

# *Hampton Village Study*

*Conservation Area no.12*



# *Hampton Court Green Study*

*Conservation Area no.11*



# HAMPTON VILLAGE

## Conservation Area

*Note: The following sections refer to Hampton Village Study, a plan can be found on the reverse. Hampton Court Green Study has been produced on a separate leaflet insert.*

The old riverside village of Hampton, containing many properties of 18th century origin, was enlarged by Victorian terraces, late 1930's development and post war semi-detached houses. The village is composed of four distinct parts: the old village core, Station Road, the riverside and the Waterworks. These will be discussed separately.

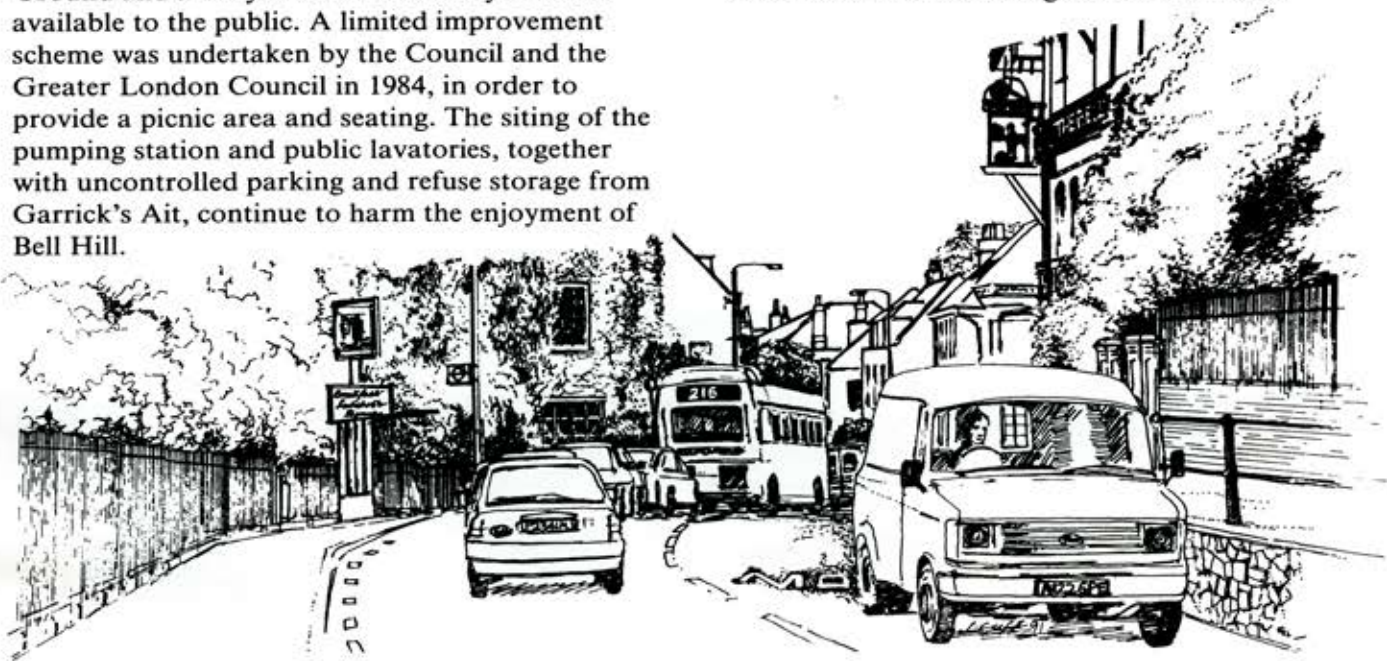
The village is bounded on the west by the filter beds and reservoirs of Hampton Waterworks which are now part of the Green Belt. The river forms a barrier to the south and Bushy Park has similarly restricted growth to the east. Because earlier development along the High Street occupied most of the frontage plots, 19th century development was formed along a newly created road (New Street) subsequently named Station Road.

