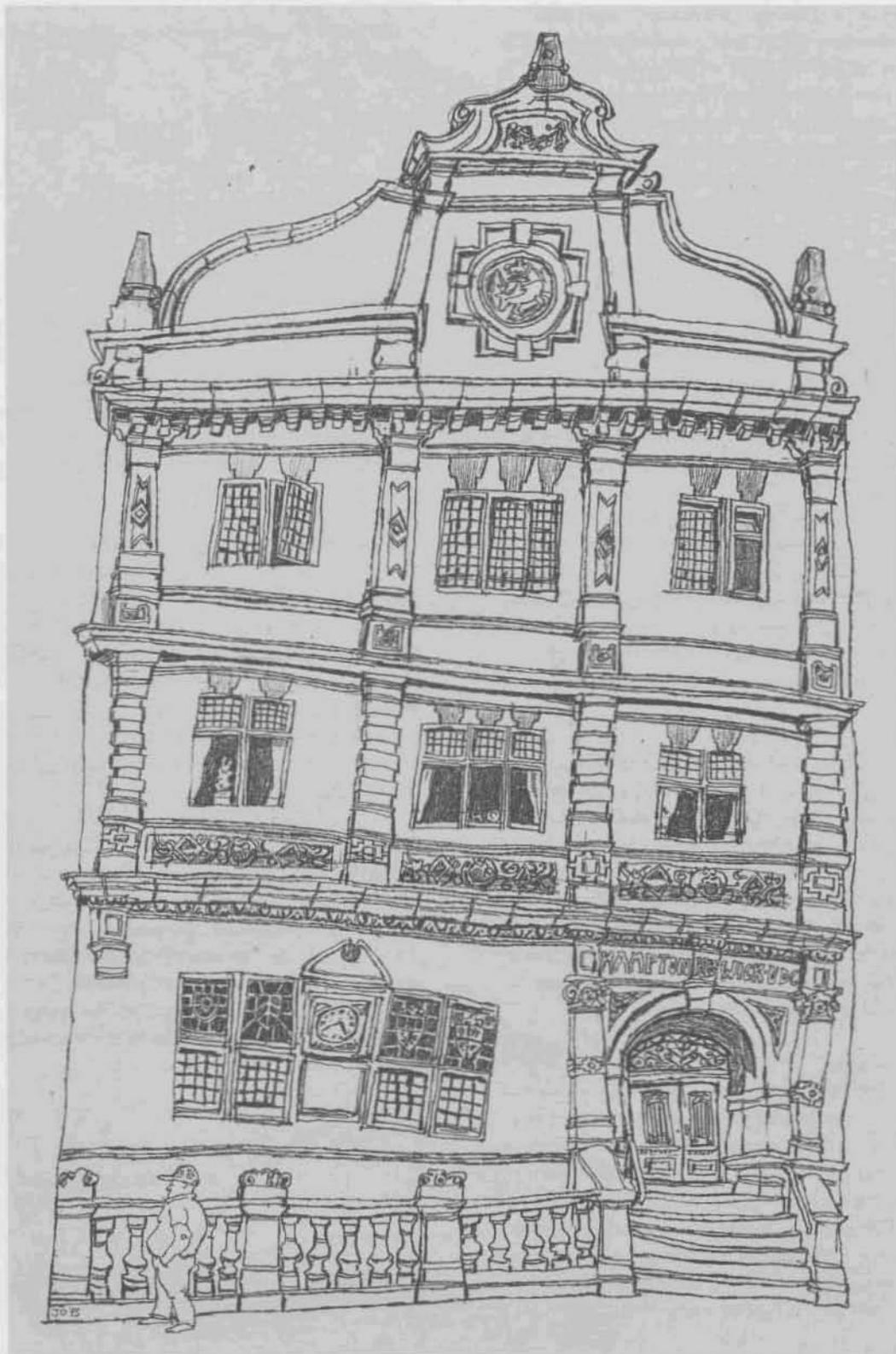


# Hampton Wick

CONSERVATION

AREA STUDY



LONDON BOROUGH OF  
RICHMOND UPON THAMES

Planning, Transport & Client Services Department

Area no.  
18

## 1. Introduction

Hampton Wick lies on the Middlesex bank of the River Thames opposite the historic market town of Kingston-upon-Thames; to the south-west the village boundary is formed by the edge of Bushy Park. The busy trunk road (A308) crosses the southern end of Hampton Wick before crossing the Thames to Kingston via Kingston Bridge and the A310 runs north from this point. The British Rail mainline crosses Hampton Wick in a south east - north west orientation and there is a station in the village.

### Policy Context

#### National

Conservation areas were introduced in the Civic Amenities Act 1967. The definition of a conservation area is "an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance."

Hampton Wick was first designated on 11 November 1969 and extensions were agreed on 7 September 1982 and 20 September 1988. Section 71 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local authorities to "formulate and publish proposals for the preservation and enhancement of conservation areas."

This Act provides the legislative base for all conservation related matters. The Town and Country (General Development) Order (GDO 1995) defines the nature of works within conservation areas which require planning consent. Planning Policy Guidance: Planning and the Historic Environment (PPG 15 Sept 1994) provides, in plain English, a full statement of Government policies for the identification and protection of historic buildings, conservation areas and other elements of the historic environment.

#### Local

The Richmond upon Thames Unitary Development Plan (UDP) sets out local planning policies for the designation, protection and enhancement of conservation areas (ENV 9 and ENV 10). This Plan forms the basis for decisions taken by the Council. Copies of the UDP are held in reference sections of local libraries and are available for reference or purchase at the Reception on the 2nd floor of the Civic Centre, York Street, Twickenham.

This study has been prepared by the Planning and Building Control Division in consultation with other departments of the Council, and most importantly, in consultation with the local community. By publishing proposals for the preservation and enhancement of the area's character and appearance, the study

will take forward relevant policies contained in the Unitary Development Plan, providing a framework for action by the Council, local residents, businesses, developers and statutory bodies. The identification of the area's special character provides a basis for specific problems to be identified, proposals to be made and for general guidelines and useful information to be given.

