

# HAMPTON

## Village Planning Guidance



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# I. Introduction

**The purpose of this Village Planning Guidance Supplementary Planning Document (SPD) is primarily to establish a vision and planning policy aims for the area, in light of existing and emerging Local Plan policy. The SPD intends to define, maintain and enhance the character of Hampton, and to provide guidance in this regard. The SPD forms part of the wider Village Plan.**

**By identifying key features of the village, the SPD clarifies the most important aspects and features that contribute to local character to guide those seeking to make changes to their properties or to develop new properties in the area, as well as being a material consideration in determining planning applications.**

The core of this SPD is a series of character area assessments for the component areas of Hampton. These character areas have been identified through the similarity of key features that are deemed to define their individual local character. The assessments establish dominant features and materials as well as an overall description of the street pattern and housing types.

The London Borough of Richmond upon Thames has been divided into a series of smaller village areas. Each village is distinctive in terms of the community, facilities and local character – as are many sub areas within the villages.

The villages of the London Borough Richmond upon Thames are attractive with many listed buildings and Conservation Areas, the local character of each being unique, recognisable and important to the community and to the aesthetic of the borough as a whole.



Hampton SPD Area Boundary

The boundary for the SPD is based on:

- a review of how each area's design characteristics can best be grouped;
- taking account of physical and administrative boundaries, including Conservation Area boundaries to avoid these being split between village areas; and
- how local communities viewed their local areas when asked through the Council's 2010 'All-In-One' survey and subsequent consultations.

This SPD has been produced by the Council working closely with the community. This has ensured that local residents, businesses and stakeholders have been genuinely involved in defining the important features – as well as the opportunities and threats – that define their local area.

The community has been involved through:

- 'Drop in sessions' held at Tangle Park Children's Centre on the 6th February 2016 and at Hampton Infants School on the 27th February. Further sessions were held on 24th September 2016 at Linden Hall on the draft SPD.
- Resident walkabouts held on the 7th and 28th February 2016
- Stakeholder workshop at Hampton Infants School on 14th June 2016
- Online and hard copy questionnaire

consultation from 5th February to 21st March 2016 and from 9th September to 21st October 2016 (statutory consultation).

### Wider Context (Village Plans)

Village Plans have been developed for each of Richmond's 14 villages. Each Village Plan describes a vision for the village area and identifies what the Council will do and what local people can do to achieve the vision together. It sets out the key issues and priorities and provides background information on the village area. The Village Plans are maintained on the Council's website and are updated as projects are progressed. They cover a wide range of topics, including matters not within the remit of the SPD.

This Village Planning Guidance SPD forms part of the Village Plan by providing a formal planning policy document which can be used to guide new development that has responded to residents' desire to have greater control and influence over planning and development decisions in their local area. The involvement of the local community in the production of the SPD has been essential in ensuring it is a genuine reflection of residents' priorities.



Hampton residents walkabout - 7th February 2016



Hampton residents walkabout - 7th February 2016

# 2. Planning Policy and Wider Context

## 2.1 Planning Policy Framework

### National Planning Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF is a key part of the Government's reforms to make the planning system less complex and more accessible. The NPPF provides the context for local planning authorities and decision takers, both when drawing up plans and making decisions about planning applications. It must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

### Regional Planning Policy

At a regional level, the London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. This document has been adopted to ensure that a longer-term view of London's development is taken when producing local plans, making planning decisions and investing in infrastructure.

Policy 7.29 in the London Plan refers to the Thames Policy Area stating that relevant boroughs, including Richmond,

must designate a Thames Policy Area in their Development Plan Documents. The boroughs must define the boundaries by taking into account proximity to the Thames, contiguous areas with clear visual links between areas and buildings and the river and specific geographical features, areas and buildings which relate or link to the Thames. The River Thames section of Hampton is designated in the Thames Policy Area in the London Plan.

### Local Planning Policy

The London Borough of Richmond upon Thames current statutory planning policy framework is set out in adopted Plans including the Core Strategy, adopted in April 2009, and the Development Management Plan, adopted in November 2011. There is an online proposals map and a range of guidance provided through Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPG) for the area.

This SPD forms part of the planning policy framework and should be read in conjunction with the Council's suite of planning policy and guidance as applicable. There is also a range of evidence base studies that the Council has undertaken which help to guide policy making.

The Council has progressed its Local Plan and in December 2016 approved

the "Publication" version of the new Local Plan. This is the version of the plan which the Council intends to submit to the Secretary of State for Examination in 2017, following a 6 week period in early 2017 during which the public can comment on the "soundness" of the plan. The Publication Local Plan takes into account responses made during public consultation in summer 2016. Throughout the rest of this document this is referred to as the "Local Plan".

The Local Plan has now reached a stage where it is given considerable weight in the decision making process, and is used in determining planning applications.

It is expected that the Local Plan will be adopted in spring 2018, at which point it will supersede all existing policies in the Core Strategy and Development Management Plan.

Alongside existing adopted planning policies, suitable references have been made to the equivalent policies in the Local Plan.

Up-to-date information on the Council's Local Plan can be viewed at: [http://www.richmond.gov.uk/home/services/planning/planning\\_policy/local\\_plan.htm](http://www.richmond.gov.uk/home/services/planning/planning_policy/local_plan.htm).



## 2.2 Key Planning Policies

SPDs cannot create new policies but expand on policies set out in higher plans, notably the LBRuT Local Plan (2017).

This SPD relates to a considerable number of higher policies, notably:

### Policy LP 1: Local Character and Design Quality

The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.

### Shop fronts

The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts, including signage and illumination, should complement the proportions, character, materials and detailing, surrounding streetscene and the building of which it forms part. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In sensitive areas, rigid and gloss finish blinds

will generally be unacceptable.

### Advertisements and hoardings

The Council will exercise strict control over the design and siting of advertisements and hoardings to ensure the character of individual buildings and streets are not materially harmed, having regard to the interests of amenity and public safety (including highway safety).

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1 and Policy DC7.

### Policy LP 25: Development in Centres

Development in the borough's centres, as defined in the centre hierarchy, will be acceptable if it:

1. Is in keeping with the centre's role and function within the hierarchy and is of a scale appropriate to the size of the centre (also see the Spatial Strategy of this Plan).
2. Is in an appropriate location.
3. Does not adversely impact on the vitality and viability of the centre in which the development is proposed, or another centre. When assessing proposals for development outside of existing centres, applicants will have to comply with the requirements of national policy and guidance in relation to impact assessments. For retail developments, including extensions of over 500sqm gross,

the Council will require a Retail Impact Assessment.

4. Optimises the potential of sites by contributing towards a suitable mix of uses that enhance the vitality and viability of the centre.

The full policy is set out in Appendix 1.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP8.

### Policy LP 18: River corridors

Development adjacent to the river corridors will be expected to contribute to improvements and enhancements to the river environment.

### Thames Policy Area

Developments alongside and adjacent to the River Thames should ensure that they establish a relationship with the river, maximise the benefits of its setting in terms of views and vistas, and incorporate uses that enable local communities and the public to enjoy the riverside, especially at ground level in buildings fronting the river.

### River Thames public riverside walk

All development proposals adjoining the River Thames are required to provide a public riverside walk, including for pedestrians and cyclists, which will contribute to the overarching aim of providing a continuous publicly accessible riverside walk.

### Riverside uses, including river-dependent and river-related uses

The Council will resist the loss of existing river-dependent and river-related uses that contribute to the special character of the River Thames, including river-related industry (B2) and locally important wharves, boat building sheds and boatyards and other riverside facilities such as slipways, docks, jetties, piers and stairs.

The full policy is set out in Appendix 1.

Within the existing Core Strategy (2009) the equivalent policy is Policy CPI1 and in the Development Management Plan (2011) the equivalent policy is Policy DM OS 11.

### Policy LP 3: Designated Heritage Assets

The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to the historic environment of the Borough.

The full policy is set out in Appendix 1.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM OS 1, Policy DM HD 1 and Policy DM HD 2.

### Policy LP 4: Non-Designated Heritage Assets

The Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit, memorials, particularly

war memorials, and other local historic features.

There will be a presumption against the demolition of Buildings of Townscape Merit.

The full policy is set out in Appendix I.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM HD 3.

#### **Policy LP 45: Parking Standards and Servicing**

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. For example, this will be achieved by:

Resisting the provision of front garden car parking unless it can be demonstrated that:

- a. There would be no material impact on road or pedestrian safety;
- b. There would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and
- c. The existing on street demand is less than available capacity.

The full policy is set out in Appendix I.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM TP 9.

A wider list of relevant policies can be found in Appendix I.

It should be noted that all adopted policies and guidance should be assessed for their relevance in respect of individual planning applications, not just those referred to above.

### **2.3 Planning Policy Aims**

This SPD reinforces the existing planning policy aims for Hampton, and draws on the Local Plan. Planning policy seeks to achieve the following:

- The distinctive local character of the area will be maintained and enhanced, including Hampton's listed buildings and Conservation Areas. New development, including associated open space and planting, will be of high quality design which respects and enhances the distinctive local character.
  - Local shopping areas at Hampton Village and Hampton Square will continue to perform well and thrive, providing shopping and other services to meet local needs. Shopfronts, signs and advertisements will maintain local character.
  - Facilities to meet community and social infrastructure needs will be sought, to help reduce inequality and support the local economy.
  - The loss of housing generally, and that which meets specific community needs, will be resisted, and new housing to meet local needs will be provided on appropriate sites.
  - Hampton's parks and open spaces and the unique river environment will be protected, and enhanced where possible, for wildlife and recreation, and the areas of Metropolitan Open Land and Green Belt will be protected.
- The unique historical and cultural assets that are connected by the River Thames, such as Hampton Court Palace, will be enhanced.
  - Land will be protected for employment use including Key Office Areas at Thames Street, Kingsway Business Park, Castle Business Village and Mount Mews. Kempton Gate Business Park, Kingsway Business Park and 74 Oldfield Road are designated as locally important areas for industry and employment, and the loss of river-related and river –dependent employment, including at Platt's Eyot, will be resisted.
  - The impact of new development on the transport network will be carefully considered, and appropriate provision for parking, walking and cycling will be made. The impact of through traffic and congestion will be managed and reduced where possible, and improvements to public transport will be sought in partnership with organisations including Transport for London.
  - Front garden parking will be resisted unless there would be no harmful impact on the character of the area including the streetscape or setting of the property, as well as other considerations.



# 3. Spatial Context

This section covers transport, green spaces, shops and services which are an essential part of the village's character. These are detailed below and, together with its historic assets, are mapped on the following pages.

## Facilities in Hampton

- The main retail frontages are close to Hampton Station and along Ashley Road, Oakfield Road and Station Road.
- The area supports a number of supermarkets including two Sainsbury's and a Waitrose.
- There are a number of state and private schools, including Hampton Junior and Infants Schools, Carlisle School, Buckingham Primary School, Hampton School and the Lady Eleanor Holles School.
- There are a range of medical facilities including Broad Lane Surgery and Hampton Medical Centre.
- Hampton supports many businesses including independent shops in Hampton Village, and across a number of business parks including Kingsway Business Park and Castle Business Village.

