaster architraves and quoins, vertical sliding timber framed sash windows and timber casements, decorative barge boards, natural slate roof. The low front boundary wall with gate piers (with small brackets to the cappings) also forms part of the special character of this house. A mature beech tree helps frame the villa in views from Park Road. This tree forms an important part of the streetscape on approaching the conservation area from the west.

Recommended Action: The Council will seek to amend the East Molesey (Kent Town) Conservation Area to include the areas identified above (these are also shown on the Proposed Boundary Changes and Potential Enhancement Area map)

1.3 Statutory controls

Designation as a conservation area brings a number of specific statutory provisions aimed at assisting the “preservation and enhancement” of the area. These controls include requiring Conservation Area Consent for the demolition of any unlisted building, fewer permitted development rights for alterations and extensions, restrictions on advertisements and requiring notice for proposed tree works. These are outlined in the Council’s guidance note “Conservation Areas”.

Recommended Action: The Council will seek to ensure that any development within the conservation area requiring planning permission preserves or enhances the character or appearance of the area in accordance with REBLP 2000 saved policies.

1.4 Listed buildings

Listed buildings are protected by law as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. The listing covers both the inside and outside of the building, and any structure or building within its curtilage which was built before 1947. Section 66 (1) also directs the authority to considering the impact of proposed

development on the setting of a listed building.

“Listed Building Consent” is required from the Council for any work which affects the special architectural or historic interest of the listed building. There are presently 3 Listed Buildings within the East Molesey (Kent Town) Conservation Area.

Extensions and alterations to listed buildings should conform with PPS5 policies HE9.1 – 9.6 (inclusive) and in accordance to the more detailed design advice in Part 2 of this document, and should generally:

- take into account the prevailing forms of development;
- complement the form and character of the original building;
- be secondary in bulk and form to the principal building;
- use high quality materials and detailing; pay particular attention to roof lines, roof shape, eaves details, verge details and chimneys.

Advertisements on listed buildings should conform with saved Policy HEN5 of the REBLP (2000).

Recommended Action: The Council will seek to ensure that all works to listed buildings and their settings preserve the special architectural and historic interest of these buildings and conform with national legislation and policy and other guidance.

1.5 Buildings of Local Architectural or Historic interest and Significant Unlisted Buildings

In addition to the listed buildings, there are many individual and groups of buildings and associated features which are of considerable local interest. These are included on a Local List and the Council will seek to retain these buildings and ensure that new development does not harm the character, appearance or setting of the building. There is a presumption that all such buildings will be retained. Policy HEN8 of the REBLP 2000 provides the criteria against which all such proposals for alterations will be assessed. There are presently twelve Locally Listed buildings within the East Molesey (Kent Town) Conservation Area.

The townscape appraisal identified a number of additional unlisted buildings which it is considered make a positive contribution to the character and appearance of the conservation areas, and these are marked on the Townscape Appraisal map. There are presently 262 Significant Unlisted Buildings within the East Molesey (Kent Town) Conservation Area. The Council will encourage all applications for extensions and alterations to these buildings to be particularly carefully considered and assessed against saved Policy HEN11 of the REBLP 2000.

Recommended Action: The Council will seek to ensure that all Locally Listed and Significant Unlisted Buildings are protected from inappropriate forms of development, or unjustified demolition.

1.6 Buildings at Risk

The Council will monitor the condition of statutory listed buildings in the conservation area and, where a listed building is threatened by a lack of maintenance or repair, the Council will use the available statutory powers to force the owner to take action.

The Council also has powers to secure the preservation of unlisted buildings in the conservation area by using Urgent Works Notices in a similar way to listed buildings (Section 54), although in this case, the Secretary of State's permission is required. This is of particular relevance where a building is important for maintaining the character and appearance of the area. The Council may carry out such works as are necessary and recover the costs incurred from the owners.

In some cases it may be appropriate to direct grant assistance towards buildings at risk within the conservation area. Listed buildings would take priority and thereafter Locally Listed Buildings and finally Significant Unlisted Buildings (see Townscape Analysis map). These funds are limited and subject to change on a year by year basis.

1.7 Additional Planning Controls

The character appraisal has identified that there is a potential threat to the character and appearance of the conservation area from inappropriate alterations to buildings. This is principally due to poorly designed extensions and new buildings in materials which are not of the same quality as the original buildings. There is also the important issue of the loss of original architectural details.

