

Hampton Village Conservation Area 12

Designation

Conservation Area designated:
14.01.1969

Conservation Area extended:
07.09.1982
29.01.1991

Location

OS Sheets: 1369, 1469

Hampton Village conservation area is situated on the junction of the road from Sunbury to Kingston with the road north to Twickenham following the west boundary of Bushy Park. It adjoins Hampton Court Green (11) and Bushy Park (61) conservation areas to the East.

History and Development

The area's Anglo-Saxon name, which means 'settlement on the bend of the river', dates the village and there are records of a ferry crossing here since Domesday.

Character

The conservation area was originally designated to cover the heart of the old village of Hampton, in recognition of its special architectural and historic importance. It was extended to the west to include Station Road as far as Belgrade Road, an attractive tree lined street with strong village character, with a minor extension to the north. There were further extensions in 1991, which included the Waterworks land to west and north.

The conservation area is very much defined by its position on the Thames and the boundaries formed by the waterworks and Bushy Park. Designated as a priority area of archaeological potential, the area contains four distinct sub-areas:

The Village Core

Centred on Church Street, High Street and Thames Street, this area contains the major part of the early development of Hampton. Thames Street itself acts as a division between the river and the village with the historic core centred upon the church now less well defined. Commercial activity has mostly moved into Station Road and river related leisure and industrial uses, once an integral part of village life, now subsist within the strip of ground between the road and the river. High Street and Church Street contain many fine listed buildings, some behind high boundary walls; others in the centre of Hampton stand tight to the back of pavement. The junction of these two roads now acts more as the village centre.

The Riverside

Development had previously flourished in small industrial and commercial premises accessed from Thames Street off alleyways leading to the river and above the river frontage. The tight knit pattern of development containing a number of uses is currently still served by slipways and landing stages. Skiff hire at Constables boatyard and from Kenton's at Bell Hill sustains the recreational use of the river. Downstream, the open ground of both public and private gardens along the river provides an important setting for Garrick's Villa, Garrick's Temple and the central feature of the pinnacled square tower of St. Mary's. Panoramic views are possible from many vantage points both of the river and the village.

The Waterworks

Hampton Waterworks stand at the entrance to Hampton Village both by the river and from Sunbury Road. The monumental mid-Victorian gault brick pumping houses, a local landmark, stand in ample grounds behind handsome iron railings and perimeter planting, some in yew. A number of these are listed buildings. These clean and floodlit buildings are particularly impressive at night.

Station Road is composed of late 19th century mixed residential and commercial property lining the formerly named 'New Street' which was built with the arrival of the railway. The village's life now depends on the survival of the small shops, many of which have interesting shop-fronts. The filter beds between Station Road and Sunbury Road are currently screened from view by ugly concrete fencing yet at the same time creates a satisfying impression of open space. A large group of 19th century unaltered properties between Rosehill and Beard's Hill is an early example of local authority housing. Oldfield Road contains some delightful late 19th century houses with stucco features also found opposite Beaver Close. Interesting single storey War Memorial cottages stand in a key position on the bend of this road.

Problems and Pressures

- Development pressure which may harm the balance of the river and landscape-dominated setting, and the obstruction or spoiling of views, skylines and landmarks
- Loss of traditional architectural features and materials due to unsympathetic alterations
- Loss of front boundary treatments and front gardens for car parking
- Lack of coordination and poor quality of street furniture and flooring
- Domination of traffic and poor pedestrian safety leading to clutter of signage and street furniture
- Loss of original or quality shopfronts and unsympathetic alterations and advertisement

Opportunity for Enhancement

- Improvement and protection of river and landscape setting
- Preservation, enhancement and reinstatement of architectural quality and unity
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens
- Coordination of colour and design and improvement in quality of street furniture and flooring
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture
- Retain and improve the quality of shopfronts advertisement

Scale: N.T.S.