The junction of High Street and Thames Street now forms an unsatisfactory centre to Hampton. The village itself is dominated by the square tower of St. Mary's Church (1831) which acts as a landmark along the length of the Thames and is mentioned in Jerome K. Jerome's 'Three Men in a Boat'. However, the busy road makes it difficult to reach from the riverside. Where unrestricted by building lines, roads in the village have been expanded to encroach on all of the spaces remaining between the buildings. To the detriment of the village and its inhabitants human scale has been sacrificed to the needs of the motor car. Pedestrian access to the Thames across the busy A308 is only possible with care and, because there are no riverside walks to follow, there is little incentive to make the crossing.

Riverside activity appears to have declined; other than limited water-based uses, no advantage is taken of this long stretch of Thames frontage adjacent to the village. Bell Hill Recreation Ground and a ferry service are the only facilities available to the public. A limited improvement scheme was undertaken by the Council and the Greater London Council in 1984, in order to provide a picnic area and seating. The siting of the pumping station and public lavatories, together with uncontrolled parking and refuse storage from Garrick's Ait, continue to harm the enjoyment of Bell Hill.

Current proposals for the river frontage involving the area to the west of Benn's Alley are encouraging, but the problems associated with multiple ownership hamper the achievement of a comprehensive solution which could also give a safe vehicle access to Thames Street as well as a better pedestrian link to the village. In an attempt to secure co-ordinated development and refurbishment a brief has been prepared by the Council which sets out detailed proposals for this area and explains in greater detail the required form of development; these proposals have already been partially implemented.

Some of the best buildings are still occupied by business and industrial uses. Dereliction, demolition and partial development have all occurred in recent years. Traffic not only threatens the successful regeneration of Hampton Village and investment in its buildings, but has largely contributed to their demise. Vacant and derelict sites along Thames Street are further evidence of the deadening effect of the road.





# *Hampton Village and Hampton Court Green Conservation Areas*

Hampton Village and Hampton Court Green comprise the study area. Although these two settlements share a common name they are quite different in both history and character. Linked by Bushy Park, the River Thames, and the A308, the area has long been a favourite retreat for wealthy Londoners, a fact underlined by the quality of the 81 listed buildings distributed between the Village and the Green.

The aim of this study is to examine the two Conservation Areas in terms of their architectural character and history, the roles played by road, river and park and the context of local and national legislation. Analysis of the problems, suggested policies and proposed improvements follow.

## **History and Architectural Character**

Hampton is believed to have derived its name from the Anglo-Saxon meaning "settlement on the bend of the river", and is recorded in the Domesday Book as Hamnstone Manor. In 1515, Cardinal Wolsey acquired a 99 year lease on the manor and it was at this time that construction work on the Palace began. From the late 17th century, and particularly in the early 18th century, Hampton grew in popularity. David Garrick lived there for most of the latter half of his life; Thomas Rosoman, founder of Sadler's Wells, lived at Jessamine House; John Beard, patentee of Covent Garden, lived at Rose Hill. Sir Christopher Wren lived at Old Court House between 1708 and 1723, and Michael Faraday in part of Cardinal House between 1858 and 1867.

While some have perished, there are many buildings left from this period of expansion resulting in a series of houses stretching along Hampton Court Road and into Hampton Village. Among the important listed buildings in the village are Park House and Barham House (nos. 33 & 35 High Street), Rose Hill in Upper Sunbury Road, Garrick's Villa (by Robert Adam) and White Lodge in Hampton Court Road. Hampton Court Palace was completed in 1529 with Sir Christopher Wren's additions for King William III dating from 1689. The Palace and its grounds of 2000 acres have long dictated the boundaries of development throughout the study area.

Around the Palace is an impressive group of late seventeenth and early eighteenth century houses built or repaired for Palace officials. To the east of the sixteenth century Royal Mews is an exceptionally fine group, originally the Mason's New Lodge, the Master Carpenter's lodgings, the Royal Gardener's house, the official residence to the Surveyor General and the Keeper's house. Other important dwellings around the Green and eastwards along Hampton Court Road are Hampton Court House and its splendid Shell Grotto, Craven House, Ivy House and Lancaster Lodge.