The design of extensions and new buildings can normally be controlled through existing planning powers, unless, in the case of extensions they are considered permitted development (see below). In order to ensure a high quality of new development,

it is important that the design guidance given in Appendix 1, and general guidance on development in conservation areas is followed.

Recommended Action: The Council will seek to ensure that planning applications are assessed in accordance with published design guidance.

The appraisals identified that the following alterations pose a threat to the special character of the certain areas of the conservation area:

- loss of timber windows and doors;
- changing of traditional roof material;
- removal of redundant chimney stacks;
- painting of brickwork or the application of render;
- removal of front boundary walling
- Rebuilding or altering front boundary walls in an inappropriate way

Certain minor works and alterations to unlisted buildings, in use as single family dwellings, can normally be carried out without planning permission from the Council. Development of this kind is called "Permitted Development" and falls into various classes which are listed in the Town and Country Planning (General Permitted Development) Order 1995. These minor alterations can cumulatively have an adverse effect on the character and appearance of a conservation area. Powers exist for the Council, known as Article 4 Directions', to withdraw some of these permitted development rights in the interests of preserving and enhancing the character and appearance of the conservation area. It is therefore recommended that consideration be given to the use of appropriate Article 4 Directions' to prevent the further erosion of townscape, subject to

available resources. Priority would be given to Locally Listed Buildings.

There are no specific areas which appear under significant threat which would warrant the use of Article 4 Directions. Park, Manor, and Kent Road suffer from extensive loss of front boundary walls and some replacement of windows, doors and roofs. Control over the demolition of further boundary walls in this part of the conservation area may be appropriate subject to detailed survey of these roads to ascertain the degree of survival of this feature and whether front boundary walls still predominate in these areas.

It may be appropriate to seek removal of permitted development rights to Nos. 5-15 (odd) Manor Road, the locally listed terrace of houses to the east side of the road which are presently almost completely intact except for one set of modern replacement windows and loss of front boundary walls.

The Council will regularly review this position to counter any emerging threat to the elements (doors, windows, roofs, chimneys, painting of brickwork) which contribute to the character and appearance of the conservation area.

Recommended Action: The Council will seek to consider, on a case by case basis, the need for introducing Article 4(2) directions covering selected buildings, with Locally Listed buildings being a priority and thereafter Significant Unlisted Buildings, to ensure that the special qualities of the conservation area are protected.

1.8 Shopfronts

The East Molesey (Kent Town) Conservation Area contains a number of commercial premises on Bridge Road and Creek Road with shopfronts. There is a mix of retrofitted shopfronts into earlier houses and buildings and purpose built shops with accommodation above. There are some early twentieth century survivals, with most shopfronts characterised by a simplicity to their detailing (mouldings) to mullions, small timber fascias, modest decorated corbel brackets and hand painted signs. Whilst most shopfronts are modern insertions, decorative corbel brackets, pilasters and some mosaic thresholds survive. These features are important elements in the commercial core and help maintain and reinforce a traditional character and feel to the shopfronts and the shopping area generally. The common use of traditional awnings which are generally well designed and carefully retrofitted to existing shopfronts adds to the traditional shop character and intimacy of the commercial areas – creating areas of cover for tables and chairs encouraging street activity.

The Council has produced detailed advice on the design of shopfronts entitled “Shopfronts in conservation areas” and all such proposals will be assessed against saved policies HEN13 (Shopfronts within a conservation area) and HEN14 (Blinds or Canopies within a conservation area) of the REBLP 2000. The appraisal identifies the importance of these small independent retail shops with good quality shopfronts to the character and appearance of the East Molesey (Kent Town) Conservation Area. Shopping policies STC6, 8 and 9 within the REBLP2000 provide support for these small, local units.

Recommended Action: The Council will seek the retention of period and traditionally designed shopfronts which contribute to the character and appearance of the area. Proposals for

new or replacement shopfronts and changes of use will be assessed against saved policies in the REBLP 2000 and national and regional policy and guidance.

1.9 Advertisements

Within Bridge Road and Creek Road, there are important groups of shops, cafes, restaurants and public houses. Generally the signage is modest and well considered. There are some examples where modern materials (such as plastics) have been used for signs combined with modern fonts. These are generally less successful. Advertising on modern canopies and modern canopies generally should be avoided in preference of traditional awnings, which are successfully used throughout the conservation area.

It is important that strict controls are maintained regarding the detailed design of signs to preserve the character of the conservation area. This includes in some cases the setting of the conservation area where commercial premises such as those to Hampton Court Parade are seen within the context of the conservation area and would have an impact on shared views into and out of the conservation area.