## 2. History and Development

Archaeological investigations within Hampton Wick have revealed evidence of pre-historic settlement and Roman occupation. Consequently, a large area within the village has been designated in the Unitary Development Plan as being of archaeological interest (see Proposals Map). "Wick" is a Saxon word meaning 'water' or 'wet'; this reinforces the theory that a village existed in this location some time before the Norman period.

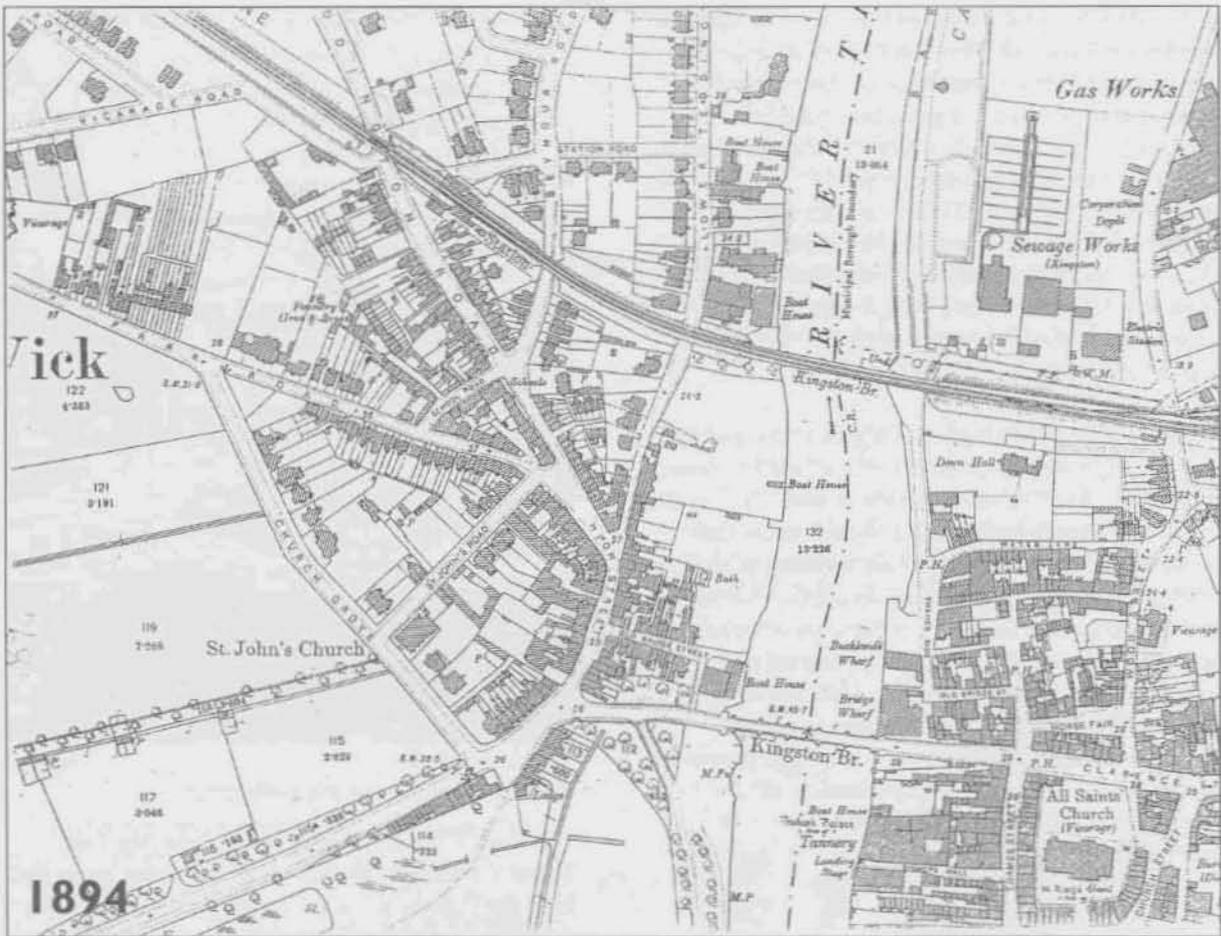
The earliest documentary reference to Hampton Wick is to be found in the Domesday book of 1086, under the entry Here Hamtone (Hampton). It is described as being within the county sub-division of The Honeslauv (Hounslow) Hundred. The manor of Hampton was held by a Norman lord, Walter de St. Waleric, and the demesne was substantial, roughly equivalent to 2000 acres. Much of this pastoral land probably formed the nucleus for the Royal Parks in the C16th.

The family held the manor until 1218 when it passed to new owners who in turn sold it in 1239 to the Knights Hospitallers of St. John who retained ownership for the next 300 years. There is evidence that by 1193 a bridge had replaced the ferry service across the Thames; it spanned from the end of Old Bridge Street across to Kingston. The bridge had stone and brick abutments, with the main section over the river constructed in timber.



Extract from Moses Glover's map 1635

# Conservation Area Study



In 1514 the Hospitallers leased the manor to Cardinal Wolsey who erected Hampton Court Palace on the site of the old manor. The village of Hampton Wick continued to prosper and grow, benefiting from the proximity to the Tudor court and its strategic location at the river crossing to Kingston. John Roque issued a map in 1741-5 showing London and its surrounding settlements on which Hampton Wick is illustrated. It shows the existence of a large green between the High Street and Park Road with houses clustered around the foot of the bridge, along the High Street and the river edge.

In 1828 the present Kingston Bridge was completed and the original bridge, then in a dilapidated condition, was demolished. The new bridge was doubled in width in 1914 producing the structure we see today. Currently the bridge is subject to new widening proposals from the Royal Borough of Kingston-upon-Thames, the decision of the Secretary of State on whether the scheme will proceed is awaited. The second major infrastructure change occurred in 1863 with the arrival of a branch line of the London and South Western Railway complete with station. The presence of the railway resulted in further development and expansion of the village creating the form of the settlement seen today.