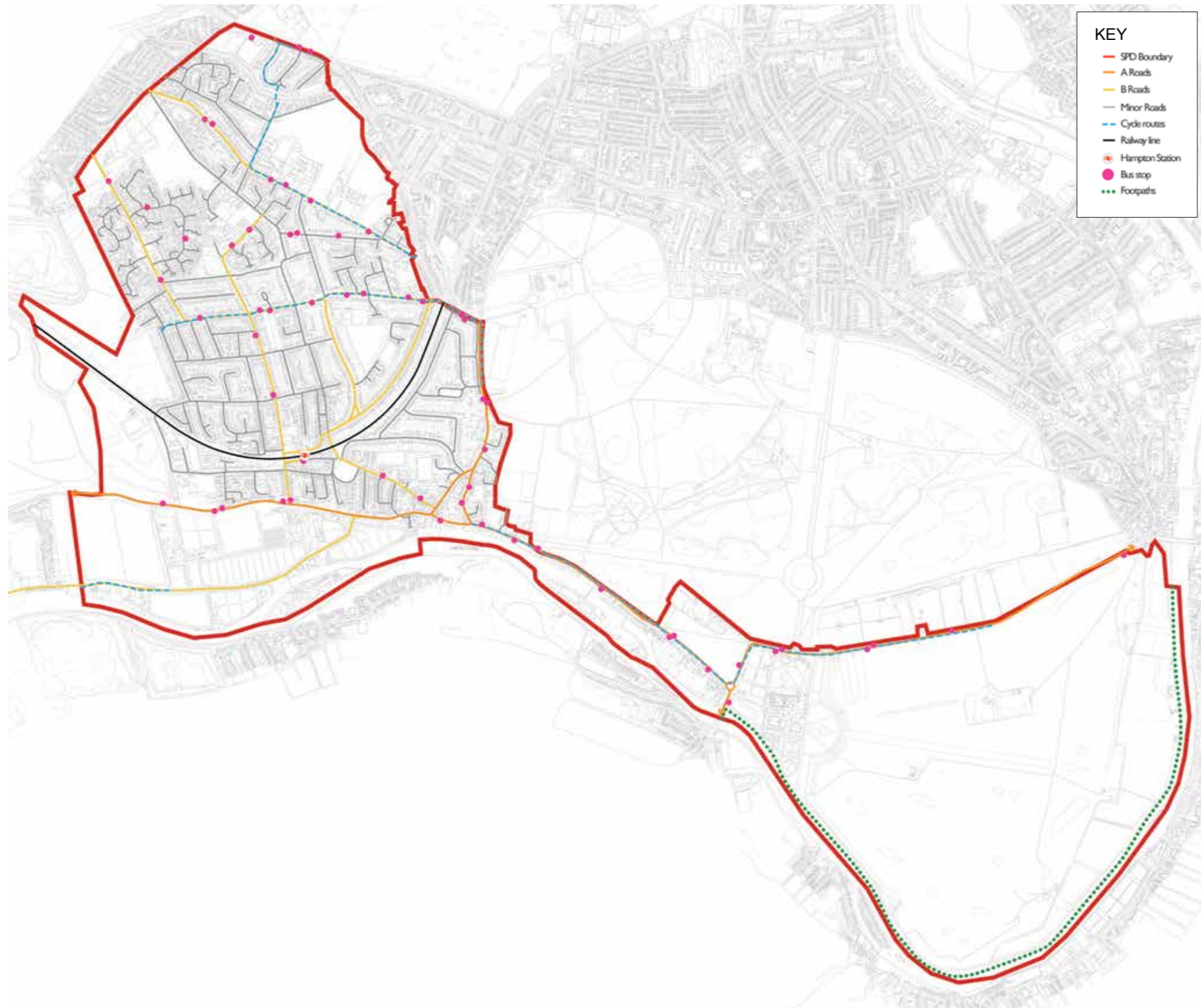
## Connectivity and accessibility

- Hampton Station is located on Station Road and Ashley Road and close to Hampton Village Green. This Station supports National Rail services running into Richmond and into central London.
- Bus routes through Hampton include the 111, 216 and R68. The R70 passes through the north of the village.
- Designated cycle routes can be found along Old Farm Road to the north of the area and within Bushy and Hampton Court Parks.

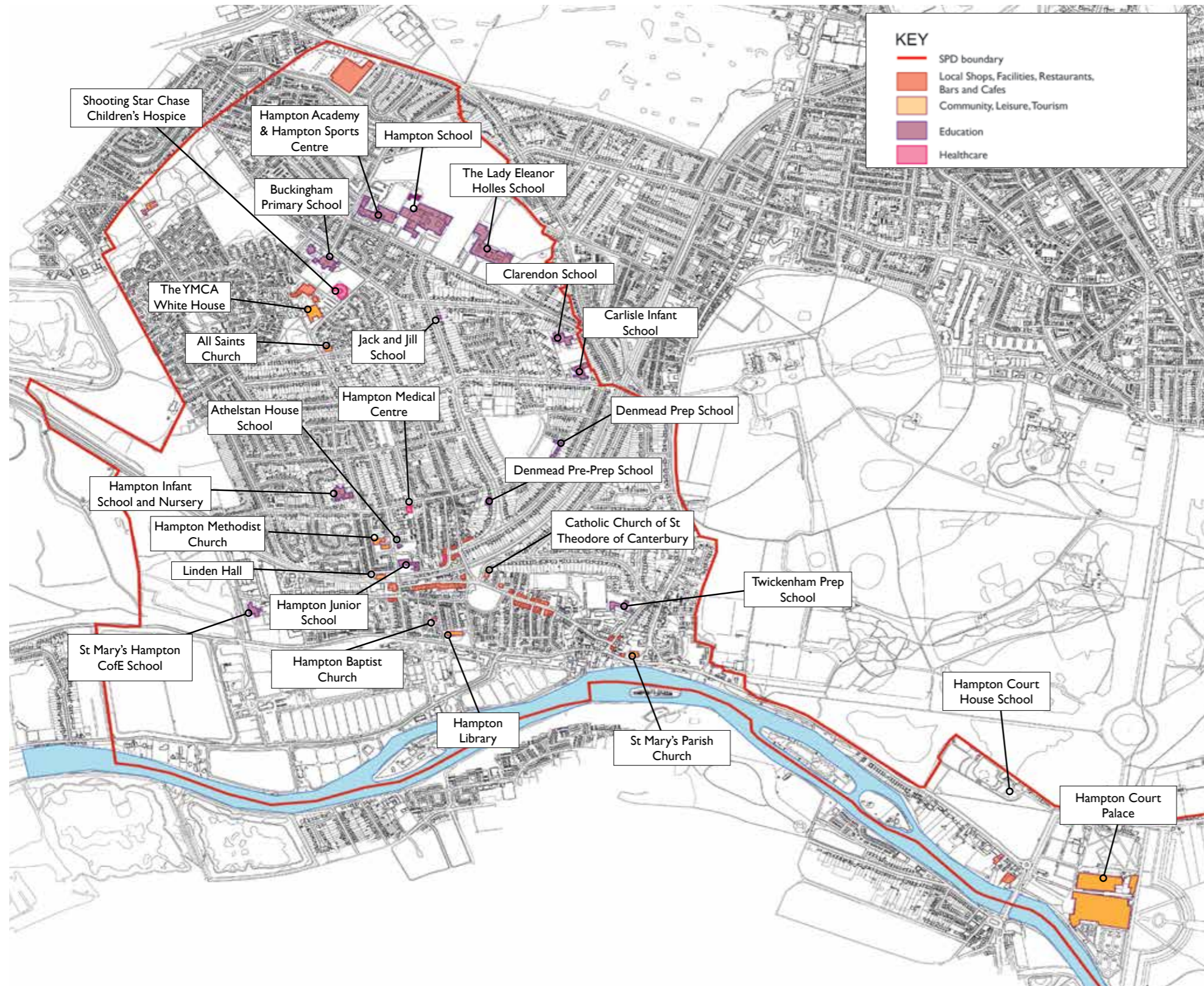
## Green Infrastructure

- The Hampton area extends into Bushy Park and Hampton Court Park.
- Hampton Village Green is a key community space in the heart of Hampton Village's historic core.
- Hampton Common, Carlisle Park & Hatherop Park are all significant local green spaces.
- An accessible walking route runs from Hampton Common to Oak Avenue Nature Reserve and Thames Water land towards Hatherop Park linking up these important green spaces.
- Extensive green space along the River Thames and part of Portlane Brook to the west.
- There are also a number of smaller green areas located within the built up area.

# Connectivity and Accessibility in Hampton



# Facilities in Hampton



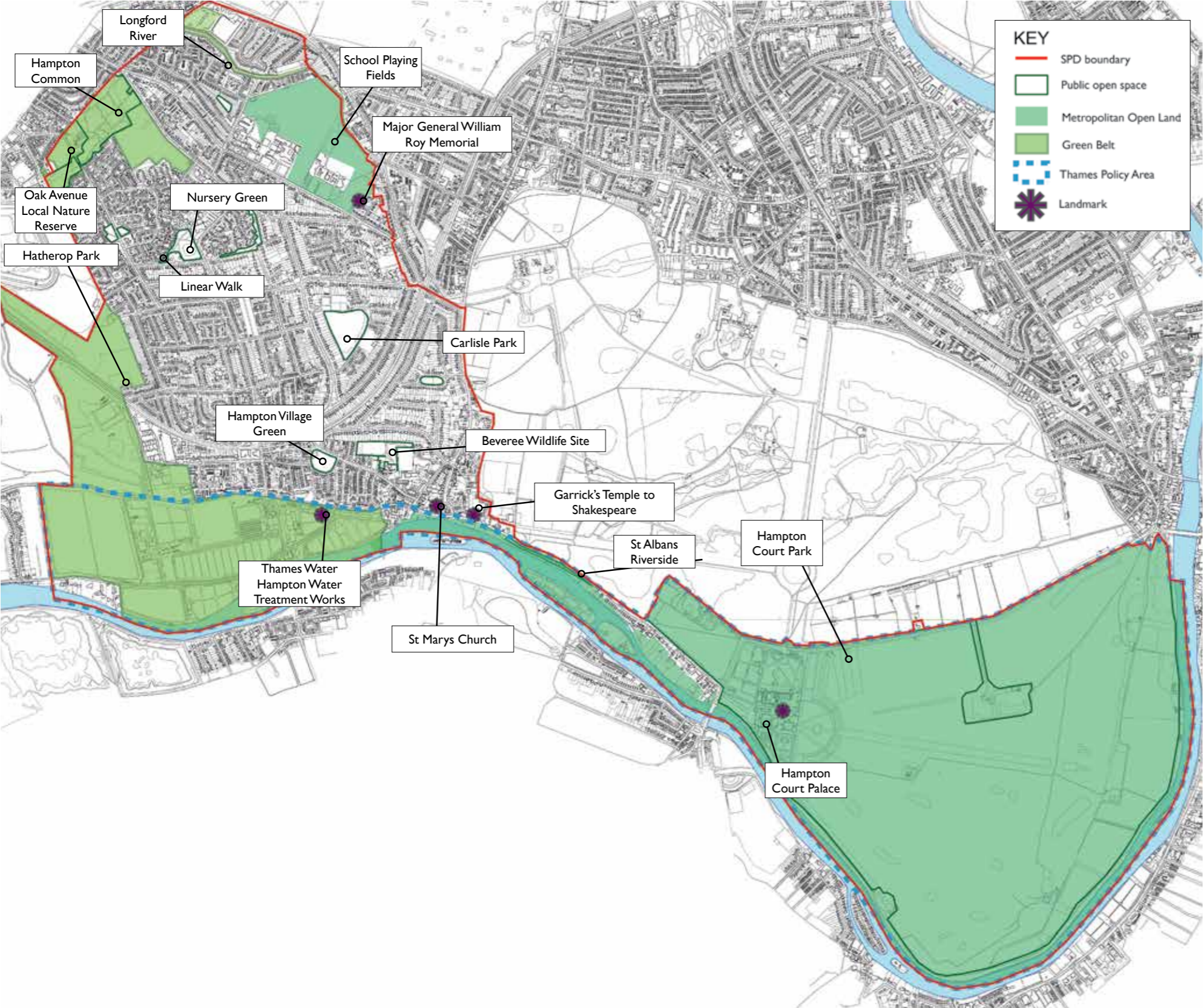
Percy Road



Hampton School

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# Green Infrastructure in Hampton