Recommended Action: The Council will seek to ensure that all advertisement proposals relating to shops respect the character and appearance of the conservation area, in terms of siting, number, colours, materials and form of illumination.

1.10 Trees

Trees play a major part in the streetscene and wider landscape in most parts of the conservation area, either as street trees or those in private property visible from the public realm. This is particularly the case in Palace Road, Wolsey Road and Arnison Road where trees are an integral part of the high quality public realm as well as to private gardens. The attention of householders is drawn to the fact that felling or pruning of trees can only be undertaken following a six week notice period being given to the Council. Trees that have reached the end of their life should be replaced by an agreed species appropriate to the area and which will achieve a mature height and scale appropriate to their location. A list of trees is available on the Council website.

Recommended Action: The Council will seek to consider the use of Tree Preservation Orders to further protect trees in appropriate circumstances, where a tree, or group of trees has significant amenity value and is considered to be potentially under threat. This will include trees both within the conservation area and those outside the conservation area which are considered to contribute to its setting, or to views identified in the appraisal. The Council will encourage Surrey County Council to replant street trees to preserve the street scene.

1.11 Setting and views

The setting of the conservation area is very important and sensitive to development which can impact in a detrimental way upon the immediate setting and longer views into and from the conservation area. The important views are identified on the townscape analysis map in the character appraisal. Particular note should be made of the river views from the riverbank areas

within the conservation area and those across the river into the conservation area. Significant views and landmarks and riverside views are identified in policies and within the REBLP2000 and CS14 of the Core Strategy and also in the Thames Landscape Strategy. The Council will seek to ensure that all development serves to respect these important sensitive views.

Recommended Action: The Council will seek to ensure that all development respects the important views within, into and from the conservation area, as identified in the appraisal. The Council will seek to ensure that these remain protected from inappropriate forms of development.

1.12 New development

There are limited opportunities for large scale redevelopment within the Conservation Area, although some improvement or enlargement of the existing buildings may be possible subject to very rigorous controls. The Council will encourage good quality schemes that respond positively to their historic setting. Further guidance is found in Appendix 1.

Replacement buildings should be very carefully considered in terms of the potential contribution to the character and appearance of the conservation area of the existing building either individually or as a group (see Townscape Analysis Map). Any new building should very carefully take into account the established scale of the surrounding buildings and respond positively to that scale. The building line is important in all cases and should be respected by principal buildings and outbuildings such as garages or car ports. Proposals to replace a single building with more than one building are in most cases likely to be unacceptable. Sub-dividing plots will be unacceptable and changes from

single family dwelling to flats or townhouses designed as a single building are also unlikely to be acceptable due to the design requirements for non-single family dwelling houses which are likely to have a significant impact on the character and appearance of the conservation area.

Former stables/coach houses and outbuildings are still found in the conservation area, although most have been converted and heavily altered and extended. Where these survive and there is still a clear relationship with the house there should be a presumption in favour of retention. These buildings should not be segregated and treated as separate buildings from the principal house. Redevelopment of these building types separate to their host building is unlikely to be acceptable especially where this is likely to involve subdivision of a plot.

Recommended Action: The Council will seek to determine applications with regard to local planning policy and design guidance¹ and the guidance provided above and elsewhere in this appraisal.

¹ Local planning policy is contained within the REBLP (2000) (saved policies) and also the Elmbridge Residential Design Guidance (2002). The latter guidance document is expected to be replaced by the Character and Design Supplementary Planning Document in 2012. The saved policies contained within the REBLP (2000) will be replaced by policies contained within the Development Management DPD, scheduled for adoption in 2014.

1.13 Boundary treatments

In some instances inappropriate boundaries or missing front boundaries to residential properties require identification and attention, in so far as controls allow. The scale and detailed design of boundary treatments are characteristic of different

parts of the conservation area and this adds to their distinctiveness. Whilst none of these boundaries are unique or completely uniform to their areas, they are nevertheless sufficiently in evidence to establish a sometimes strong discernible pattern, for example in the case of Palace Road.

Tall brick walls, of buff London stock bricks in Flemish bond (with some later walls of stretcher bond) usually between 1.6 and 1.8 metres high contribute to the distinctiveness of the Church Road area to the western side of Kent Town. Repair and reinstatement should reflect existing brick bonding, mortar and coping details.