### 3. Hampton Wick today

#### Character Appraisal

Hampton Wick is a fine example of one of the many 'urban' villages which exist in Greater London. Despite the encroachment of London it has stubbornly retained its own identity and sense of place. The village survives today as a triangular wedge constrained by the River Thames to the east and Bushy and Home Parks to the west and is bounded to the north by the periphery of Teddington. Whilst the overall boundaries of the village have changed very little, plots within the village have been redeveloped and often sub-divided as opportunities arose.

The conservation area is centred on the perceived "heart" of the village - the High Street, where shopping and commercial activities are the key uses. The High Street forms a spine, strongly defined by continuous building facades onto the pavement edge, running through the village core. Side roads feed into the High Street like tributaries. The sense of containment ends abruptly at the junction with Kingston bridge where views open up dramatically across the bridge and river, or southwards towards the parks.



View southwards along the High Street

The River Thames is largely hidden from the High Street. Traditionally the source of transport, water and food the Thames provides the key to the patterns of the village's settlement and economic development. This area contains the remnants of Hampton Wick's riverside industry, dominated by the powerful form of the timber yard sheds.

The breadth of the river allows unique views into the heart of each of the settlements on its banks. A striking enclosed river space is formed by linkage of the banks by bridges to the north and south. The river banks within the space are concrete and masonry which reinforce the sense of formality and the river space is enlivened by river traffic, the mooring of boats and activities occurring on the quaysides.

The timber sheds on the Hampton Wick bank are dramatic, imposing forms. They allow tantalising glimpses through to the complex and varied texture of the village core beyond. The only real exception to the generally small scale development within Hampton Wick is the multi-storey Kingston Bridge House, whose impact has been much reduced by recladding. The intimate scale of the village is best demonstrated when viewed in contrast to the recent large scale development within Kingston.

Another characteristic of Hampton Wick is the existence of small scale manufacturing and commercial businesses operating from a number of back land sites within the centre of residential blocks. They provide vitality to the village as well as employment opportunities.

## Problems and Pressures

The river is one of Hampton Wick's greatest assets but it is also the cause of some of its problems. Kingston Bridge is the only river crossing in the immediate area and carries large volumes of traffic. Vehicles often queue through the village as congestion occurs at the roundabout at the bridge junction. Illegal on street parking and poor servicing arrangements for the shops, exacerbate the problem.

Commercial activity in the High Street would benefit from more short term parking for shoppers. Some traditional food shops survive but there are also more specialist shops e.g. picture framers, antiques and chandlers.

The popularity of the river edge for housing brings pressure for redevelopment of the remaining industrial and commercial sites traditionally associated with Hampton Wick's waterfront. Industrial activities are perceived to be in conflict with an "attractive" environment, but the mixture of uses and activities in fact provide the life blood of the village.

Lack of pedestrian access to the river edge is also a problem. Places where such access is possible are poorly marked and there is an ambiguity between what is public and what is private space. Whilst part of the riverside is accessible, the route is stopped short because the timber yard frontage is strictly private.

## 4. Sub-areas

The village can be divided into four sub-areas, each having a distinct identity. The areas are listed below and illustrated on the proposals map:-

- 4.1 The village core
- 4.2 The riverside
- 4.3 The Bushy Park edge
- 4.4 Seymour Rd, Glamorgan Rd and Lower Teddington Rd.

### 4.1 The village core

#### High Street

At the heart of the village the High Street curves towards Kingston Bridge, this is emphasised by the continuous facades tight up to the pavement edge, providing a strong sense of enclosure. A continually changing view unfolds until it is stopped by the backdrop of mature trees adjacent to Kingston Bridge where there is a dramatic contrast of open space. The mixture of shops, offices, restaurants and public houses ensures that there is some activity in

the street throughout the day. The High Street currently has an air of shabbiness, in part caused by vacant property.

The buildings are largely C18th and C19th with some earlier exceptions. They are generally 2 and 3 storeys, the third storey often in the form of an attic with small dormer windows. Render and brick are the characteristic facing materials with roofs of clay tile. The roofscape is enlivened by a considerable variation in eaves line, parapet and roof design. A variety of shop-fronts add interest at street level.

The east side of the lower part of the High Street contains some of the earliest buildings, many of which are listed. The opposite side of the street contains a parade of purpose built shops with flats over. These were built in 1902 after demolition of the original buildings to facilitate road widening for trams.



*The Foresters public house*

The double gables and blue glazed tiles of The Foresters public house, the idiosyncratic, tall, Dutch gabled former Hampton Wick Urban District Council offices; and the white weatherboarded Navigator House form minor landmarks within the general street scene. Opposite the Foresters is a second purpose built 2 storey shopping parade dating from the turn of the century. Although simple in architectural detail, the shop units are unified by a long, continuous roofline, punctuated by party walls and chimneys. North of these shops there are a greater number of residential properties with occasional shops interspersed. The High Street terminates at the railway bridge with the station and its forecourt alongside. Both of these are considered to be local eyesores and are desperately in need of improvement. Large, garish advertising hoardings are concentrated around the station area.

Whilst the mature trees around Kingston Bridge are an important landmark the remainder of the High Street is largely bereft of planting. The exception to this is the area outside St John's Place which contains

a seating and planting area which has suffered from abuse and is in need of improvement.

## Park Road

Park Road is a quiet, pretty residential street with a unique character formed by the charming juxtaposition of a wide selection of building styles. Buildings in contrasting styles sit happily next to each other, their appearance unified by use of common materials i.e. brick, render and slate, and by a common intimate scale.

The houses are predominantly C19th and are two storey semi-detached pairs or short terraces set behind small, neatly kept front gardens which are well defined by a combination of railings, hedges, fences and low walls. The front gardens are as varied as the houses in style but provide the street with a landscape of trees, flowers and shrubs. A mature tree within the back garden between nos. 14 and 18, overhangs the road and provides a visual focus. The road narrows noticeably close to the High Street as the houses begin to cluster on the pavement edge.