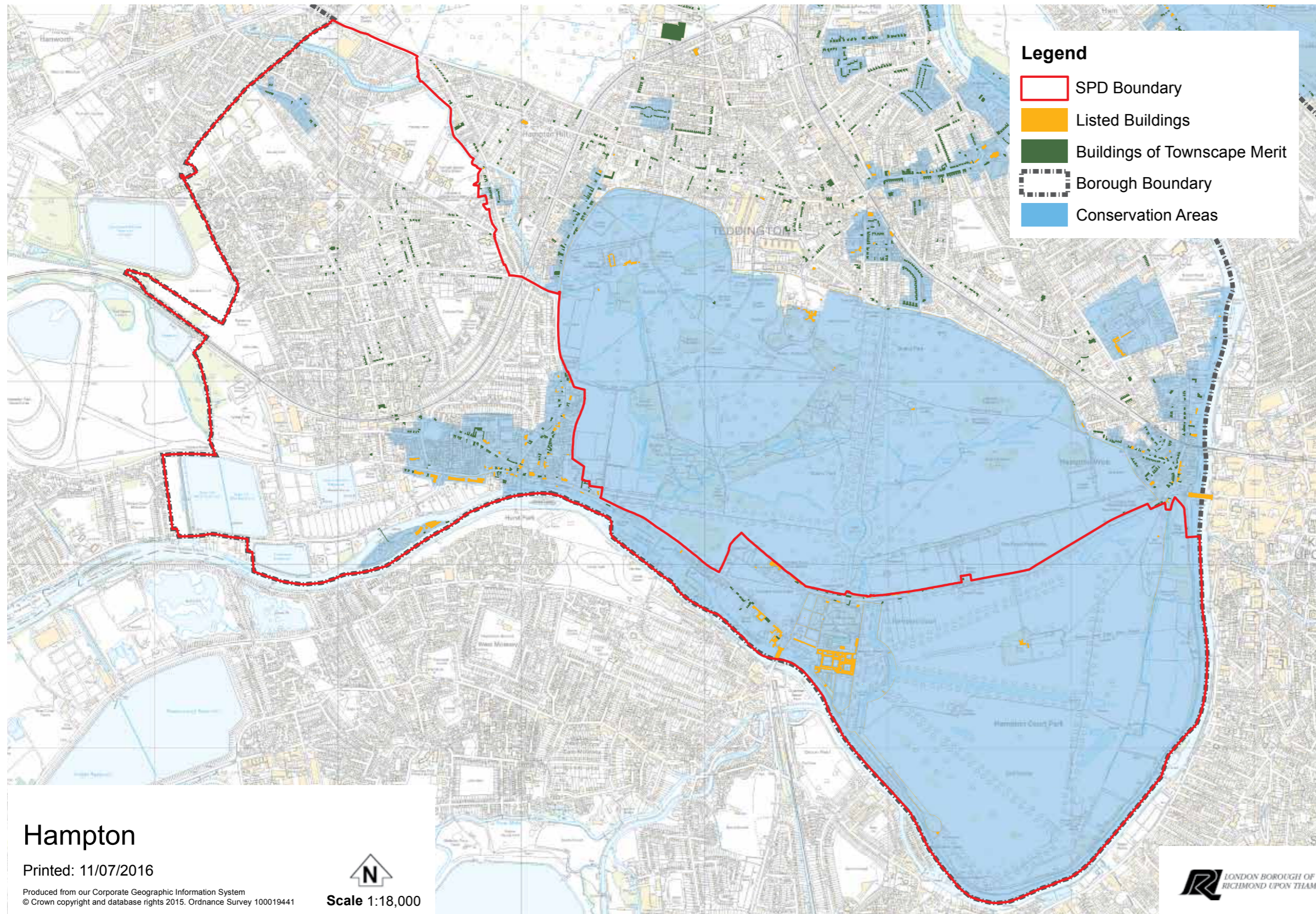
Hatherop Park



Nursery Green

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# Historic Assets in Hampton



Note that Archaeological Priority Areas are recorded in the Development Management Plan.

Buildings Of Townscape Merit are not designated and are locally listed. Listed Buildings are designated and recognised nationally. Please note that these are correct at the time of adoption of the SPD. For the most up to date information please see the Council's website.

# 4. Vision for Hampton

The Vision is to bring together the different areas of Hampton as a vibrant, caring community with facilities to meet local needs. The characteristic local urban scale, and rural feel within its parks, green spaces and riverside, will be retained and there will be a more diverse range of shopping and high quality local schools to reinforce Hampton as a vibrant community within the Borough.

## Hampton - a Pen Portrait

The qualities of Hampton are unique within the London Borough of Richmond, as it still retains a countryside atmosphere because it is surrounded by substantial stretches of green belt, and two rivers, the Thames and the Longford.

The area known as Hampton is made up of a number of diverse areas; the chief of these being the last major estate to be built, called the Nurserylands, and historic Old Hampton, part of which is referred to as Hampton village.

The area has high quality amenities including local retail units in Hampton village and a large community centre with a few shops and a public house within Hampton Square. It has a range of schools serving all ages

It is an attractive residential area with substantial family homes as well as homes for those who have retired. Its streets are distinctive with wide grass verges and tree lined avenues.

The area has a long Royal history with Hampton Court Palace and Bushy Park situated in the village area. From 1895 to 1937 the area also had its own local Council (Hampton Urban District Council).

Local green spaces, rivers, street trees and gardens and are highly valued by the community as contributing to the character of the area.

# 5. Objectives

The Hampton Village Planning Guidance SPD has been developed to meet the following objectives, which correspond to those in the Council's Design Quality SPD.

**Identify local character** – to identify local character and historic assets for enhancement or protection.

**Promote high standards of design** – through high quality illustrative material and simple guidance and advice to local residents and businesses.

**Development Management** – to set design guidelines for householders, developers and the Council (in relation to public realm) to encourage high quality development and, if possible, avoid the need to refuse development proposals.

**Implementation of schemes** – to provide advice for householders and businesses that will help them achieve repairs and modernisation which respects local character and where possible restore original details which have been lost during earlier modifications.

**Design Review** – to provide a framework for the Council to use in reviewing the effectiveness of planning and public realm decisions.

**Local Policy Context** – to identify policies in the Local Plan which are essential to addressing local issues.

# 6. Character Area Assessments

The identification of local character is one of the primary objectives of the SPD.

The character area assessments sub-divide the village into a smaller set of sub areas, some of which are further sub-divided.

Each area has been defined by grouping properties where a large proportion have similar characteristics, features and materials. These have been identified and recorded.

A number of the areas included within this section are adopted Conservation Areas. More information regarding Conservation Areas can be viewed at [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas.htm)

Some areas are the subject of what is known as an Article 4 direction. These remove certain Permitted Development Rights from properties. This means that if you want to extend or alter your home in a way that would normally be allowed under permitted development you will need to apply for planning permission to do so. The fact that Permitted Development Rights have been removed does not automatically mean that planning permission will not be granted, but careful consideration will be given as to the effect that the proposal will have on the character and appearance of the local area. Information on Article 4 Directions can be viewed at [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/article\\_4\\_directions.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/article_4_directions.htm)

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**Character Area Plan**

# Character Area I:

## Longford River Estates

### Character Summary

This character area occupies the northern part of Hampton. The housing estate marks the northern boundary with Uxbridge Road (A312) to the east, Hanworth Road to the west and Dean Road making up the boundary to the south.

### Rectory Grove Estates

This housing estate located in the north part of this character area is low rise; houses are two storeys. The majority of dwellings are built of a buff coloured brick or red brick, with weather boarding or hung tiles at first floor level; roofs are pitched and covered with clay tiles. Plots have modest front gardens, many of which have been paved over to provide car parking. There are some expanses of concrete paving stones on some corners of the meandering estate roads. Larger estate houses are of similar style but with hipped roofs. The three storey red brick and copper clad block of flats at the end of Rectory Grove is something of an anomaly in this area. This area also contains the only traveller site in the Borough.

The bridge over Longford River offers picturesque views to pedestrians crossing the footbridge.

### 1950s-60s Housing Estate

The housing estate on the east side of the river dates from the 1950s–60s and includes Winifred Road, Longford Close and Ringwood Way. The houses are semi-detached, red brick with discreet bay windows and have hipped roofs covered in clay tiles. They have a broad band of render between ground floor and first floor windows which is painted white. Many of the properties retain their dwarf garden walls, lending to the consistency of this area, however lots of the front gardens are now paved to provide car parking. Many of the window frames have been replaced with uPVC frames.

Further north along Uxbridge Road is a large Sainsbury's superstore and petrol station, leading to an increase of vehicular traffic in this area. At this point Uxbridge Road increases to two lanes of traffic in each direction.

### Dominant Materials and Features

Characteristic materials and features include: buff coloured brick, red brick, extensive fenestration, clay tiles, concrete paving stones, brick dwarf garden walls, concrete bollards, wooden garden fencing, painted metal palisade fencing, black painted fencing and metal work, metal single garage doors, mature trees and hedges.

### Threats from Development

- Poor quality garage and car parking areas.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the residential character of the area.
- The palisade fencing and high metal fencing promote segregation and gated communities.
- Buildings along Dean Road are less well-presented compared to those on Hanworth Road.

### Opportunities

- To improve the environment around Longford River through improved maintenance of pathways.
- Improve area immediately around the pedestrian bridge of Longford River; this is an attractive stretch of river.
- Replace extensive areas of paving with grass or planting including tree planting.
- Provide consistent green screen along the character area perimeter.