Recommended Action: The Council will seek to resist proposals to remove or significantly alter traditional boundary walls or for new boundary treatments which fail to respect the form and materials of traditional boundary treatments within the distinct character areas of East Molesey (Kent Town) Conservation Area.

Recommended Action: The Council will seek to work with landowners and stakeholders to enable enhancements to progress where opportunities arise. The Council will seek to work with their partners at Surrey County Council as the highway authority to try to ensure that any new highway works will bring about environmental improvements to the conservation areas. The Council will recommend that all new street works are in accordance with English Heritage Guidance Streets for All and encourage the County to undertake a review of street signs and remove redundant or inappropriate signage.

The area of the privately owned Jolly Boatman site and Network Rail Station site is a significant site by virtue of its location and prominence and has been identified in the Conservation Area Management Proposals Plan as a negative site. This area is the subject of a development brief and as of May 2011 is the subject of appeal against judicial review regarding planning consent for a mixed-use scheme

1.14 The public realm and enhancement

Generally the conservation area is well managed. However the condition, management, materials and detailed design of the public realm, especially to Bridge Road, Creek Road and Hampton Court Way is of a poorer quality, with traffic dominated spaces, street clutter and unnecessary signage.

The areas for potential enhancement are,

- Riverside land north of Riverbank between Molesey Lock and to west of the junction with Hampton Court Bridge (**Figure 88**)
- Riverside land to the east between Hampton Court Way and Cigarette Island
- The roadway and verge areas of Hampton Court Way, Creek Road and land north of Bridge Road

The Council will continue to liaise with the owners of the Jolly Boatman site and with Network Rail in order to ensure the land and locally listed station building is properly maintained.



Figure 88 Sections of the riverbank adjacent to Hampton Court Bridge could benefit from enhancement

2 Monitoring and review

The following actions are recommended to ensure that the character appraisal and management proposals are accepted and acted upon by the local community.

2.1 Public consultation

The East Molesey (Kent Town) Conservation Area Character Appraisal and Management Proposals consultation document has been created by collaborative working through the East Molesey (Kent Town) Conservation Area Working Group. This has been a partnership between Elmbridge Borough Council and the local community (including the East Molesey Conservation Area Advisory Committee). The programme was managed by Forum Heritage Services and context⁴D. An initial workshop identified the key issues important to the area, which were incorporated into the document. Drafts were circulated among the working group and amended in the light of comments received.

The appraisal and management proposals were then subject to a six week period of wider consultation.

2.2 Conservation Area Advisory Committee

The Council has an established East Molesey Conservation Areas Advisory Committee (CAAC), which comprises a cross section of local residents, including representatives of amenity associations and professional people. The Council consults the CAAC on applications affecting the character and appearance of the conservation area. The Committee also plays an important role in the general care and monitoring of the conservation areas and makes proposals for their improvement.

Recommended Action: The Council will continue to support and consult the CAAC, and the community in general where appropriate, on applications within the East Molesey (Kent Town) Conservation Area. The Council and the CAAC will work together on recording and monitoring projects and identifying and, where appropriate, implementing enhancement opportunities.

2.3 Boundary review

The appraisal has highlighted two areas for potential inclusion; Nos 64 to 88 (even) Bridge Road and No. 11 Vine Road.

Recommended Action: The Council will continue to review the boundary of the conservation area in accordance with Best Practice and guidance on management of the historic environment.