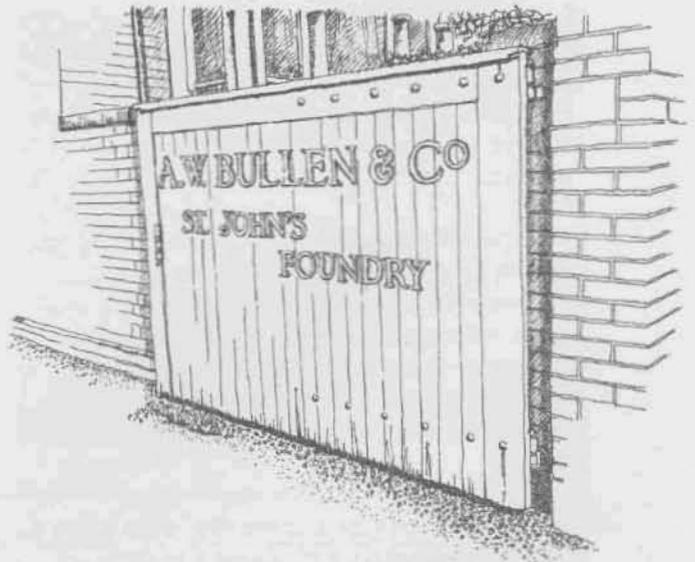
*Decorative canopies to doors in Park Road*

Hampton Wick library occupies a backland site accessed via a narrow lane off Park Road. This site is one of the many characteristic industrial sites tucked away within the village fabric; it was originally occupied by an iron and brass foundry. The site has been sensitively redeveloped and the Jubilee Fountain, originally sited outside the Foresters pub, has been incorporated into the landscaping.

## St John's Road

In vivid contrast to Park Road, St John's Road lacks an overall cohesive character. It does not possess a strong sense of place, it seems to act simply as a route linking Church Grove to the village core. The most dominant features are the two pairs of imposing Victorian villas.

The variety of building use is probably the most interesting characteristic of the road. Behind the mainly residential frontage of the northern side are two backland sites, common in Hampton Wick, traditionally used for light industry. They are accessed by narrow alleys between the mainly C19th housing.



*Alley leading to backland site in St. John's Road*

Industrial use is more apparent on the south side of the road where an engineering works occupies most of the frontage. The works consist of a mixture of mainly single storey sheds and out buildings stretching deep into the plot. Whilst not memorable in architectural terms, the works contribute to the interest and activity of the street scene. Adding to this vitality is a gated courtyard of brick buildings which is home to several small businesses.

## Old Bridge Street

As the name suggests this street lead to the original Kingston Bridge which was demolished on completion of the present bridge in 1828. The road was originally lined on both sides by buildings and was a busy thoroughfare. Since demolition of the old bridge the physical fabric of the street has become downgraded. Currently, the south side is vacant awaiting redevelopment and what remains of the north side is used for commercial purposes. Consequently, the street now has little to offer in terms of character and has lost its identity.

It is important to note that the UDP contains a proposal (D8) for the redevelopment of the vacant site and also contains, within Appendix B, a site brief. One important feature of Old Bridge Street is that it has a spur road which bends sharply to pass under the landward arch of Kingston Bridge, enabling access to the towpath south of the bridge.

## Problems

### Shops

- Local shops have become marginalised. Environment not presently of sufficiently high enough quality to attract and sustain greater numbers of shops. Many shop units vacant.
- Poor condition and design of shop fronts.
- Lack of easily identifiable short term parking causes problems for local shops in terms of servicing and attracting custom.

### Environment

- High Street lacks a focal point.
- Village boundaries are ill defined.
- Station and forecourt are an eyesore.
- The Swan car park causes a break in the continuity of the High Street and is unattractive.
- There is very little soft landscaping and trees
- Old Bridge Street lacks identity.

### Transport

- Wide road junctions make pedestrian movement difficult.
- Apparent excess of residents car parking signs and poles in St John's Road.
- No physical definition of road hierarchy. All roads appear the same width and type even though most are small residential roads rather than major through routes.
- Park Road used as a "rat run" when traffic builds up at the roundabout.

### Residential

- Loss of front garden boundaries to car parking in residential areas.
- Inappropriate alterations e.g. replacement windows, removal of render.

## 4.2 The riverside

The bridges create three riverside zones each with a distinct character which can be defined as follows:-

### North of railway bridge

The ground slopes gently to the water's edge, forming a soft river bank. When viewed from the Thames it becomes apparent that the Lower Teddington Road possesses a leafy, suburban grandeur with its collection of large houses dating from the C18th and C19th. The earlier houses are set within generous grounds with elegant lawns sweeping down to the river's edge. Newer homes have often been built within the large gardens. The sedate atmosphere is enhanced by the fact that only glimpses of these houses can be obtained from the roadside because a high brick wall forms the pavement edge. The river bank itself is punctuated by a



Large houses behind high walls of Lower Teddington Rd

variety of summer houses and small boat houses associated with the large houses, whose scale and character make a major contribution to the riverbank character.

There is a major transition in the streetscape at Walnut Tree House, which boldly faces Lower Teddington Road with only a small forecourt separating it from the back of the pavement. It is a fine riverside house, built in 1728, it is grade II listed with a striking hipped, red pantiled roof. From this point the high garden wall vanishes and buildings are closely grouped and even joined. The long, low pantiled roof of the Old Malthouse creates a strong impact on the street and the adjacent narrow alley provides a glimpse of the river beyond.

A pair of Victorian brick cottages with neat, wooden picket fences around the small front gardens mark one of the rare points where there is pedestrian access down to the riverside. The walk down to the river passes a new courtyard office development, Burgoine Quay built on former industrial land. The design has been sensitively handled but the building is larger in scale than its immediate surroundings. At the riverside is a mooring area containing a number of houseboats. The houseboat owners have adopted part of the quay and created colourful gardens using plants grown entirely in containers (see below).