Dean Road

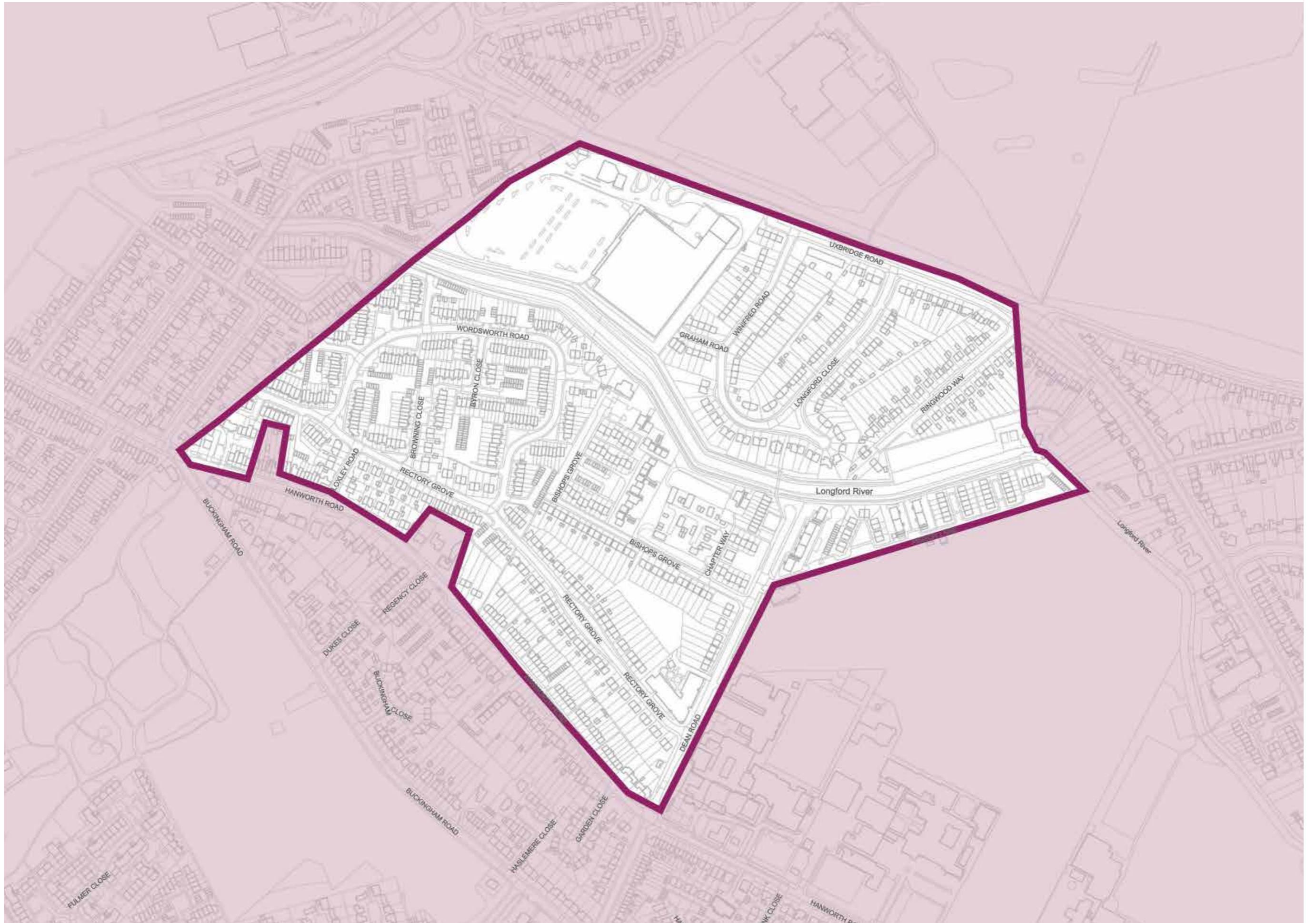


Rectory Grove



Longford River





Character Area 1: Longford River Estates

# Character Area 2:

## Queenswood Avenue Estate and west of Hanworth Road

### Character Summary

This character area incorporates Hampton Schools and Lady Eleanor Holles School to the north east and is bordered by Buckingham, Acacia and Nightingale Road to the south with Hanworth Road running through the heart of the area.

Acacia Road includes housing from a variety of periods, from fine Edwardian properties with half-timber beamed frontages to runs of neo-Georgian 70/80s detached properties (which are also found along Springfield Avenue and Birchwood Close). The road has a spacious feel with properties set in large plots within set back front gardens.

### Queenswood Estate

The Queenswood Estate comprises four three storey blocks of flats on a green with an open setting that is well-maintained; they are a distinct feature of the area. The red brick blocks have pitched roofs covered with clay tiles and tall chimney stacks, while each flat has a balcony with white-painted metal railings. The estate is surrounded by a number of culs-de-sac with 1970s–90s housing, including detached, semi-detached, short terraces and bungalows. The style and material of front garden walls are inconsistent throughout this character area and where high boundary walls are used, this can produce a slightly hostile feeling.

### Interwar Housing

Housing throughout this area was developed at different stages. There are a number of interwar houses on Acacia Road and Nightingale Road which appear quite substantial when compared to the 1960s housing in the northern part of this character area. Until the 1960s there were still a number of nurseries remaining in the area, but from the 1960s to 1990s the density of housing increased. For example, Hawthorn Close was developed in the late 1960s. This quiet cul-de-sac is lined with

brick bungalows with pitched roofs; they have two large windows to the front with uPVC frames (although they only have small casement openings). Each property has a detached single brick garage. A large proportion of the front gardens have been paved over to provide additional car parking. The red brick two storey detached and semi-detached houses, of different dates, along Buckingham Road are afforded pleasant green views over Hampton Common. While the area lacks a consistent style, the character of the area throughout is quiet and residential and there are no major traffic routes through the area.

### Hampton Schools

Hampton Academy has its main entrance on Hanworth Road; this comprises red brick and ashlar stone gate posts with green palisade fencing. The campus is made up of a mix of twentieth and twenty-first century buildings, relatively low-lying, and of a variety of materials including, red brick, white painted render with vertical wooden slats, and yellow brick with red brick detailing. When viewed from Hanworth Road these buildings are slightly obscured by attractive mature hedges, although a large car park is visible through the palisade fencing. The modern school buildings interact much more directly with Dean Road but there is not enough screening and this has a service-entrance feel.

The neighbouring Hampton School campus is also made up of a collection of twentieth century buildings of a varying palette, although predominantly red brick. Its main entrance is similarly demarcated with red brick and ashlar stone gate posts, and its car park along the Hanworth Road edge features a tall green metal fence. Towards the centre of this campus are higher buildings which are more visible as viewed from the public realm on Hanworth Road.

The third school in this character area, The Lady Eleanor Holles School, has an obvious main building;

this very long, two storey red brick building dates from the 1930s. It also retains its original metal signage above the gateway on Hanworth Road which is an attractive contribution to the character area. The extensive playing fields and grounds to these three schools provide a peaceful backdrop to the houses in neighbouring areas.

### Dominant Materials and Features

Characteristic materials and features include: red brick walls, white painted render, self-coloured pebble-dash, painted brick work, clay roof tiles, stock brick garden walls, timber garage doors, metal garage doors, concrete paving stones and tarmac paving.

### Threats from Development

- Area facing Hampton Academy campus on Dean Road lacks distinctive character or ownership.
- Replacement of historic windows and doors with those of modern materials (uPVC) or designs that do not follow the original glazing pattern and opening style.
- Mix of paving materials, often providing an uneven surface.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the quiet residential character of the area and regularity of the terraces, and results in a loss of decorative detail.
- Poorly maintained front garden walls.
- Lack of street greening.

### Opportunities:

- Increase number of green spaces throughout the area, e.g. excessive paving on Birchwood Grove could be turfed and planted on. Increase street greening, trees etc



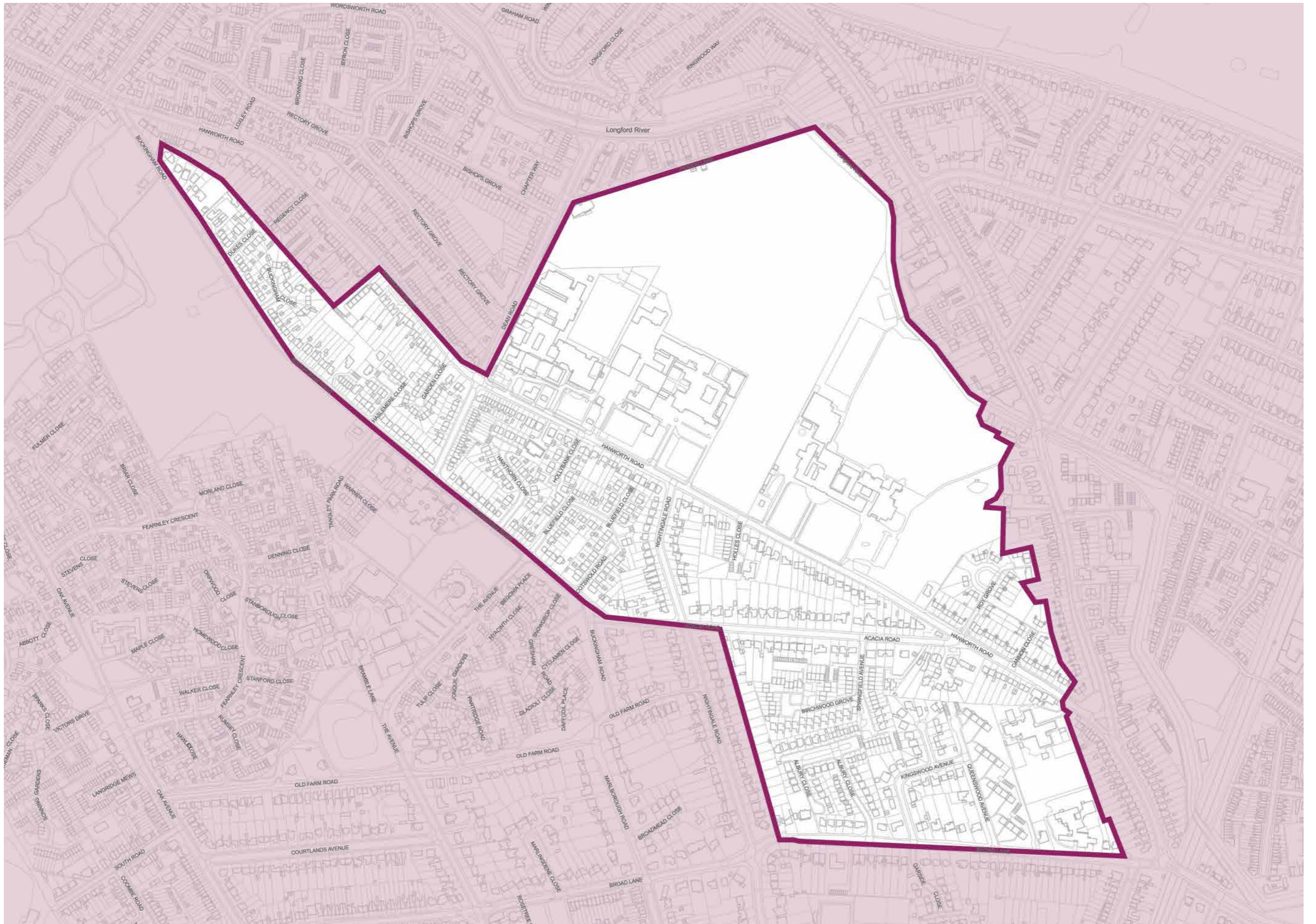
Queenswood Avenue



Hampton School



Nightingale Road



Character Area 2: Queenswood Avenue Estate and west of Hanworth Road

# Character Area 3:

## Gloucester Road and the Ormonds

### Character Summary

This character area comprises two long, curving streets that follow the railway, Gloucester Road and Ormond Drive, and a series of shorter streets connected to them. The housing is mainly interwar, with much variation in design but many common features for example, the roofs are almost entirely formed of clay tiles. An important feature is Carlisle Park, which is poorly connected to the surrounding streets despite its considerable size; there are several entrances, including from Wensleydale Road and Carlisle Road.

### Gloucester Road

The housing is a mix of detached and semi-detached properties, with small clusters of matching designs but much variation overall, lending a note of informality. The road also supports a number of traditional bungalows, which add to the variety and quality of buildings on the road. The most common materials are red brick and pebble-dash, the latter sometimes painted. The housing is slightly more distinctive (and earlier in date) toward the north end of Gloucester Road, displaying features such as openwork timber porches and render atop windows. There is a higher concentration of gabled fronts on Gloucester Road and also Ormond Avenue than on the other streets. The north end of Gloucester Road retains mature street trees and the other streets are planted with younger specimens.