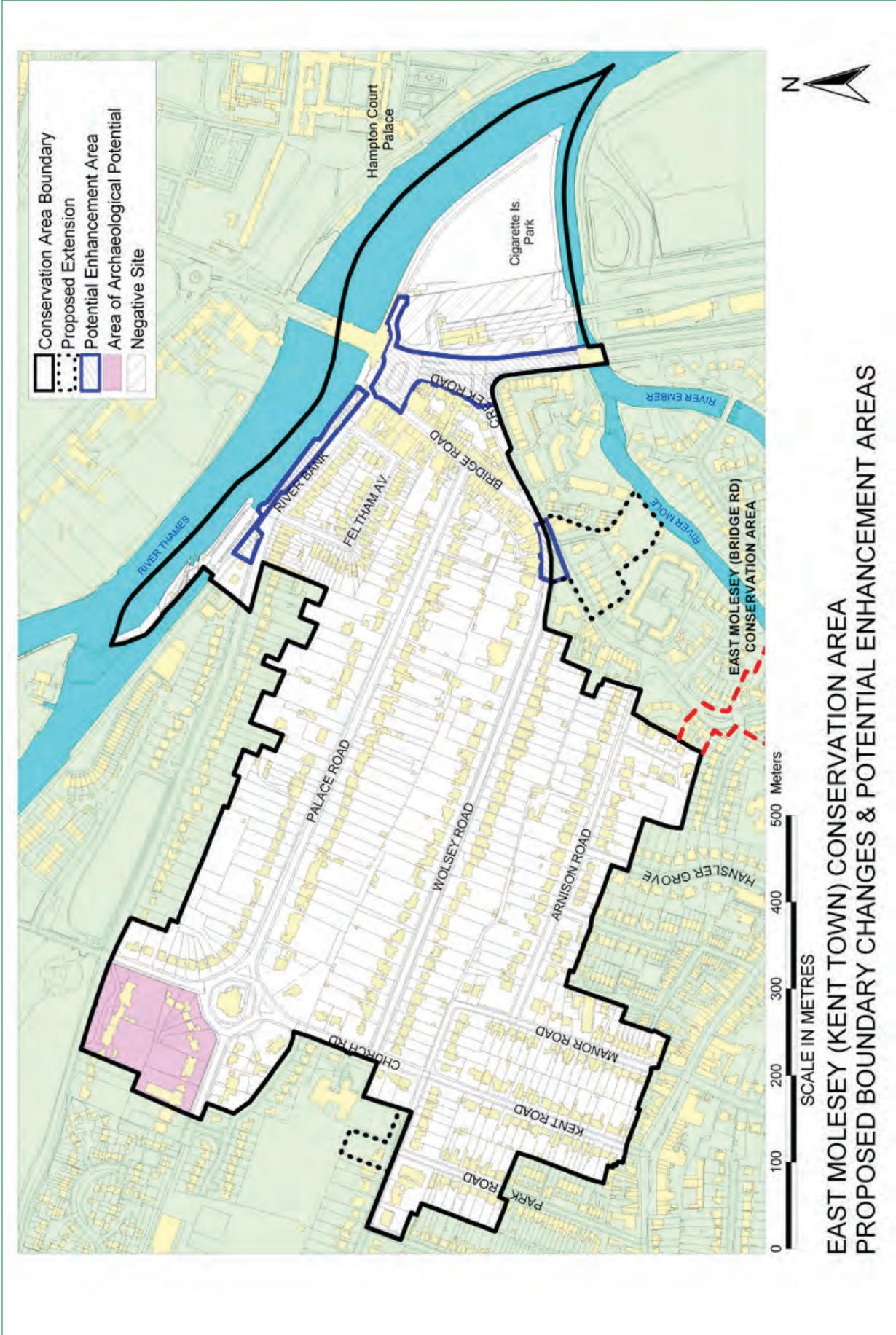
2.4 Document review

This document should be reviewed every five years in the light of the Local Development Framework and emerging government policy. A review should include the following:

- A review of the conservation area and boundaries;
- A 'Heritage Count' comprising of a photographic record of the conservation area
- An assessment of whether the management proposals detailed in this document have been acted upon, including proposed enhancements;
- A Buildings At Risk survey;
- The production of a short report detailing

the findings of the review to reflect any changes to the character or appearance of the area that have occurred since the current document was prepared and setting out any proposed actions and amendments.

- Public consultation on the review findings, any proposed changes and input into the final review



**EAST MOLESEY (KENT TOWN) CONSERVATION AREA
PROPOSED BOUNDARY CHANGES & POTENTIAL ENHANCEMENT AREAS**

Introduction

Much of the conservation area is either well established development or important open space which means that opportunities for new buildings within it are limited. However, there are some sites which may come forward for development and there is considerable pressure for the extension of existing dwellings. The aim of these guidance notes is to indicate how the Council will view subsequent applications for change within, or adjacent to, the conservation area.

Contextual design

All development, but especially that in conservation areas, must respond to its immediate environment, its 'context', in terms of scale, form, materials and detailing. Applicants for planning permission must therefore provide with their proposals a 'Design Statement', to justify the design decisions that have been made as the scheme developed and how it relates to its context. Most of the development opportunities within the conservation area will be on small, enclosed sites, where the 'context' – the surrounding buildings and the historic grain of the immediate area - may be obvious, but still needs to be acknowledged and respected in new design.