Landscaping is provided through views into the private realm and by hedges and shrubs forming front boundaries, there are no street trees. This whole area is very peaceful and is lightly trafficked.

### Problems

- No indication that there is pedestrian access to part of the riverside.
- Obtrusive visual impact of residents' parking signs on poles.
- Loss of gaps between pairs of villas because of side extensions.
- Lack of street trees.

### South of railway bridge

Between the railway bridge and Kingston Bridge The railway bridge across the Thames is elegantly engineered, spanning the Thames in four shallow arches. It was built in 1863, the super-structure is iron and the cut waters are constructed in ashlar blocks. The bridge marks the point where the character of the riverside changes dramatically. Instead of broad lawns sweeping down to a natural river bank there is a man made quayside with industrial wharves and large new developments of flats and offices, forming a hard edge to the water. This area of the riverside contained river related industry, storage, and malt houses in the early days but timber storage and engineering are more contemporary uses. There is activity on the industrial riverside but the residential quayside is largely deserted. Hampton Wick is one of the rare riverside settlements which has retained a substantial amount of working riverside (see below).



This area now also supports some office use. As part of this development there are also new office buildings on the Lower Teddington Road side of the zone but the area between these buildings and the riverside flats is largely sterile and dedicated to parking.

Contrasting dramatically with the modern flat developments is the Harcross timber yard. Stacks of recently sawn timber line the quayside and are

dotted around the yard behind providing a backdrop which changes daily as stocks are moved. Two imposing barrel roofed timber storage sheds dominate the riverside elevation. The structures are open sided exposing the much older timber sub-structure, and giving views through to the village core beyond.

The character of Old Bridge Street has been discussed in the village core section. However, its most important characteristic is its impact on the river elevation where the end of Old Bridge Street punches a hole through giving views to and from the village. An office building completes this zone of the river front. Its relatively small scale and idiosyncratic appearance seem to reinforce the industrial/commercial spirit of this river frontage.

The groups of mature trees to the rear of this last property and to the end of the Grade II\* listed Kingston Bridge form an important backdrop and a significant end to the working riverside. They give a hint of the transition to the parkland character of the river edge south of Kingston Bridge. Kingston Bridge itself spans the river in five segmental, Portland stone arches. Above the arches is a bold cornice and a stone balustrade which is interrupted at regular intervals by the continuation of pilasters rising from the semi-circular cut waters. Impressive views up and down the Thames can be obtained from the bridge but the views of and through the bridge structure itself are equally important.

### Problems

- New developments have provided pedestrian access to part of the riverside, but this is not obvious. From the Lower Teddington Road there are no signs indicating the position of access points to the Thames.
- The new areas of accessible riverside are ambiguous in their definition as public space, with no seats or planting of any description.
- Whilst it is physically possible to extend the riverside walk along the timber yard wharf, the wharf is private and the route is barred because of the understandable security risk to the yard. The discontinuity of the walk discourages use even in part.
- The 5 storey blocks of flats are so close together that when viewed from the opposite bank they appear as a continuous terrace. Glimpses through to the village are lost and the river edge has become almost urban.
- Access to the Hampton Wick landing steps at the end of Old Bridge Street is blocked by illegally parked cars.
- There is no historical information on the original bridge at the river end of Old Bridge Street.

## South of Kingston Bridge

There cannot be a greater contrast between two adjacent pieces of riverside. This section is rural in character being the outermost edge of Home Park. The river edge is no longer concrete wharf but gently sloping grassland meeting the waters edge. The tow path to Hampton Court runs along the bank under an avenue of mature trees. The idyllic parkland scene is interrupted only by the top of Kingston Bridge House rising above the treeline.



Close to the bridge is a well established community of houseboats who have created well kept, colourful gardens on the riverside. The sudden change in materials on the underside of the arch shows the width of the original bridge before widening. This road and part of the riverside are paved in granite sets arranged in radial patterns (see above).

The boundary of Home Park and the Kingston Bridge roadside is strongly defined by unusual cast iron railings bearing the Kingston crest and fleur-de-lis finials. Under the trees on the river front is a small, informal seating area which provides a welcome respite from the noise and bustle of traffic on the bridge.

### Problems

- Poor signposting for tow path.
- Continuation of river walk thwarted by lack of access to timber yard river edge.
- The status of the access from bridge down to riverside is not clear, it appears to be a normal public road because of its generous width and standard surfacing.
- This part of the riverside conservation area has also been designated as part of the Hampton Court conservation area (29.1.91).

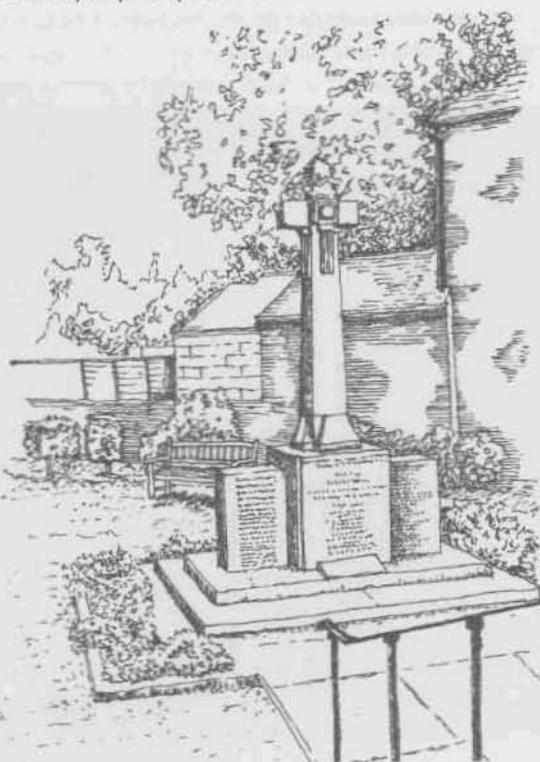
## 4.3 Bushy Park edge

### Character appraisal

As the title suggests the unifying character of this sub-area is the high brick wall of Bushy Park which runs along the entire length. Another characteristic is the relationship between the wall and the houses opposite, benefiting from their unique position overlooking the expanse of the park. Mature street trees along the road reinforce this edge.