### The Ormonds

Cardinal's Walk retains the feature of a pavement edged with a grass verge incorporating trees at intervals which adds to its character. This feature once also existed on Gloucester Road, Ormond Drive and Ormond Crescent, as indicated by the tarmac verge to the pavements there.

Ormond Avenue has a higher proportion of large, detached houses, some of which are detailed with applied timbering and bow fronts as well as retaining its mature street trees.

Manor Gardens is placed around a green with mature trees and has an eclectic character due to much variation in the housing.

On Scott's Drive mid twentieth century detached housing is evident, in red brick with hung tiles. There is a coherent character arising from the matching houses and the front gardens, which have brick-paved driveways alternating with areas of lawn.

### Dominant Materials and Features

Characteristic features and materials include: red brick, render, stock brick, hipped roofs covered with clay tiles, slate roof covering, applied timbering, bow fronts, chimneys, timber casements, uPVC casements, dwarf red brick front garden walls, mature garden planting and street trees.

### Threats from Development

- Replacement of historic windows and doors with those of modern materials (uPVC) or designs that do not follow the original glazing pattern and opening style.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the residential character of the area and regularity of the terraces, and results in a loss of decorative detail.
- Roof lights on front roof slopes which interrupt the regularity of the terraces.

### Opportunities

- Maintain and improve front gardens.
- This character area retains the characteristic interwar feature of pavements incorporating green verges and there are opportunities to replace this where it has been lost (e.g. Gloucester Road, Ormond Drive and Ormond Crescent).



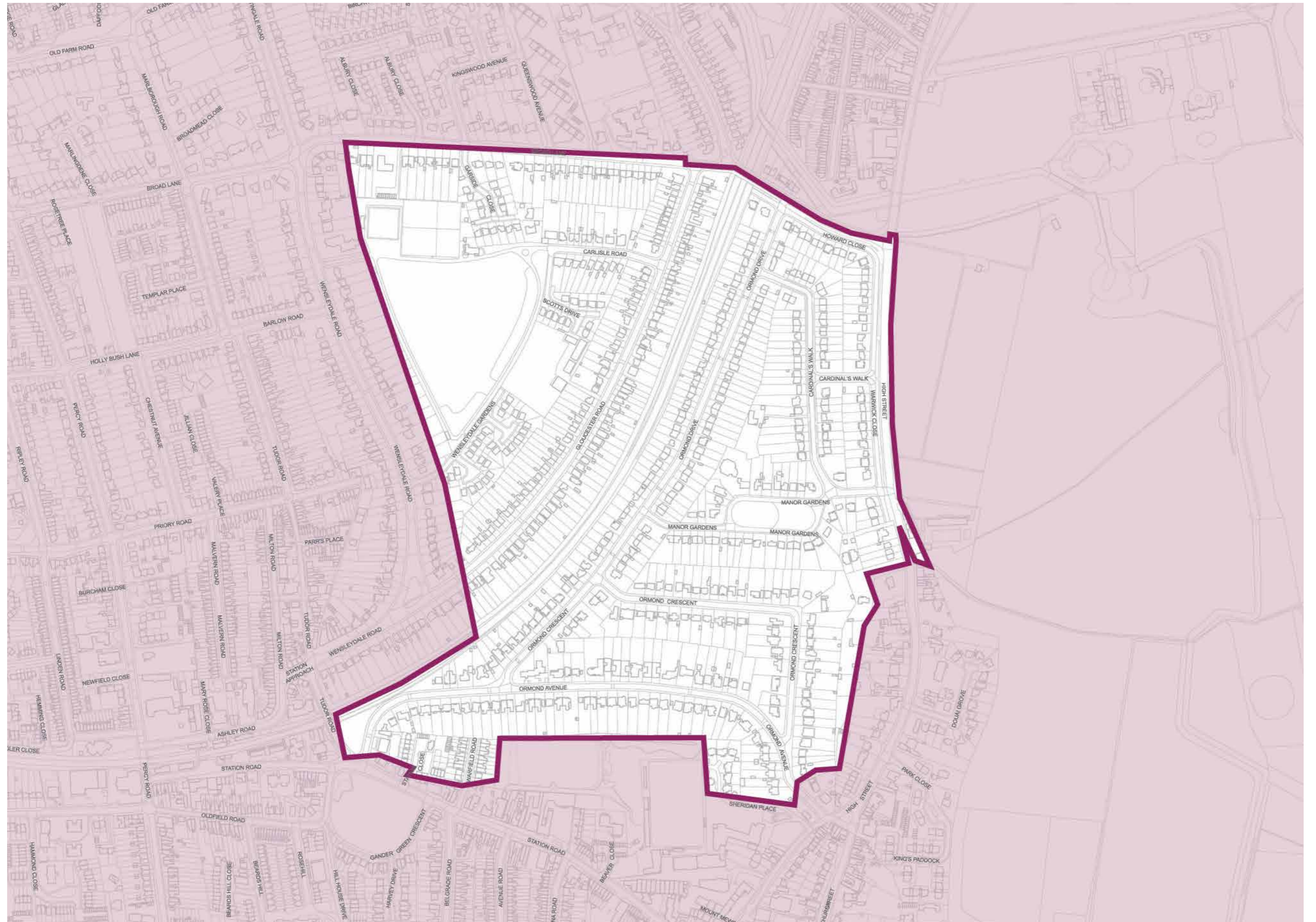
Gloucester Road



Gloucester Road



Ormond Crescent



Character Area 3: Gloucester Road and the Ormonds

# Character Area 4:

## Hampton Village Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

Hampton Village Conservation Area is situated on the junction of the road from Sunbury to Kingston with the road leading north to Twickenham following the west boundary of Bushy Park. The River Thames forms a barrier to the south and Bushy Park has similarly restricted growth to the east. The Hampton Village Conservation Area was designated in 1969 and was further extended in 1982 and 1991. It adjoins Hampton Court Green and Bushy Park Conservation Areas to the east.

The Conservation Area contains four distinct sub-areas: the old Village Core, Station Road, the riverside and the Waterworks.

### The Village Core

The Village Core is centred on Church Street, High Street and Thames Street, and this area contains a major part of the early development of Hampton. Although maintaining its village character, Hampton lacks a strong and accessible focus due to the nature of the A308 road. Thames Street acts as a further division between the River and the village. High Street and Church Street contain many listed buildings, some behind high boundary walls; others in the centre of Hampton stand to the back of the pavement. The junction of these two roads now acts as the village centre.

### Station Road

Station Road is composed of eighteenth and nineteenth century mixed residential and commercial properties and lies adjacent to the railway station. It contains shopping, commercial and community services in a clearly defined local centre

between Plevna Road and Belgrade Road. It also contains a number of shops whose frontages are worthy of retention.

Recent development along Station Road includes the modern brick built housing, separating Hampton Village Green and Sunbury Road. Comprised of two and three storey townhouses, these properties successfully incorporate traditional features, including red stock brick, white painted barge boards and decorative string courses

A large group of nineteenth century unaltered properties between Rosehill and Beard's Hill is an early example of local authority housing. Oldfield Road contains several late nineteenth century houses with stucco features. Single storey War Memorial cottages stand in a key position on the bend of this road.

### The Riverside

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. 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; representing a tight knit pattern of development.

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 square, St Mary's Church Tower. Riverside gardens exist from Benn's Alley and Garrick's Lawn which extends public access to the riverside. Terrace Gardens



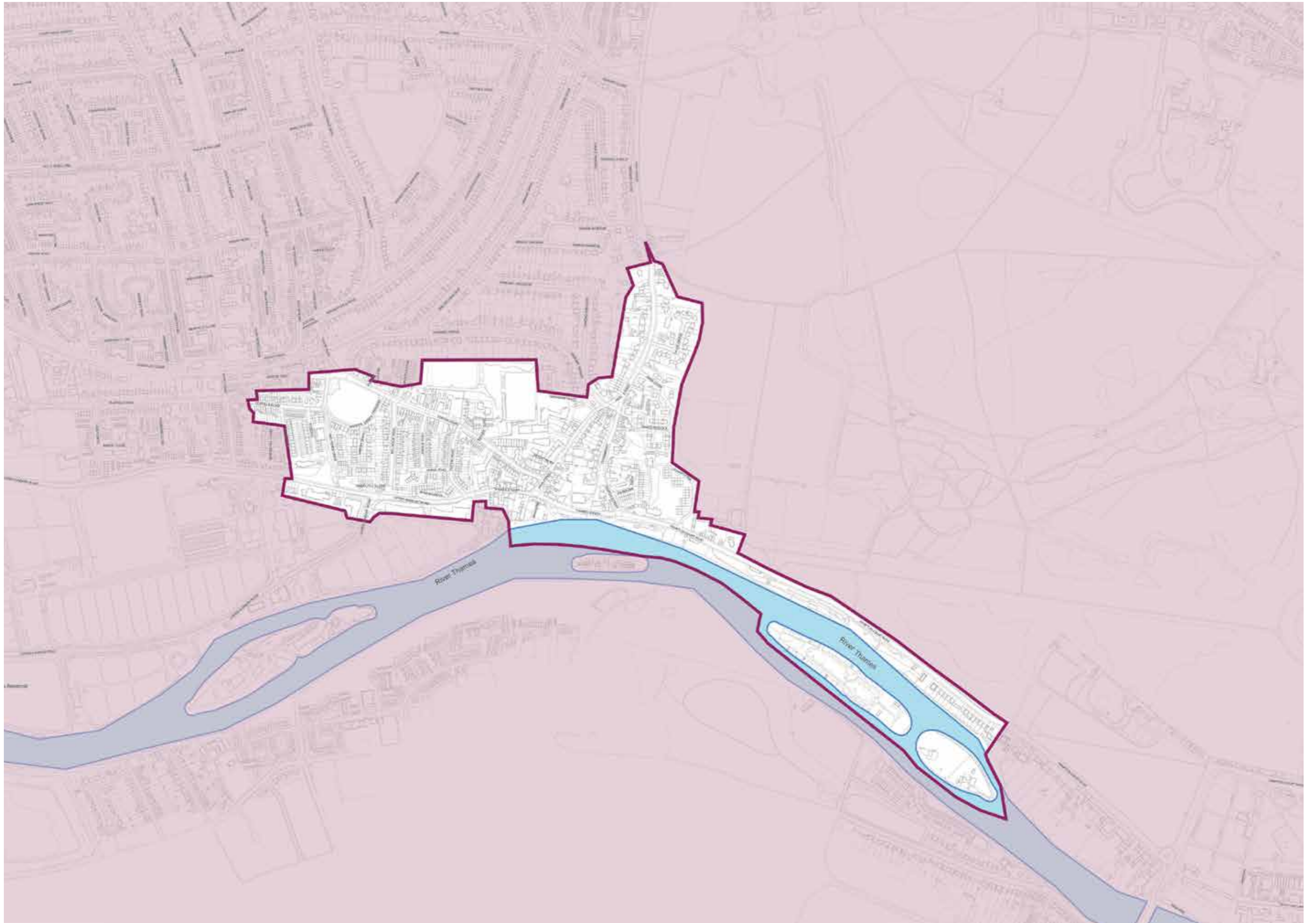
Station Road



Gander Green Crescent



Station Close



Character Area 4: Hampton Village Conservation Area

forms a linear park bordering the River Thames. Boat building and storage continue on the river at Constable's Boatyard.

### Upper Sunbury Road and Waterworks

Hampton Waterworks stand at the entrance to Hampton Village both by the River and from Sunbury Road. It features several mid-Victorian gault brick pumping houses situated behind iron railings and perimeter planting, acting as local landmarks and contributing to the character of Hampton. A number of these are listed buildings which were originally engine pump houses.