The emphasis in any new development or alterations must be on the need to provide a high quality of design. This could be modern design, providing a contemporary statement, or, more generally in historic areas, a traditional design solution. Positive change in the historic townscape can provide vitality and interest to the streetscape and designation as a conservation area should not stifle well thought-out contemporary design of the quality, in material and detailing terms, of its

neighbours.

The basic form of new buildings or extensions should be governed by the urban grain, scale, height and massing of existing development. These elements should be used to set out the basic form of the building or addition, including roof shape and pitch, height, depth of plan and the rhythm and composition of the façade.

Urban grain

The "urban grain", or form, of historic development has been described in Part 1 of this document. It varies according to location. For example, the tight grain of Bridge Road and Creek Road, with narrow plots and buildings set to the back of pavement, compared with and juxtaposed against the grand and spacious housing set in generous grounds in Palace, Wolsey Road and Arnison Road and the subtle but important hierarchy between these roads and those of sub-area 2; Kent, Manor, Park and Vine Road where there is a tighter urban grain, with buildings closer to the road and narrow gaps between houses. To the latter, however, their variation in style, materials and scale maintains their individuality within fairly tight plots.

This "urban grain" is an important part of the character of the conservation area and should be protected. Proposals for new development must include a detailed analysis of the immediate and wider locality and demonstrate that there is a full appreciation of the local townscape and how it has developed, including prevailing building forms, materials and plot ratios. This is particularly important on "backland" sites or redevelopment of smaller originally 'service' buildings (stabling, coach houses and other outbuildings) to principal buildings where new development

potential is very limited and must always be secondary in character to the more important primary buildings facing the main street.

Scale

Scale is the combination of a building's height and bulk when related to its surroundings. However, some modest changes in scale may actually be advantageous, as this reflects the variety of form along the street. For such schemes, the applicant should provide accurate elevations of the surrounding buildings, showing how the new development will relate to them.

The appraisal identified that there is variation in scale throughout the conservation areas and this is often related to the distinctive defined character areas. Scale is very important to residential streets in sub-areas 1, 2 and 3. Throughout these areas there is a very clear hierarchy and proposals which do not understand the important but subtle scale differences will not create successful buildings. This can be challenging in some of the roads with very large houses, for example Palace Road and Wolsey Road, as sub-division of these plots would upset the carefully planned building to plot ratio. Proposals for large buildings with multiple dwellings (such as flats or houses designed to appear as one house) are unlikely to be acceptable due to their necessary bulk and deep plan to accommodate this type of development.

It is important that the character areas identified in the appraisal are respected by new development. In practice, it is the combination of scale with layout, landscaping and other factors which determines the quality and "feel" of new developments. Developments which have a detrimental effect on the character of the conservation area will be resisted. Part 1 of the document explains the historic development of the area and new development must recognize the differences in building pattern and form which

can be attributed to different periods.

Height and massing

Within the conservation area, some buildings are already more prominent because of their height and massing. Generally, the height of any new development should match the adjoining buildings, although allowing for the inevitable variations in height and bulk which are natural in a historic townscape. Height is especially relevant, for example, in Riverbank where there is a consistency to ridge and eaves heights throughout. Creek Road is also particularly sensitive in places to changes in the height of buildings where at least part of the road is characterised by very modest buildings of only one and a half storeys. In these areas the roof profile is particularly sensitive to change and even small changes should be considered very carefully.

Massing is the combination of the scale of the development, its layout and its site coverage. The majority of redevelopment in the conservation area will be extension or new buildings on small infill sites, and the issue of massing is often less relevant than scale and height.

Appearance, materials and detailing

Both traditional and modern approaches to design are appropriate in a conservation area, provided both are executed well.

High quality materials are very important for any new development. Existing buildings in the conservation area make use of a wide variety of materials, including yellow and red stock-brick, red handmade bricks, stucco, some tile hanging for walls, and some examples of faux timber framing and handmade red clay tiles and natural Welsh slate for roofs. This palette remains appropriate for both traditional and modern designs. Presumption will be in favour of the use of best quality building materials including handmade brick and clay tiles and natural slates.

Roof pitch and shape vary in the conservation area, with rooflines being particularly important in Bridge Road, Creek Road and Riverbank. To Bridge Road, for example, the roof form is generally concealed behind parapets or comprises very low pitched generally natural slate roofs. In this respect, brick chimneys become prominent and therefore important and sensitive to change in this part of the conservation area. With regards to chimneys this is also true of the rest of the conservation area.