As many as 32 listed buildings are located in the immediate vicinity of the Palace. On top of this figure there are many buildings identified as Buildings of Townscape Merit on the Council's own schedule. These are buildings which the Council expects to be preserved and enhanced.

## **The Road, River and Park**

Between Hampton Waterworks and Sir Edwin Lutyens' Hampton Court Bridge, the A308 passes through a fine scenic and historic environment. Unfortunately, the road is both a blight on and bisects the centre of Hampton Village as well as seriously detracting from the setting of the Palace. The main problem in the Conservation Area is that caused by the volume of traffic passing along the road. Acute situations occur in several locations where the traffic flow is particularly intrusive and damaging to the local environment. There are several points of conflict between pedestrian and vehicle routes. It is considered essential that the pedestrian be given due consideration at important road crossings between Hampton Village and the river, and between the Palace and its approaches, to ensure free and safe movement.

The antithesis to the road situation is the River Thames which offers calm, refuge and recreation for the immediate area as well as moorings for a considerable number of houseboats. However, access to the river is restricted, because of privately owned properties with frontages to the Thames which prevent a continuous riverside path.

Bushy Park and Home Park which are accessible from points in both Hampton village and Hampton Court have, together with the River Thames, contributed to maintaining the predominantly green and open character of the Study Area.



# The Historic Village Core

*Church Street, High Street, Thames Street.*

## Problems

Although maintaining its village character, Hampton lacks a strong and accessible focus. This has largely arisen because of the destructive nature of the A308; there is no practical alternative route for the road which would provide a solution to this problem.

Because of the relentless and continual flow of traffic through its midst, the best approach is an all round consideration of the village's needs. The worst aspects of the road's damaging effects on the village can be illustrated at the places where the two are in extreme conflict. Proposals to tackle the noise, pollution and traffic volume of the highway are beyond the scope of this study. Proposals for improvement therefore concentrate on establishing pedestrian priority, improving surfacing, removing eyesores and providing physical protection where needed.

As a supporting measure, illegal use of existing footways for car parking will be halted and opportunities taken to provide seating, lighting and planting for the convenience and benefit of those living in the village.

## Proposals: road and footway

*The locations of these proposals are shown on the map.*

**HW1:** The junction of High Street and Thames Street is to be redesigned to improve pedestrian use and safety. A large section of tarmac is proposed to be returned to footway and surfaced with suitable paving materials; there will be measures taken to prevent illegal parking. Paved areas will be protected with bollards where necessary.

**HW2:** In order to improve safety for all road users, traffic signals are being installed at the junction of Church Street and Thames Street. A 'pedestrian only' phase to the signals will enable easier crossing of both roads. Monitoring will be carried out on the phasing of the lights and their effect upon the village. Synchronised lights at High Street and Thames Street junction will be considered. Suitable planting will be encouraged to the grassed area bordering the housing estate to the east side of the junction. Natural coppice border rather than isolated trees would be preferred.

**HW3:** Improvements are to be carried out by closing and paving the road between Church Street and High Street to form a pedestrian priority area in front of the good quality buildings at nos. 64-68 Church Street. Pedestrian crossing points around the triangle and adjacent roads will be considered when the detailed scheme is prepared. Seating, paving, lighting and planting improvements are all possible here to create a pleasant vehicle-free area (although there will be provision for residents' parking and business access). A 'Hampton Village' sign could provide an attractive focus to this space. All turning movements will be maintained and statutory consultations carried out on the detailed scheme.

**HW4:** A reduction in the excessive width of Church Street is to be investigated. The narrowing of the carriageway will assist in reducing the visual impact of parked cars. Carriageway width reduction will acknowledge the need to provide alternative parking spaces and will not jeopardise existing access arrangements to properties on Church Street. Statutory consultations will be carried out on the detailed scheme. The wide expanse of tarmac between the Church Hall and no. 9 Church Street is to be taken back into pedestrian use and given an appropriate stone paved surface, while still enabling access for disabled people, funeral services and limited parking.

**HW5:** Pedestrian safety measures are to be considered along Thames Street. There is also the possibility of railings, bollards, or a raised kerb in the narrow section of nos. 1-17 Thames Street.