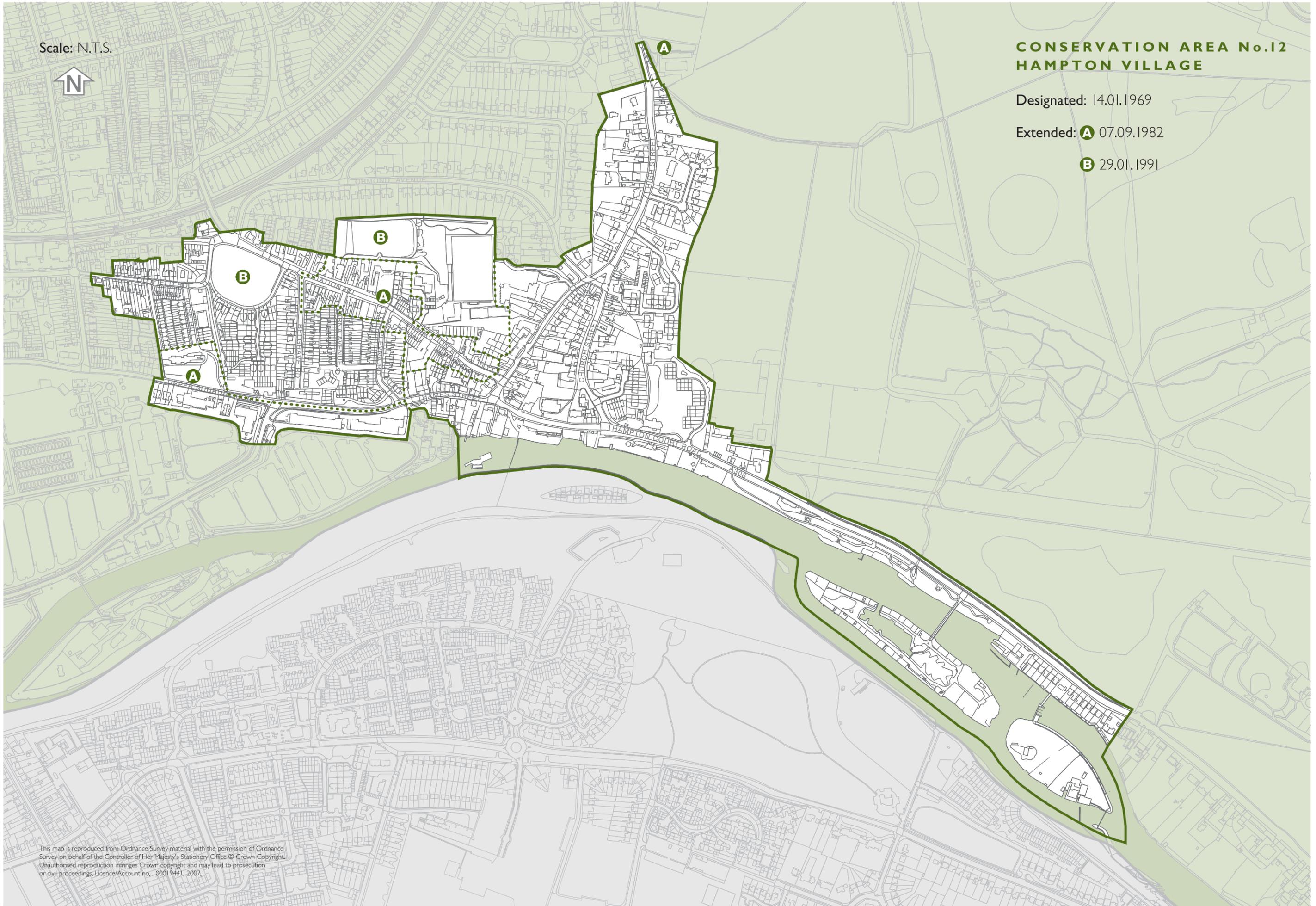


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