At the junction of Hampton Court Road and Kingston Bridge is one of the rare pieces of public open space found within Hampton Wick itself, the War Memorial Garden. It is a small garden containing the village war memorial which was originally sited elsewhere in the village. The garden is bounded on two sides by the trees and wild planting of Home Park and the road side is bounded by unusual fleur-de-lis topped railings and gate. The garden is currently poorly used and is uninviting to passers-by. The memorial is difficult to see from the road as the garden is at a lower level.

Adjacent to the War Memorial Garden is a second open space, more urban in character which is formed by the entrance to Home Park and is lined with a collection of historic buildings dating from the C18th. These houses are Grade II listed and provide an elegant backdrop to the space. The quality of the buildings is compromised by the appearance of the forecourt; tarmac overlaid with yellow lines; there is no planting and the pavement boundary is poorly defined.



War Memorial Garden

Opposite this historic group is the Old King's Head which forms the second built edge of the forecourt. It was rebuilt in 1906 and still retains its Edwardian dignity. The pub struggles to provide some outside seating on the narrow pavement alongside. The buildings next to the Old King's Head were originally a short terrace of shops and many of the well detailed original shop fronts remain. The terrace stands in isolation and is currently used as a wholesale stationers.

The remainder of the Bushy Park edge is formed by Church Grove and the upper section of Park Road. Built in 1831, the church occupies the corner of Church Grove and St John's Road with its spire forming a local landmark. The buildings of Church Grove vary enormously in style but are united by their materials. The houses are largest in scale around the church but north of the modern block of flats the scale reduces to a more modest scale, terminating with a small Regency terrace with elegant porches and a terrace of cottages built in 1911 by the last publican of the Grove Inn (now Navigator House).

The northern end of Park Road forms a part of the Bushy Park edge and contains an important and attractive terrace of cottages, nos. 52-68. These are believed to date from around 1700. They are unique within the village and are notable for their long, narrow plots. Study of earlier maps shows that each dwelling had a corresponding strip of garden extending over the present allotment area. Their relatively deep front gardens are densely planted forming a screen of vegetation along the street edge. The front boundaries are marked by either hedges or wooden picket fences giving this stretch of the road an almost rural character.



Fleur de lys railings allow views through into Home Park

In Park Road the many pairs and small terraces of cottages dating from the early C19th are united in form by the simple, shallow pitched slate roofs, uninterrupted eaves line and small well defined front gardens.

The last buildings within the conservation area are the Thatched House and Bushy House. These are architectural oddities and are listed Grade II. They are picturesque semi-detached houses in the "Cottage Orne" style dating from the late C18th or early C19th. They may have originally been one house. They are easily identifiable by their unusual thatched roofs. The chimneys are constructed in patterned cement and the cast iron fancy "gothic" glazing bars add to their eccentric character.

### Problems

#### Traffic

- High speed of through traffic.
- Difficult for pedestrians to cross road to gates into Bushy Park.

#### Residential

- Unsympathetic alterations affecting character of groups of buildings e.g. replacement windows, loss of front boundaries because of car parking.
- Entrance to Kingston Bridge House is very understated. Interest at street level could be enhanced.

#### Environment

- King's Field playground is very run down.
- Stepped access through King's Field gate is awkward for those with prams and push-chairs using playground.
- Lack of litter bins along pavement.
- Forecourt to Home Park gates is of poor quality and detracts from the surrounding buildings.
- War Memorial Garden is not welcoming or attractive and is under used and mis-used. People not aware of War Memorial as they pass.

## 4.4 Seymour Road, Glamorgan Road, & Lower Teddington Rd

The Seymour Road and Glamorgan Road area was added to the conservation area in 1982 and extended again in 1988. The area consists of large Victorian villas set on generous plots away from the pavement edge, this more grandiose scale being in particular contrast to the village core area.

## Glamorgan Road

The Glamorgan Road contribution to the conservation area consists of 6 houses, 5 of which are large Victorian detached houses dating from the end of the last century. It is a quiet residential road which seems far removed from the noise and activity of the village core. Characteristic materials include warm red brick complemented by white masonry details and striking white painted joinery. The front boundaries are strongly defined by either high, red brick walls or low walls with piers combined with mature hedges. The landscape is further enhanced by a number of street trees but the effect is marred by the proliferation of residents parking signs mounted on galvanised poles.

## Seymour Road

Seymour Road is very similar in form and atmosphere to Glamorgan Road. In terms of physical appearance, white/cream render is used in combination with the red brick and white joinery. Nos. 16-22 (even) are noticeable because of their large, hipped slate roofs enlivened by gables or dormers and because of their unusual first floor, timber balustraded front balconies. The balconies give the buildings a cheerful "seaside" character (see below). Nos. 17-23 (odd) is also an important cohesive group of houses possessing steeply gabled slate roofs with decorative ridge tiles and finials and deep barge boards. The porches have slate roofs laid in decorative patterns.

St John's Vicarage provides a useful contrast to the overall character of the street being set well back from the road edge within a very large building plot. Views of the building are restricted as it is screened by mature trees overhanging a high close boarded timber fence.



Balcony detail, nos. 16-22 (even) Seymour Road

The junction of Seymour Road and the Lower Teddington Road is well defined by substantial brick walls around the housing but the corner occupied by the school playing field is not. The concrete post and chain link wire fence provides weak definition and the materials are inappropriate for the area. However, the fencing does allow views through to the field and its surrounding trees.