**HW6:** Improvements will be considered to the junction of Station Road with Oldfield Road, Tudor Road and Ormond Avenue. Carriageway reduction may be possible.

**HW7:** At Hampton Swimming Baths, works are required to the approaches and signs in order to improve safety and ease of access. Parking restrictions immediately adjacent to the entrance are to be considered. A pedestrian refuge and signpost will also be considered for the centre of the road adjacent to the Cobbler's Walk entrance to Bushy Park.

**E1:** Resurfacing is proposed at the entrance, and treatment to the wall adjacent to the approach to Cobbler's Walk in Bushy Park. A trellis and climbing plants would screen an unsightly wall next to The Duke's Head. A further sign explaining the history of Cobbler's Walk should be erected.

**E2:** At Old Farm Passage pedestrian signposting, improved lighting and stone paving to replace the tarmac are all to be considered.

## Eyesores

**OS1:** The vacant site, hoardings and excessive footway width outside nos. 33-35 Church Street are to be considered for some form of development. Discontinuance action is being taken for the removal of the advertisement hoardings at this point. (The land in question has been transferred to the Council following the demise of the Greater London Council).

## Signposting

**HW8:** A coordinated pedestrian signposting system is to be provided throughout the area following a critical review of existing sign arrangements; signs are to be of the cast iron finger post type.

1. High Street to Cobbler's Walk
2. St. Mary's Church path
3. Old Farm Passage
4. Bell Hill ferry service to East Molesey
5. Thameside Alley adjacent to no. 19 Thames Street
6. Hampton Court via Bushy Park
7. Garrick's Temple and Terrace Gardens
8. Benn's Alley, Constable's Boatyard and skiff hire.

## Planting

**E3:** Tree planting is to take place to the front of the new development at no. 25 High Street. Footway planting would be suitable here. The newly laid paving surface of bitmac is of insufficient quality for the location and should be relaid in paving.

**NOTE:** It is desirable to conserve the woodland habitat along the northern end of Beveree Sports Field and the band of deciduous woodland along the edge of the Scout Field. The London Ecology Unit is to be consulted on detailed management proposals (SITE NO. T24057).

## Local Plan Policies - transport

Local plan policies to provide through traffic relief on the A308 are essential objectives, and should remain as a formal statement of concern about traffic flow in the area; but realistically, little is likely to happen. Flashing speed reduction warnings will be considered at the approaches to Hampton Village on the A308.



# Station Road



## Problems

Station Road contains shopping, commercial and community services in a clearly defined local centre between Plevna Road and Belgrade Road. It has suffered as a result of competition with other centres but continues to meet an important local need. The road is full of interest and activity but specialty shops are replacing those which provide everyday services to the local community. It contains a number of shops whose frontages are worthy of retention. These are listed elsewhere.

Village character is most dependent upon the continued provision of local services and encouragement should be given to such uses.

## Proposals

**E4:** The concrete boundary fence to the Filter Beds should be improved, or preferably replaced, in consultation with Thames Water pending a decision on future uses of the site. Screen planting or creepers may be appropriate if removal is not feasible. Planting inside the wall may also be possible.

**E5:** The shopping parade between Avenue Road and Plevna Road should be enhanced through the introduction of improved floorscape, planting and seating. Such proposals might include areas of stone paving or setts to contrast with the concrete paving.

## Eyesores

**E14:** The clinic at no. 30 Station Road is likely to be relocated to Hampton Nurserylands, but in any case should have its setting improved through the screening of its car park. Although this is a Grade II listed building its appearance is presently marred by its generally poor condition. The Local Health Authority are to be asked for some action to improve the situation.

Local Plan Policy is to protect the local shopping centre at Hampton Village and to preserve isolated shops in the sizeable residential areas which are beyond easy walking distance of the new large centres. The key shopping frontage in the Conservation Area is identified as nos. 70-82 Station Road.

# The Waterworks



## Problems

Hampton Waterworks act as a landmark in announcing Hampton Village from the river, as well as from Lower and Upper Sunbury Roads when approaching from the west. The monumental mid-Victorian gault brick pumping houses by Joseph Quick, although clearly not of village scale, make a large contribution to the character of Hampton. At night they are attractively floodlit and have recently been cleaned.