Opposite the original Waterworks building stands Hampton Library, a distinctive Victorian three storey building which has retained many original features including white painted string courses and six of six sash windows. The building is set in an attractive landscaped setting framed by the topography of the area.

### Dominant materials and features

Characteristic materials and features include: mixed residential and commercial properties, consisting of terraces, large detached and semi-detached townhouses, listed buildings lying adjacent to the River, historic architecture reflecting the form of Hampton Court Palace, St Mary's Church and Hampton Waterworks. Victorian architecture is evident, retaining original features such as London stock brickwork, slate roofs and original wooden sash windows.

### Threats from Development

- 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 paving.
- Domination of traffic and poor pedestrian safety leading to clutter of signage and street furniture.
- Loss of original or quality shopfronts and insensitive alterations and advertisement.

### Opportunities

- 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 paving.
- Improvement of highways conditions, pedestrian convenience and rationalisation of existing signage and street furniture.
- Retain and improve the quality of shopfronts and advertisements.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: <http://www.richmond.gov.uk/hamptonvillagestudy.pdf>





# Character Area 5:

## Hampton Court Green Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

Hampton Court Green Conservation Area is a linear area situated along approach and perimeter roads to Hampton Court Palace. It is contained by Hampton Village, Hampton Wick, Hampton Court Park and Bushy Park Conservation Areas.

Hampton Court Green, located in front of Hampton Court Palace is often used for festivals and funfairs, overflow car parking for Palace visitors and during events such as Hampton Court flower show.

Hampton Court House, an eighteenth century building, lies north of the green and includes a historic garden which is now included by Historic England in the register of Historic Parks and Gardens of Special Interest.

The area has a historic landscape and is recognised for its built environment of architectural and historic importance, including the Old Court House, the Royal Mews, and the adjoining barn. The Conservation Area is bisected by the A308 which is an increasingly busy road that serves to isolate the Palace from its immediate surroundings.

The ribbon development of Hampton Court Road is mainly residential but sporadic development gives way to more intensely developed commercial frontages in the vicinity of the Palace, increasing the feeling of activity. The scale, however, remains strictly domestic.

A large number of buildings along Hampton Court Road are listed. The most important group of buildings lies at the junction of the approach to

Hampton Court Bridge and Hampton Court Road. These buildings provided accommodation for court officials from the late seventeenth century. The adjacent Hampton Court Bridge (Grade II listed) provides panoramic views towards the palace.

### Dominant Materials and features

Characteristic features and materials include: long garden frontages, mixture of brick boundary walls, railings and gates.

### Threats from Development

- 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 paving.
- Domination of traffic and poor pedestrian safety leading to clutter of signage and street furniture.
- Loss of greenery and mature trees

### Opportunities

- Improvement and protection of river and landscape setting.
- Preservation, enhancement and reinstatement of architectural quality and unity.
- Retain and enhance front boundary treatments.

- Coordination of colour and design and improvement in quality of street furniture and paving.
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: [http://www.richmond.gov.uk/hampton\\_crt\\_green.jpg](http://www.richmond.gov.uk/hampton_crt_green.jpg)



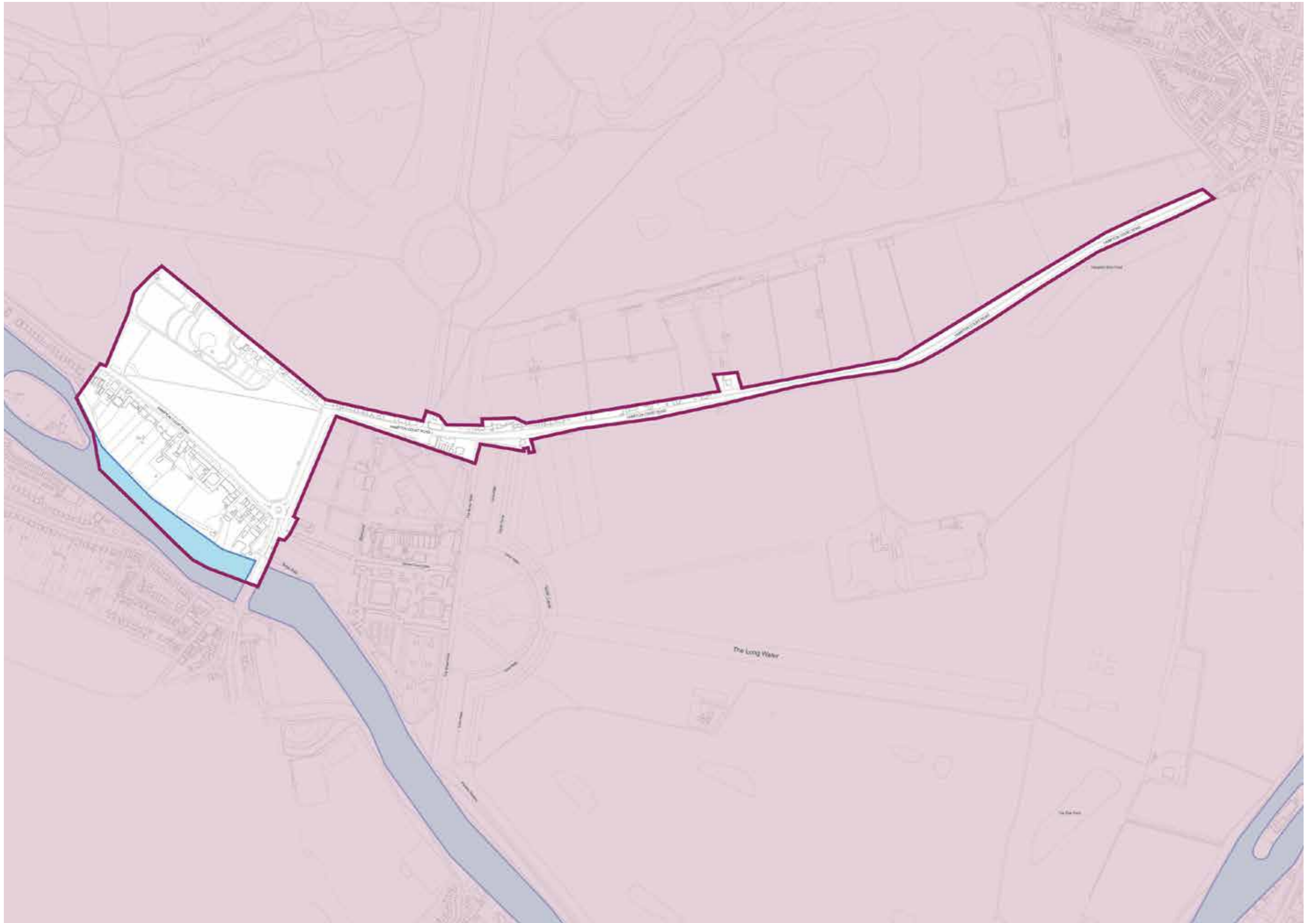
Hampton Court Road



Hampton Court Road



Hampton Court Green



Character Area 5: Hampton Court Green Conservation Area

# Character Area 6:

## Hampton Court Park Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

Hampton Court Park Conservation Area is situated on the north bank of the River Thames, to the south of Bushy Park and the east of Hampton Court Palace.

Hampton Court Palace is a scheduled Ancient Monument and a listed Grade I building. The Palace and the line of the Longford River are noted as being of archaeological potential. The main focus of the Palace Gardens lies east of the Palace beyond the Broad Walk to the Fountain Garden surrounded by a semi-circle of lime trees.

Hampton Court Park (often referred to as Home Park) is a public open space covering 705 acres. The park is of national and international importance as a historic area of parkland and its setting to Hampton Court Palace.

Hampton Court Park is a well-defined and extensive area of open space with a distinct physical identity, contained by the River and Hampton Court Road. In September 2014 part of the park was designated a biological Site of Special Scientific Interest (SSSI) due to its internationally significant populations of rare insects, the exceptionally large numbers of ancient and veteran trees growing on the site, and the presence of extensive areas of special grassland habitat.

The informal landscape of the park is overlain with the discipline of three radiating avenues with the central avenue bordering the Long Water Avenue which were restored in a conservation project circa 1987. All three avenues are linked by a fourth completing a vast equilateral triangle of trees.

Vistas framed by these avenues extend beyond the confines of the park and contribute also to the setting of the palace.

The Barge Walk towpath from Kingston Bridge to Hampton Court Bridge outside the walls of the park offers an uninterrupted riverside walk of great quality. Three unaltered walled paddocks survive adjacent to Hampton Court Road as a relic of the recreational pursuit of the monarch.

The three main buildings of historic interest in the Park are Stud House and The Pavillion (private residences) and the Ice House near Hampton Wick Gate which is also not open to the public. The historic boundary walls and railings to the park are also of historic significance and provide containment and enclosure to the open space, and heightens its significance and the pleasure of glimpsed views. From outside the park these walls also provide a continuous and defining local reference.

A golf course occupies a large area in the south of the Park, but is not physically enclosed and merges with the Park. The Park also has a herd of around 300 fallow deer which are important in maintaining the Park's grasslands, including one of its key ecological features, acid grassland. Each summer, around 24 acres of the Park are occupied by the Hampton Court Flower Show.

### Dominant Materials and Features

Characteristic materials and features include: historic boundary walls and railings (listed Grade II), Tudor brickwork (red brick).

### Threats from Development

- 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 mature trees.

### Opportunities

- Improvement and protection of river and landscape setting.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)