## Lower Teddington Road



The west side of the Lower Teddington Road continues the pattern of generously sized Victorian villas. In essence it is a quiet residential area but has a different proportion, scale and atmosphere from Glamorgan and Seymour Roads due to the slightly larger scale houses and the opposite side of the road being riverside hidden behind a high brick wall. Alterations to the buildings over time and the use of different materials mean that there is less obvious visual cohesion. The exception is a group of 4 pairs of robust C19th Italianate villas (see above) which are 3 storeys high with basements. Although there have been more recent alterations to some of them the group is very important in townscape terms. On approach from either direction the uniform height and spacing of the houses and continuous eaves line results in a strong perspective and definition to the road edge. The Lower Teddington Road has no street trees; most greenery is provided by trees and shrubs within the front garden areas.

## Problems

### Residential

- Loss of architectural detail through haphazard building maintenance, particularly along the Lower Teddington Road
- Loss of front gardens and boundary walls, railings and hedges etc. along the Lower Teddington Road and parts of Seymour Road.

### Transport

- Impact of parking signs.

### Environment

- Lack of street trees.
- Railway bridge and surrounding streetscape are uninteresting and provide a weak transition to village centre.

## 5. Detailed Proposals

**for enhancement or preservation of the character of the conservation area.**

The detailed proposals are illustrated on the separate Conservation Area Proposals sheet which accompanies this document.

Many proposals fall outside of the Council's control **and it should be noted that, current financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement.**

## 6. Summary

The proposals generated by this study affect the following :-

1. **Public areas** including parks, gardens, high ways and paths usually owned by the Council or other statutory bodies.
2. **Private houses.** Some alterations may require planning permission and are therefore ultimately controlled by the Council but some alterations will be classed as "permitted development" and will be under the control of the householder.
3. **Commercial sites** particularly those which are perceived to be eyesores and which may offer opportunity for major change or redevelopment.

For the study to be successful everyone involved in property ownership, tenancy and management in both the public and private sector needs to contribute to achieving the proposals. The Council will strictly apply Unitary Development Plan policies and also the detailed proposals listed in the study in order to preserve or, where possible, enhance the special interest of the conservation area.

### Buildings of Townscape Merit

These were first introduced by the Council in 1982 and included some buildings which used to be listed as Grade III. The Schedule of Buildings of Townscape Merit is the local list compiled to recognise the value of those buildings which make a positive contribution to the streetscape.

These buildings are not included on the statutory list of buildings of special architectural or historic

interest. It is hoped that by drawing attention to the historic, architectural and townscape interest of such buildings, owners and others will regard them more carefully when considering any proposals for alteration, extension or replacement. Within conservation areas permission will not normally be given for their demolition.

### Residential property

#### What the Council can do:

The Council is able to control new development through its powers under the planning acts and is always willing to give advice to those who want to undertake new work. There is a range of guidance leaflets available on development requiring planning permission. If you are in any doubt about the need to obtain permission for intended works, you should contact the Planning and Building Control Division at the Civic Centre.

Where a particularly good group of single dwellings would suffer if work not necessarily requiring planning permission were to be carried out (e.g. changing windows, demolition of front boundary walls etc.) then the Council may apply an Article 4(2) Direction after consultation with the owners. Such Directions mean that certain permitted development rights, as specified within the Direction, are removed and owners must then apply for permission to carry out the intended works.

This approach is considered to be necessary for the following properties in the study area :-

75-79 (odd) High St: Unusual terrace of houses dating from the C18th.

52-70 Park Road: Terrace of cottages dating from 1700 set within very deep, narrow plots. Important group in townscape terms, render has been removed from two cottages.

10-12 Lower :  
Teddington Rd  
Pair of simple Victorian brick cottages with shallow pitched slate roof .

Separate guidance will be published to assist owners of properties covered by these Article 4 Directions.

#### What residents can do:

Under present legislation, residents are entitled to carry out certain minor works to their houses as "permitted development" i.e. no planning permission is required. This freedom places a great responsibility on owners to consider the overall quality of the street and the area when considering alterations to their property. There is plenty of opportunity to preserve or enhance the character of the conservation area by paying attention to



*Cottage within the terrace, nos. 52-70 (even) Park Road*

small details on houses. Without care even apparently minor alterations accumulating over time can degrade the quality of the area, their cumulative effect having a major impact. Examples of this type of change are replacement of original windows with aluminium or PVCu versions or the painting of one house within a brick terrace.

What constitutes "permitted development" can be a complex matter and residents should contact the Council in the first instance if in any doubt. Importantly, local residents and local groups, in particular, can help preserve or enhance the conservation area by helping to record original features and passing on useful information about local crafts people and suppliers of local materials.

When considering undertaking works which do require planning permission, the best approach is still to contact the Planning and Building Control Division for advice. Of particular concern are proposals for dormer windows and extensions, both of which can have a negative impact on the street scene. In this context it should be noted that rear elevations are also often visible from the public domain. Of equal impact is the breaking down of front boundaries and the destruction of front gardens for car parking. Supplementary guidance is also available on these subjects from the Council.

## Shop-fronts

An important objective of this study is to retain and improve the quality of shop fronts within the conservation area of Hampton Wick. As part of a number of measures intended to promote their survival, discretionary shop front grants may be available from the Council. These grants are suitable for those wishing to repair original shop-fronts or replace an existing ill considered newer shop front with a design more sympathetic to the character of the conservation area.

Hampton Wick High Street has a variety of building styles and shop fronts, including some very poor modern and replacement shop fronts and also much indifferent signage. Few examples of near complete original shop fronts survive although many contain remnants of some original features. In order to improve the appearance of the shopping area and therefore encourage increased patronage, every effort should be made to raise the standard of design for shop fronts; demands for speed and cheapness in shop fitting should not result in harsh materials, lack of detail, standard fascias, inappropriate blinds and poorly modelled fronts.