The Waterworks contain a number of listed buildings which were originally engine pump houses and other associated buildings which have long since ceased in their original use. Several of these buildings and some surplus land now require new uses. The setting of the buildings also needs attention.

## Proposals

**OS2:** The Council will continue to support the preservation and restoration of these buildings with Thames Water, particularly Grand Junction, Carslake and Hick, for suitable uses in preference to allowing fresh development to occur at Hampton.

**HW9:** Improvements to be made to the verge to the east of the junction between Upper and Lower Sunbury Roads. Graduated planting to preserve sight lines and more substantial planting to the wide grass margin to the north side of Upper Sunbury Road opposite the Moreland Building is required. Planting as for HW2.

**OS3:** With the completion of the London Ring Main the operational needs of Thames Water may result in the filter beds no longer being required in the area to the north of Upper Sunbury Road. Open space should form a part of any development proposals for these beds and would restore to the village the common open land once known as Gandy Goose Green. Details of Council policy for this site are currently contained in the Draft Unitary Development Plan (Proposal H1), and in a Site Brief.

**NOTE:** The maintenance of the filter beds and reservoirs as habitats for waterfowl during winter passage months is identified by the London Wildlife Trust (SITE T24024). Discussions with Thames Water on future development should be held in the knowledge of this fact.



# The River



## Problems

Hampton stands on the north bank of a bend in the river and has always been closely associated with the river since its days as a trading post. A ferry service to Hurst Park has reputedly existed since Domesday times. Boat building and storage continue on the river at Constable's Boatyard. However, the long standing activities associated with the river offering employment, recreation and visual interest have declined.

It is essential that the historic and physical links between the village and the river be continued and reinforced, despite the negative presence of the A308. There are so few village-related activities happening on the riverside, and the spaces that do exist are so disconnected, that there is no encouragement to cross the road in the first place. Benn's Alley, for example, leads to a delightful riverside garden; Garrick's Lawn is another area open to public access where is situated the riverside temple of 1758 built to house Roubiliac's bust of Shakespeare. Bell Hill Recreation Ground, occupying a key position directly opposite St. Mary's Church, offers an ideal opportunity site to help reconnect the village and the river. Terrace Gardens forms a linear park bordering the Thames sloping gently down to the river; its grass is much grazed by geese. These four areas of potential are all separated from each other by private grounds and access to them can only be gained from Thames Street.

## Proposals

### E6: Bell Hill Recreation Ground proposals:

- the pumping station and public conveniences require urgent attention. Demolition could be considered as a last resort but their appearance could be otherwise transformed by architectural embellishment. Climbing plants to the walls of these buildings are a priority. Both buildings are ugly and detract from the setting of Hampton from the river.

- reinforce the boundary wall sufficient to screen traffic by the planting of yew hedging.

- reinstate a regular ferry service to East Molesey by enforcing the terms of the lease. Investigate the potential for this landing point to operate or connect with other river services.

- maintain an open garden in front of St. Mary's Church to enhance its setting.

- consider limited forms of development which would serve to bring interest and activity to public open space e.g. cafeteria, boathouses, pavilion, residence for ferry operator.

- investigate the repositioning of the pedestrian crossing point on the A308 so that it connects St. Mary's Church path with Bell Hill Recreation Ground, providing a pedestrian through-route from the riverside to the village.

**E7:** Improvements should be made to the foot access between Benn's Alley and Constable's Boatyard, the public footpath to Thames Street and, by future negotiation with Thames Water, a Thameside walk towards Platt's Eyot should be established.

- improve surfacing, lighting and signage.

- further planting and seating on the riverside open space adjacent to Benn's Alley; species of planting as for E8.

- improve surfacing, lighting and signs in the alley leading to the riverside adjacent to no. 19 Thames Street.

**E8:** Repair or remove distressed railings on the river border to Garrick's Lawn.

- adjust flood-lighting to Garrick's Temple which at present is too bright and is blinding to river users.