The roofs of new buildings and extensions should relate well to existing buildings that make a positive contribution to the character of the area. Roof extensions, roof lights and dormers are going to be particularly sensitive issues in Bridge Road and Creek Road, the former given the general lack of strong roof forms in Bridge Road and the latter because of the scale or prominence of the roofs in extended views from, for example Hampton Court Station. Modern roof lights should be avoided on front roof slopes, wherever possible throughout the conservation area, as they are rarely going to be able to demonstrate that they preserve or enhance the character or appearance of the

conservation area. New buildings designed in a traditional style should include chimneys, which make an important contribution to roofscapes throughout the conservation area.

The composition of facades should harmonise with adjacent buildings in terms of storey height, rhythm and proportions. This need not imply a slavish copy of the existing buildings, but an informed response to them.

Where a more traditional approach is appropriate, the Council will expect new buildings which are designed in a traditional form within the conservation area, to be detailed in a manner appropriate to the historic setting. Roofs should be pitched and covered in plain clay tiles or natural slate and conform to a traditional and established (by analysis of its immediate and wider setting) roof pitch for the roofing materials.

Where a traditional design is adopted, windows should be painted, not stained, sashes or side hung casements. Glazing bars should be narrow, in keeping with most of the buildings in the conservation area. Casements should sit flush with the surrounding frame and avoid the use of trickle vents or storm seals. If windows are to be double glazed, then they must be carefully designed. Avoidance of glazing bars (where these are not a distinctive feature of an area) which can otherwise appear to be over-dominant, can assist in achieving a satisfactory solution. Consideration should be given to alternative ways of complying with Building Regulations if traditional windows are to be used.

In all cases, modern top-hung lights and non-traditional materials, such as plastic or aluminium, are generally unacceptable for windows in the conservation area, particularly where a new building abuts a listed building or faces a principal street. Doors should also be of painted timber. In all cases, joinery details must be submitted with the planning or Listed Building Consent applications.

Design check list

All new development in the area should seek to:

- Where relevant and appropriate, achieve continuity in street frontage building lines, either set on the back edge of the pavement (in the case of shops), or behind shallow front gardens or forecourt enclosures;
- Maintain the historic pattern of development by respecting the historic grain associated with historic plots and the historic morphology of the immediate area, including retained spaces between buildings which contribute to the local character;
- Complement the human scale, height and massing of historic development in the immediate streetscape and the wider conservation area;
- Reflect the proportion of solid to void found in the elevation of traditional buildings and employ robust detailing, avoiding fussy or gimmicky use of applied features or detailing;
- Respect the historic hierarchy of development and detailing between principal and secondary street frontages, and within plots between frontage and rear elevations;
- Conceal any parking or servicing areas behind built frontages of appropriate scale, or by the sensitive use of hard and soft landscaping to provide screening;
- Reinforce local identity by the use of the traditional materials used in the conservation area;
- Re-use traditional buildings which contribute to townscape quality.

Appendix 2: Sources and further reading

Sources

- Baker, Rowland (1989) **Thameside Molesey**, Baron, Buckingham
Baker, Rowland (1986) **The Book of Molesey**, Baron, Buckingham
Malden, H.E. (Ed) 1911 **Victoria History of the County of Surrey** Volume 3
Nairn I, Pevsner N 1971 (2nd edition) **The Buildings of England; Surrey**, Yale University Press
-

Further information regarding planning and conservation related matters

Planning Services, Elmbridge Borough Council

Civic Centre, High Street
Esher, Surrey
KT10 9SD

Tel: 01372 474474
www.elmbridge.gov.uk

Further information regarding local history

Elmbridge Museum

Church Street, Weybridge
Surrey, KT13 8DE

Tel: 01932 843573
www.elmbridgemuseum.org.uk

Surrey History Centre

130 Goldsworth Road
Woking, Surrey
GU21 6ND

Tel: 01483 518737
Fax: 01483 518738
www.surreycc.gov.uk/surreyhistorycentre

Molesey Local History Society

17 Matham Road
East Molesey
Surrey KT8 0SX

Tel. 020 8979 3465
Email: chair@moleseyhistorysociety.org
www.moleseyhistorysociety.org