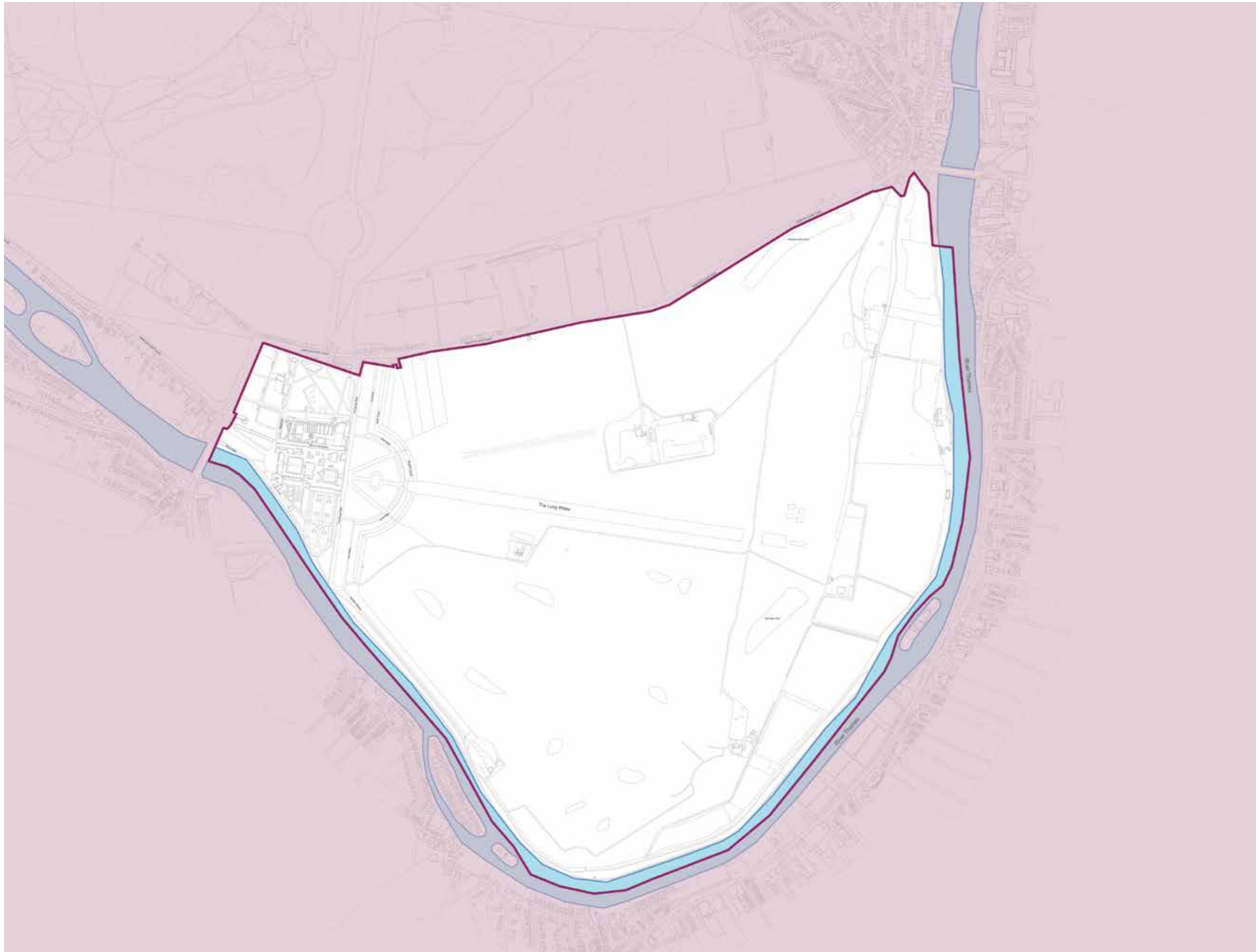
The Ice House, Hampton Court Park



Hampton Court Park



The Stud House, Hampton Court Park



Character Area 6: Hampton Court Park Conservation Area

# Character Area 7:

## Platt's Eyot Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

Platt's Eyot Conservation Area is an island in the River Thames situated to the south of Hampton Waterworks and Hampton Village and only accessible by bridge from the northern Hampton bank. The Eyot contributes to the special character of the area, derived from its river related industrial activities.

The site is of industrial use and mainly consists of storage, office space and moorings. The site offers an unusual nature and character with two very different distinctive areas with a steep wooded boundary rising up to a plateau in the west, and sloping down to the river slipways and boatyard in the east.

The east of the area houses a key group of industrial buildings including the three remaining listed boathouses, the Edwardian brick built Tagg's House offices and ancillary structures such as the former alternator house and working cranes, which all contribute to the very individual character of this island. The distinctive wooden former canteen building at the eastern prow of the island and suspension bridge are both landmark structures on the river. The presence and activity of river craft to the east of the island makes it a lot less peaceful than the more natural west.

The western area of the island offers a sharp contrast between the modern and functional industrial character of the low rise units located in central plateau of the island and the more private and overgrown area to the extreme west.

The area to the extreme west is heavily wooded and offers steep banks providing a refuge for wildlife. As part of the River Thames and Islands Site of Metropolitan Importance for Nature Conservation the site is recognised as forming a vital corridor of habitat spanning the Capital. The area to the west of the Conservation Area is also included within the Green Belt.

### Threats from Development

- Development pressure, particularly for excessive residential development, which may harm the informal character of the island and the balance of the river landscape-dominated setting.
- Decline in the mixed use and vitality of the island's character.
- Poor condition of historic buildings and the loss of traditional architectural features, materials and industrial heritage features due to unsympathetic alterations.

### Opportunities

- Improvement and protection of river and landscape setting.
- Retain the mixed use and vitality of the island's economy.
- Preservation, enhancement and reinstatement of historic buildings and features, architectural quality and unity.
- Areas identified for environmental improvement include: Environs of Tagg's House and Boatyard, Hampton Bank Car Park.

Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)

Conservation Area Study: <http://www.richmond.gov.uk/plattseyotstudy58.pdf>



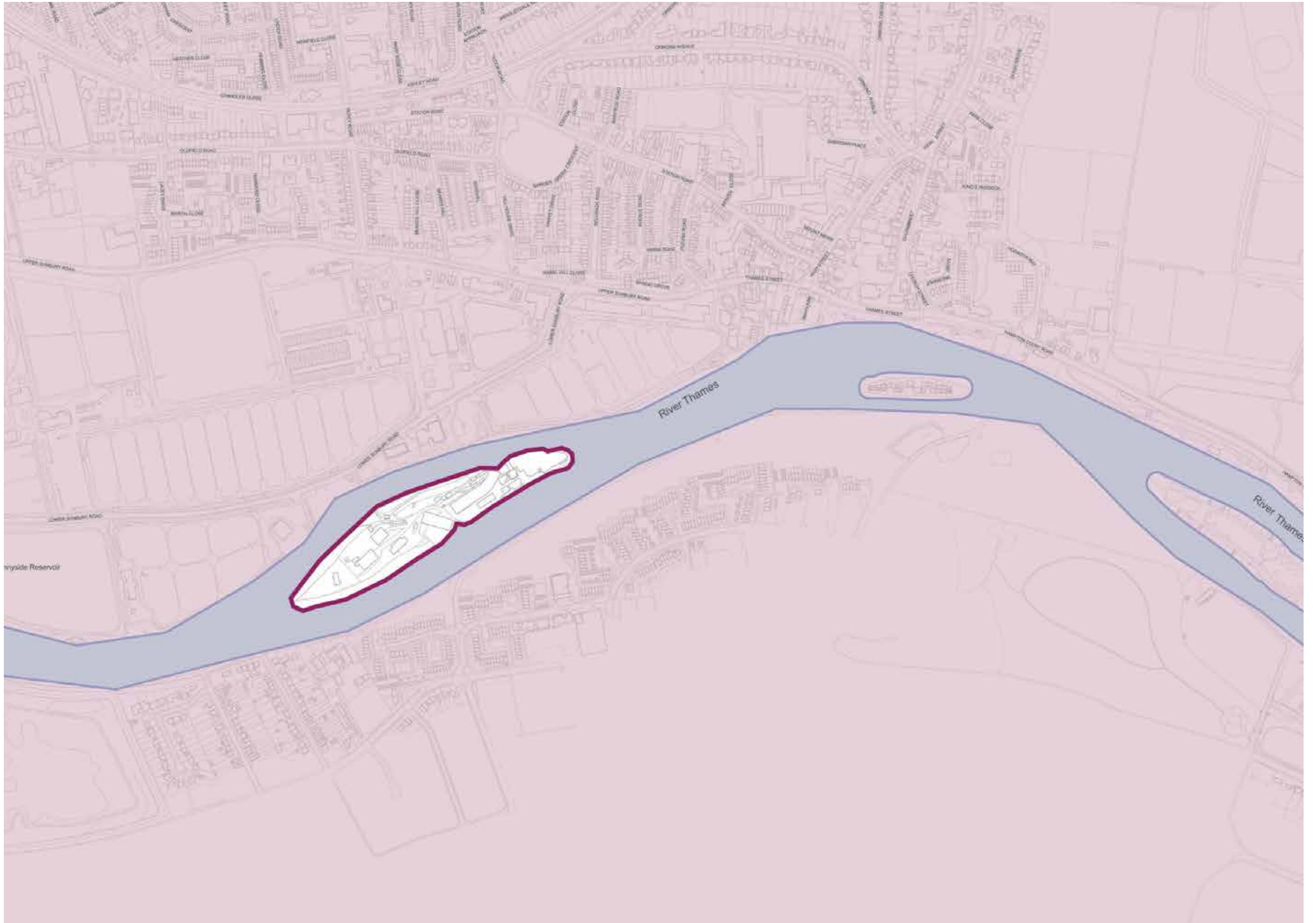
Platts Eyot



View from Platt's Eyot across the River Thames



Platts Eyot



Character Area 7: Platt's Eyot Conservation Area

# Character Area 8:

## Hampton Waterworks

### Character Summary

This character area borders the River Thames and is situated to the south west of the Hampton Conservation Area. It extends west up to the boundary with Surrey. The area is largely covered by extensive infrastructure associated with Hampton Waterworks.

The Hampton Waterworks presents an impressive sequence of historic pump houses, arranged in regular intervals along Upper Sunbury Road. The Waterworks is still in use and the large reservoirs and filter beds that stretch down to the River Thames are fenced off yet visible from the main roads, presenting an open aspect that contrasts with the built-up areas to the north.

The Waterworks site is bounded by the busy Upper Sunbury Road (A308) where fast moving traffic dominates the environment. Further north, there is very little through traffic and the character is more rural and quieter. The north west corner of the character area includes the green space of Hydes Field (it extends over the Surrey border where there is a reservoir). It is characterised by thick woodland, but with clearings for recreational facilities including a football pitch and rifle club. However, the woods are not accessible from Oldfield Road due to a continuous line of fencing.

Within the Waterworks historically there has been a narrow gauge railway which formed part of the Metropolitan Water Board (MWB) Railway. Closed in 1945, the railway was reopened on 2013 as the Hampton & Kempton Waterworks steam railway.

### Dominant Materials and Features

Characteristic features and materials include: reservoirs, mature trees, metal fences, stock brick, red brick, render and clay tiled or slate roofs.

### Threats from Development

- Despite the green, open aspect of much of the area there is a proliferation of fencing which not only restricts movement but is often visually obtrusive as well.
- Development which harms and diminishes the industrial character of the buildings.

### Opportunities

- There is an opportunity to enhance the character of the area by removing or redesigning fencing to improve accessibility and visual appearance. (NB. the historic railings near to the listed pump houses already make a positive contribution to the character.)
- The historic Hampton Waterworks is a remarkable site but only the pump houses are protected by designation (Grade II) and there is therefore an opportunity to consider whether some of the open areas, reservoirs and filter beds for instance also warrant some kind of designation for their historic interest and open aspect.