- reinforce the planting with branched bur-reed, reed sweet grass, yellow flag, hairy willow herb and with riverside herbs such as watermint, narrow leaved water plantain, gipsy wort, brooklime, meadowsweet, marsh woundwort and angelica.

**E9:** Remove low post and rail fence to Terrace Gardens and introduce more tree planting to frame the good views obtainable to the south and east.

- cut and remove riverside vegetation from steps upstream which are currently a litter trap. A floating boom could provide an alternative measure.

- willow to be coppiced by drainage outlet to allow light to reach the small island.

- replace storm damaged trees with native species e.g. alder and white willow.

- plant more bulbs.

It is intended to consult with Elmbridge Borough Council with a view to establishing a joint policy of complementary riverbank management. Hurst Park may be an area where tree and shrub planting will improve the amenity for Hampton residents as well as the occupants of Buckingham Gardens. Further development at Hurst Park may provide an opportunity for towpath planting. Hurst Park is designated as Strategic Urban Open Land by Elmbridge Borough Council. Long term proposals will involve improvement of the footpath as part of the Countryside Commissions' 'Thames Path'; removal of tank traps; clearing and reseeding the bank; landscaping. Negotiations will be needed between the Council, Thames Water, the Countryside Commission and lessees.



# Shopfronts

## Identification and description of shopfronts to be retained

### HIGH STREET

- No.10** A double fronted timber shopfront with central recessed doorway. The door is half glazed with panelling, below a rectangular fanlight. The windows are subdivided with slender mullions and a transom (original only on left window). On either side plain timber pilasters frame a flush fascia with dentil cornice above. There is a plain rendered stallriser.
- No.22** A timber corner shopfront with unusual central curved and panelled double doors with ornate wrought iron grille in fanlight above. The original windows have been replaced with plate glass above a tiled stallriser with vents. The plain pilasters are below a timber fascia board.
- No.37** A double fronted timber shopfront with a central recessed doorway. The full-height mullions are slender and have lamb's tongue detailing. The fascia is simple and flush, the cornice is also plain. The pilasters are plaster with acanthus capitals. The stallriser is in painted brick. No. 37 is joined to no. 39 by an arch with a central moulded panel above a split doorway. No. 39 is a modern replacement of one identical to no. 37 with a tiled stallriser.

### STATION ROAD

- No.67** A double fronted timber shopfront with an off centre recessed doorway. The semi-glazed door has a deep fanlight above which is leaded with frosted glass. This is picked up also in the main shopfront where the clerestory lights are also leaded with ventilation grilles above. The mullions are plain and the windows are plate glass. The stallriser and pilasters are tiled. Next door is a modern replacement shopfront forming the other half of the present shop. Above both is an inclined plastic fascia in the original position framed by two timber fluted consoles of unequal size.
- No.70** A good example of an Edwardian shopfront. It is double fronted with a central deeply recessed doorway with a black and white tiled floor and decorated soffit. The door is three-quarters glazed with a beaded panel and deep fanlight. The turned mullions are full height with decorated spandrels. There is a blind box above the fascia and cornice, all of which are framed by the glazed brick pilasters and moulded stone corbels. The stallriser is also tiled.
- No.71** This corner timber shopfront has undergone some modern alterations. The central door is half glazed with modern panelling. To Station Road the window detailing is modern; to Plevna Road, however, the central mullion is original as is the moulded sill and painted brick stallriser. The fascia is plastic; the original cornice has gone and the pilasters are nothing more than plain render.
- No.73** A corner shop with a central half glazed modern timber door. Moulded mullions subdivide the three windows which are separated by painted brick bays with planted plain timber pilasters. There is a narrow flush fascia with moulded cornice over.
- No.74** Part of the same terrace as no. 70 and also with a central recessed doorway. However, it has undergone some modernisation with the result that many of its original features have now gone. The door is a modern timber replacement and the mullions are poor replicas without the fine work to be seen on no. 70. Despite this the glazed brick pilasters and stone corbels have survived and the fascia board is in its original position. The stallriser has been rendered.
- No.76** A simple shopfront with a recessed three-quarter glazed door to the right. It has replacement mullions subdividing plate glass windows. The blind box hides part of the fascia with cornice above and glazed brick pilasters. The stallriser is covered in plywood.
- No.78** A double fronted timber shopfront with a central recessed doorway similar to others in this street. The mullions are full height with lamb's tongue detailing. The pilasters are glazed brick with timber consoles, plastic fascia and moulded cornice above. The stallriser is in horizontal close boarding.