General information relating to listed buildings and conservation areas

English Heritage

General enquiries: 0870 333 1181

www.english-heritage.org.uk

For technical guidance

The Georgian Group

6 Fitzroy Square
London W1T 5DX

Tel: 087 1750 2936
www.georgiangroup.org.uk

The Victorian Society

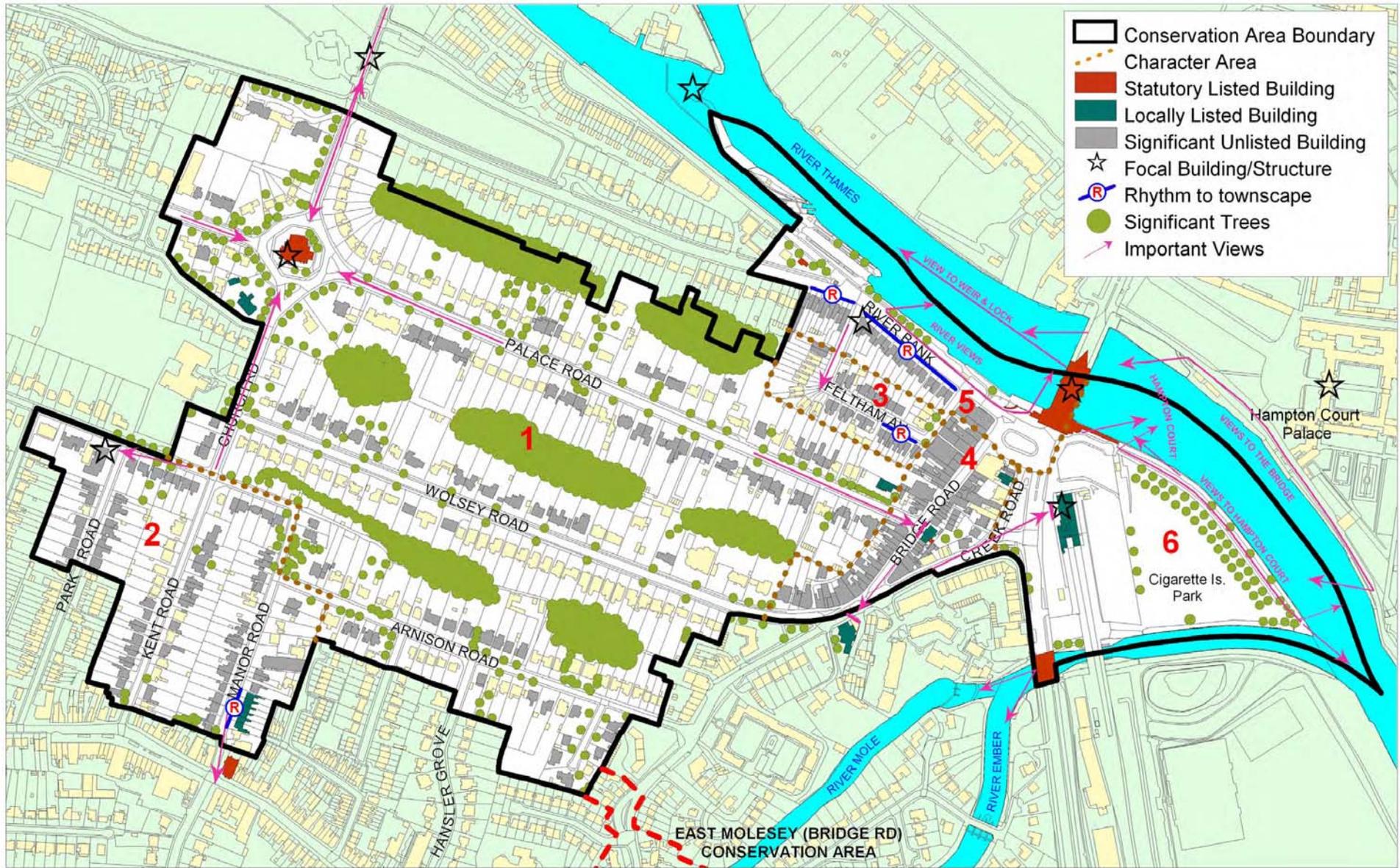
1 Priory Gardens
Bedford Park
London W4 1TT

Tel: 020 8994 1019
www.victorian-society.org.uk

The Society for the Protection of Ancient Buildings (SPAB)

37 Spital Square
London E1 6DY

Tel: 020 7377 1644
www.spab.org.uk



**EAST MOLESEY (KENT TOWN) CONSERVATION AREA
TOWNSCAPE ANALYSIS MAP**



Copies can be downloaded from our website

www.elmbridge.gov.uk/heritage
tplan@elmbridge.gov.uk

Produced by Planning Services - May 2012