The following shop fronts are of sufficient architectural or historic interest to justify their retention and applications for their replacement will normally be refused:-

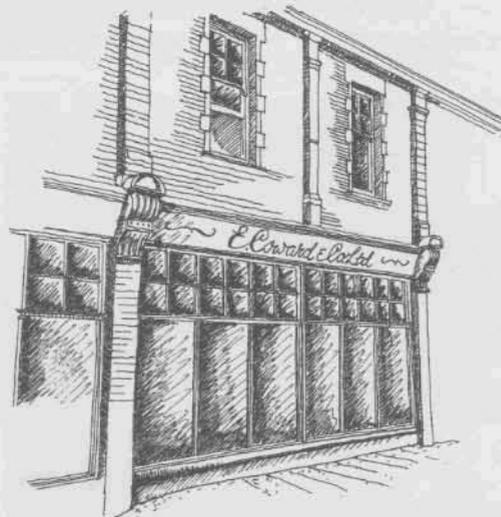
High Street: nos. 17, 25, 32, 44, 47, 48, 55, 57 and 72

Hampton Court Rd: nos. 5-9(odd)

Home Park Parade: nos. 1-5

Those shop fronts listed below not already designated as Buildings of Townscape Merit will be designated as such :-

nos. 5-9(odd) Hampton Court Road  
nos. 1-5 Home Park Parade



*Shop-front nos. 5-9 (odd) Hampton Court Road*

The following are areas where groups of shop fronts are of a sufficient quality to justify restoration of missing features as opposed to wholesale replacement of the entire front. Where a recent shop front of poor standard already exists in the group it is expected that any new scheme will reinstate the proportions and materials originally typical to the group. The objective is not to produce a slavish reproduction but to avoid a strident conflict between the new and old frontages and to create a streetscape with some interest and continuity.

High Street nos. 5-15(odd) nos. 56-58(even)  
nos. 2-16 (even), no. 63, nos. 19-23(odd), no. 68, nos. 31-35(odd)  
no. 78, nos. 34-40(even), nos. 81-85(odd), no. 46

The Council will publish separate and more detailed guidance for shop fronts within the conservation area, which will be available on application. This will assist in negotiations on planning applications and guide owners and tenants concerning repairs or minor alterations not requiring planning permission.

Whilst the appearance of shop fronts is vital to the character of an area other factors such as traffic movement, parking arrangements, amenity area, local support and the economic situation all contribute towards the creation of a "bustling" High Street. Other proposals made within this study are intended to enhance the appearance and encourage greater use of the shopping area.

### Landscaping and Planting

In the absence of public open space, private gardens both front and rear, have a significant role to play in the character of this conservation area. Rear gardens frequently provide the only views of uninterrupted semi-natural habitat (see *photograph below*). There will be a presumption against backland development unless it can be demonstrated that there would be no significant detrimental effect on amenity and the quality of the local environment.



Trees in conservation areas which are not already subject to a Tree Preservation Order, are protected automatically by the requirement that six weeks notice must be given to the Council before any proposed work is carried out.

There are plenty of opportunities for residents to restore front boundary walls and railings and the Council is happy to give guidance on this.

### Implementation

This study contains wide ranging proposals intended to preserve or enhance the character of the Hampton Wick conservation area. The Council will implement those proposals under its control as and when appropriate funds become available and will give advice on grants and action that can be taken by other groups and individuals.

The Council will monitor the effectiveness of Article 4(2) Directions and the up-take of loans / grants and will review the progress of enhancement proposals on a regular basis.

### Acknowledgements

The co-operation and input of the Hampton Wick Association into this conservation area study is gratefully acknowledged by the London Borough of Richmond-upon-Thames.

The cover illustration, map illustrations and the drawings of the Foresters pub and Navigator House were produced by James Openshaw for the London Borough of Richmond upon Thames.

This study was approved by Planning and Transport Committee in January 1996.

### Other publications

The London Borough of Richmond upon Thames has also published the following information.

#### Planning Information Leaflets

- no. 1 Conservation Areas
- no. 2 Listed Buildings
- no. 3 Historic Buildings
- no. 4 Historic Buildings: Maintenance and Repair
- no. 5 Trees: Legislation and Procedure
- no. 6 Buildings of Townscape Merit

#### Design Guidance Leaflets

- no. 1 Design Guidelines for Shop-fronts and Shopsigns
- no. 2 Design Guidelines for Car Parking in Front Gardens
- no. 3 Design Guidelines for External Alterations to Houses
- no. 4 Design Guidelines for House Extensions

- no. 5 Trees: Landscape Design, Planting and Care
- no. 6 Guidelines for Small Housing Sites
- no. 7 Guidelines for the Siting of Satellite Dishes and other Communications Apparatus
- no. 8 Design Guidelines: Wildlife in Gardens
- no. 9 Design Guidelines for nature Conservation and Development
- no. 10 Security by Design

#### Conservation Area Studies

- Area 1: Barnes Green
- Area 2: Kew Green\*
- Area 9: Twickenham Green
- Area 10: Trafalgar Road
- Area 11: Hampton Court Green
- Area 12: Hampton Village
- Area 18: Hampton Wick
- Area 25: Castelnu, Barnes\*
- Areas 27 & 37: Teddington Lock and High Street, Teddington
- Areas 30 & 31: St. Matthias and Sheen Road
- Area 38: Hampton Hill High Street\*
- Areas 49 & 24: Crown Road and Twickenham Park, St. Margaret's\*
- Area 57: Old Deer Park

#### Article 4 Guidance

- Barnes Green Study: The Lion Houses
- Hampton Wick Study: 10-12(even) Lower Teddington Road, 75-79(odd) High Street, 52-58(even) and 60-70(even) Park Road.\*
- Crown Road and Twickenham Park Study: nos. 1-13 Park Cottages\*
- Castelnu Study: nos. 1-7 Castelnu Row\*
- Hampton Hill Study: 91-93 High Street\*

#### Shop-front Guidance:

- Barnes Green Study: Shop-fronts, Policies and Guidance
- Hampton Wick: Shop-front Guidance\*
- Crown Road Study: Shop-front Guidance\*
- Castelnu: Shop-front Guidance\*
- Hampton Hill Study: Shop-front Guidance\*

These leaflets and documents are available from Planning Reception on the 2nd floor of the Civic Centre. Those marked \* are available in draft form and are awaiting printing at the date of this publication.



Navigator House