**No.80** Next door (and part of the same shop) is an interesting shopfront which has retained its half glazed timber door. The window is subdivided with a central mullion; below this is a plain brick stallriser with a sill. There is a blind box above.

**No.91** A timber shopfront with a central window flanked by two slightly recessed doors. The left door (leading to the flat above) is partly glazed with a fanlight above; the right door has been semi-glazed, also with a fanlight. Two slender moulded mullions divide the window into three (there is no transom) with ventilation grilles above. The plain pilasters have simple moulded capitals. There is a corresponding single light window facing onto Avenue Road. The flush fascia has a moulded cornice above. The stallriser is painted brick.

**Nos. 99 & 101** Although these shopfronts have lost some of their original features they have nevertheless retained their chamfered pilasters with recessed panels and decorative console brackets. Each shopfront has a flush fascia; while no. 101 has a dentil cornice that on no. 99 is plain. No. 99 otherwise has a completely new timber shopfront with a central doorway set in a shallow recess. The stallriser has raised fielded panels and the windows are heavily subdivided. No. 101 has instead a central undivided window flanked by two slightly recessed doors in their original positions. The stallriser is brick. There is a blind box above the cornice.

### THAMES STREET

- No.21** A timber double fronted projecting shopfront with a flush central doorway. The doors are modern panelling with a fanlight above. The slender lamb's tongue mullions are full height with a central transom to the right window only. There is a flush fascia with moulded cornice above. The stallriser is rendered with a moulded sill.
- No.23** Although the bulk of this shopfront is modern it has retained the traditional form. In timber, it has a central recessed doorway with double doors. There are no pilasters but the fascia is in the original position with dentil cornice above. The stallriser is in timber panelling.
- No.25** A good example of its kind. It is a timber shopfront with a recessed doorway to the left. The door is three-quarter glazed, with flush panelling, beneath a deep fanlight. The large plate glass windows have patterned stained leaded clerestory lights. There is one large lamb's tongue mullion. The stallriser is timber with a beaded panel. The pilasters are painted (possibly terracotta beneath) with moulded capitals.
- No.26** A timber shopfront now in residential use. There is a slightly recessed half glazed door to the left of the formerly opening sash window which has slender mullions. There is a narrow flush fascia with a plain cornice.





## Local Plan Policies

It is already Council policy that redevelopment will only be allowed which will serve to protect and enhance the Conservation Areas. This study examines the current situation regarding the quality of the Conservation Areas and sets out detailed proposals to enhance the area within the context of Local Plan Policy.

The seven key policies are:

**AREAS OF SPECIAL CHARACTER.** The Council will seek to protect the character, scale and quality of major open spaces, historic buildings, townscape, views and skylines of the area.

**METROPOLITAN OPEN LAND.** The Council will protect and conserve Metropolitan Open Land by keeping it in predominantly open use.

**PROTECTION AND ENHANCEMENT OF CONSERVATION AREAS.** The Council will seek to preserve and enhance the character or appearance of the Conservation Area by the rigorous application of its policies.

**PRESERVATION OF ANCIENT MONUMENTS AND LISTED BUILDINGS.** The Council will encourage the preservation and repair of these buildings.

**BUILDINGS OF TOWNSCAPE MERIT.** The Council will seek to ensure and encourage the preservation and enhancement of Buildings of Townscape Merit and their settings.

**DESIGN OF NEW DEVELOPMENT.** The Council will require a high standard of design in new buildings and extensions to existing buildings.

There are also policies for the River Thames covering views, access, leisure use, industry and ecology.

Other policies relevant to the Study Area:

VIEWS AND VISTAS; GREEN BELT; PUBLIC OPEN SPACE; TREES IN TOWN AND LANDSCAPE; DESIGNATION OR EXTENSION OF CONSERVATION AREAS; USE OF HISTORIC BUILDINGS; GENERAL NATURE CONSERVATION; IMPROVEMENTS TO THE ENVIRONMENT; ARCHAEOLOGICAL EXCAVATION

## Article 4 Directions

Due to their unique and relatively unaltered character it is proposed that the following properties be made subject to Article 4 Directions, the details of which will be published separately. The purpose of this Direction is to provide the Council with additional controls to preserve the unique features of these groups of buildings.

Avenue Road	Nos. 10-30 (even) and 25-31 (odd).
Station Road	Nos. 51 - 63 (odd).
Rosehill	Nos. 1-9 (odd) and 2-40 (even).
Beard's Hill	Nos. 1-28 (incl).
Oldfield Road	Nos. 1-23 (odd).

## Listed Buildings

It is proposed that the Department of the Environment be asked to add the following properties to the statutory List of Buildings of Special Architectural or Historic Interest:

Thames Street:	Canister House
Palace Gate:	No. 2 Palace Gate
Campbell Road:	Prestbury Cottage
	Middle Court
Hampton Court Road:	Bushy Lodge
	Nos. 1 & 2 Parkside
	Hampton Lodge
	Sundial Cottage
	Ann Boleyn Cottage
	Ivy Lodge
	Oldways
	Clarence Cottage

## Buildings of Townscape Merit

It is proposed to add the following to the schedule of Buildings of Townscape Merit:

Church Street:	Nos. 10, 12, 96, 98 and stables to no. 100.
Hampton Court Road:	Weir Cottage, Broad Water, The Carlton Hotel including rear ballroom area, Rectory Court, White House Cottage, Lion Gate Mews. Building in stockyard adjacent to White Lodge.
High Street:	Wall in front of nos. 51a-55, 87.
Station Road:	Nos. 51-61 (odd), 67-75 (odd), 70-82 (even), 91, 99-105 (odd), 109 and 111.
Thames Street:	Nos. 19, 19A (and Slipways Buildings to rear), 21, 23 and 25.
Upper Sunbury Road:	Tank housings adjacent to River View Cottages (outside Conservation Area), wall in front of Spring Grove housing development.

## Shopfronts

The Council has identified the following shopfronts for retention and, where necessary, improvement. Some of these are already statutorily listed as Buildings of Special Architectural or Historic Interest or have Building of Townscape Merit status. The remainder are included in this study as proposed Buildings of Townscape Merit. Grants and loans are available to encourage work as needed.

Thames Street:	Nos. 21, 23, 25, 26.
High Street:	Nos. 10, 22, 37.
Station Road:	Nos. 67, 70, 71, 73, 74-80 (even), 91, 99, 101.

## Conservation Area Boundaries

As part of the study the following roads have been included in the Hampton Conservation Area:

Avenue Road, Plevna Road, Belgrade Road, Rosehill, Beard's Hill (east side), Waterworks Building including filter beds, nos. 92-112 Station Road, nos. 2-51 Oldfield Road.

In line with the revised designation criteria for Conservation Areas to include public open spaces, Bushy Park and Hampton Court Park have also now been formally designated.

## Historic Parks and Gardens Register

On the English Heritage Register of Parks and Gardens of Special Historic Interest in England, Hampton Village and Hampton Court Green contain four of the ten entries for the entire Borough.

Bushy Park	Grade I
Garrick's Villa	Grade II
Hampton Court	Grade I
Hampton Court House	Grade II

The Council will follow a strict policy of protecting the historical importance of these gardens.

## Development Control Policy

**INFILL:** In both Conservation Areas the Council, wherever possible, will resist proposals to carry out development in gardens where they are important in making a contribution to the setting and spacing of buildings. Development which fills gaps between buildings will be considered for its detrimental effect on the character and appearance of the area, and the loss of off-street parking that may result.

**EXTENSIONS:** Proposals for extensions which detract from the character of the built environment, including its roof forms, will be resisted.