Hampton Waterworks

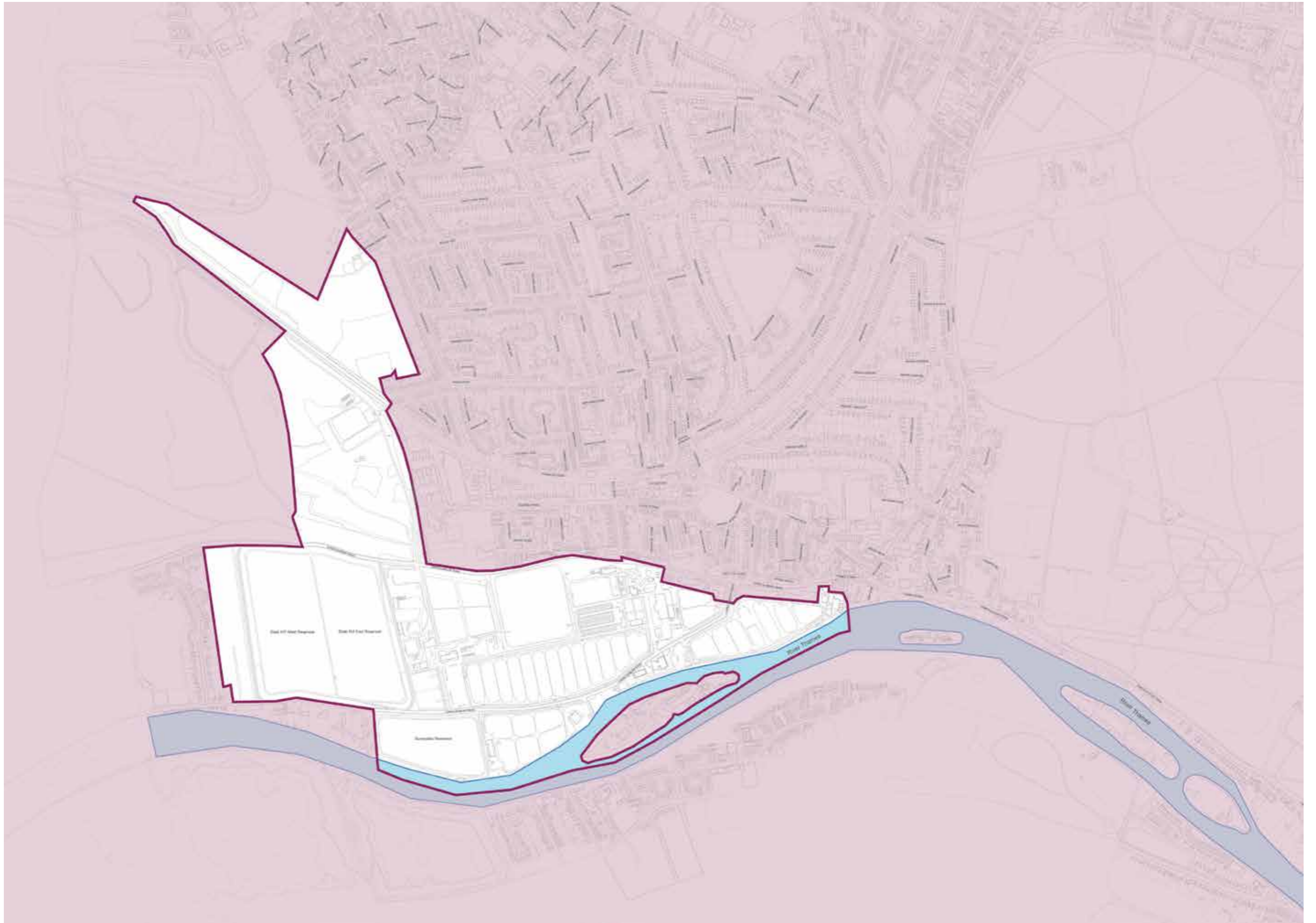


Thames Water Hampton Waterworks



Upper Sunbury Road





Character Area 8: Hampton Waterworks

# Character Area 9:

## Oldfield Road

### Character Summary

This character area is north of Upper Sunbury Road (A308), east of Oldfield Road, west of Percy Road and south of the railway line. The railway and the busy A308 act as barriers to movement and consequently the rest of the area is relatively quiet with little through traffic. The character of the urban form is very mixed due to a combination of housing and business uses.

### Estate Core

The core of the area is a quiet residential estate dating from the mid-twentieth century, clustered around Lacey Drive, Mason Close and Hammond Close. The short terraces are generally one or two storeys in height and characterised by traditional materials, particularly red brick and hung tiles, with pitched tiled roofs. They are set in generous public lawns that are well kept and incorporate flower beds and trees.

### Percy Road

Outside the estate core the character changes. There are rows of interwar semi-detached houses on Percy Roads with features like bow-fronts, timbered gable and oriel windows, finished in red brick, pebble-dash or render and clay tile roofs.

### Oldfield Road

As with Percy Road, the eastern end of Oldfield Road contains a number of distinct interwar semi-detached houses. Further west is St Mary's Hampton Primary School, set in playing fields with mature trees. To the north there are business parks on Oldfield Road characterised by large sheds set in areas of car parking. This is a quieter area with very little through traffic, but with much boundary fencing which detracts from the abundant greenery. There are also large buildings at the east end of Oldfield Road including a supermarket in stock brick with pitched roofs set in a car park.

### Dominant Materials and Features

Characteristic features and materials include: red brick, stock brick, pebble-dash, render, hung tiles, hipped roofs with clay tiles, chimneys, timber casements, uPVC casements, public lawns with flower beds, street trees and metal fences.

### Threats from Development

- Replacement of historic windows and doors with those of modern materials (uPVC) or designs that do not follow the original glazing pattern and opening style.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the residential character of the area and regularity of the terraces, and results in a loss of decorative detail.
- Parts of the area, such as the west end of Oldfield Road, retain a semi-rural character that in places is compromised by large buildings that have not been designed to complement this character.

### Opportunities

- Maintain and improve front gardens and boundary treatments.
- Toward the east end of Oldfield Road there is an opportunity to enhance the semi-rural character by removing or redesigning fencing to improve accessibility and visual appearance.



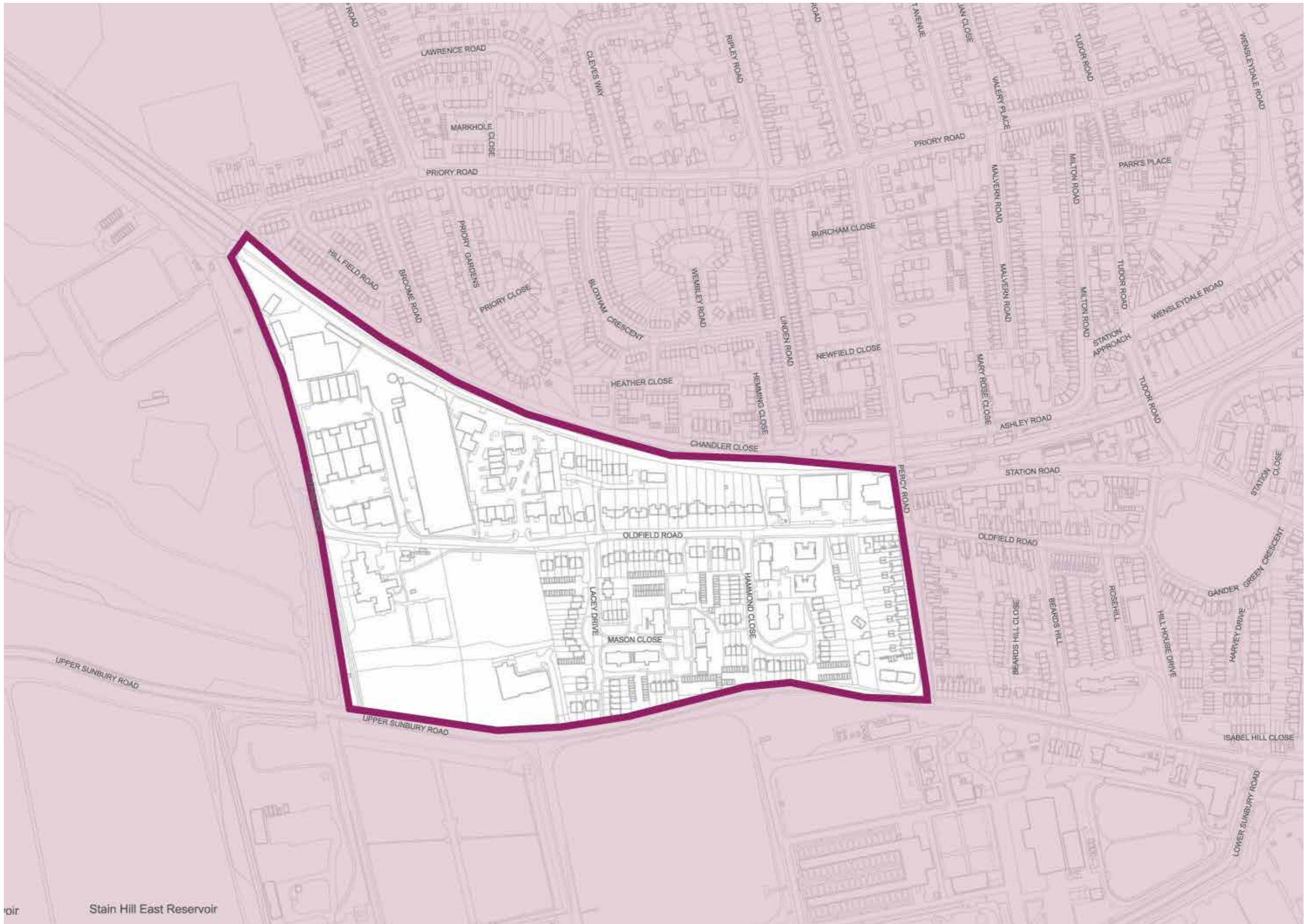
Oldfield Road



Oldfield Road



Percy Road



Stain Hill East Reservoir

Character Area 9: Oldfield Road

# Character Area 10:

## Priory Road West

### Character Summary

This character area is south of Broad Lane and north of the railway line, with green space and allotments to the west and Percy Road to the east. This character area has quite a consistent character that comes from the high concentration of interwar houses, with a number of short runs of terraced houses on Holly Bush Road and Bloxham Crescent but mostly comprising of semi-detached houses with pitched roofs and other traditional details, arranged around cul-de-sac and short, straight streets.

The area is defined pre-dominantly by properties built during the Interwar period, some built in the early 1930s being brick built. Later Interwar housing in the area has facades of pebble-dash but these are nearly all now over painted, generally in off-white colours (Hill Field Road, Bloxham Crescent, Wembley Road, Priory Road and Broom Road).

Front garden boundary treatments were originally timber picket fences, again lending some uniformity, though some have been replaced in brick. Houses invariably have pitched roofs with slates or tiles and clay chimney pots.

Despite the consistency of character there is some variation from street to street, with some houses in red brick with render to the upper floor (Cleve's Way and Westbrooke Avenue) or red brick with hung tiles (Priory Gardens). Those on Lawrence Road have bow-fronted gables and distinctive undulating pebble-dash dwarf walls to the front gardens, only some of which now remain. Likewise, Cambridge Road, which has pebble-dashed houses, is made distinctive by the surviving front garden brick dwarf walls with a stepped profile.

Some of the Interwar properties in this area have retained original features including Mock-

Tudor detailing, original front doors and window casements, with some retaining front gardens and resisting forecourt parking.

Holly Bush Lane's mature trees and wide setting help improve the quality of the environment, minimising the impact of property alterations and loss of original features.

Owing to its length, Hatherop Road has a variety of these house types. Its most characteristic feature is the grass verge incorporated into the pavement with trees at intervals, a feature also found on Bloxham Crescent, Falcon Road and Holly Bush Lane, but in other places it has been removed and replaced with a tarmac strip (e.g. Priory Road and Cambridge Road).

### Dominant Materials and Features

Characteristic features and materials include: red brick, pebble-dashing, render, stock brick, hipped roofs covered with clay tiles, slate roof covering, chimneys, timber casements, chimneys, uPVC casements, dwarf front gardens walls in red brick, pebble-dash or timber picket fences, mature garden planting, pavements with planted verges and street trees.

### Threats from Development

- Replacement of historic windows and doors with those of modern materials (uPVC) or designs that do not follow the original glazing pattern and opening style.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the residential character of the area and regularity of the streets, and results in a loss of decorative detail.
- The loss of greenery and mature trees.
- Rooflights on front roof slopes which interrupt

the regularity of the terraces.

### Opportunities

- Maintain and improve front gardens.
- On streets laid out with a consistent front garden boundary treatment (e.g. picket fences, dwarf walls with a stepped or undulating profile, or other) there are opportunities to reinstate the original treatment where it has been altered.
- This character area retains the characteristic interwar feature of pavements incorporating green verges and there are opportunities to replace this where it has been lost (e.g. Priory Road and Cambridge Road) and improve other poor quality pavements (e.g. Westbrook Avenue).



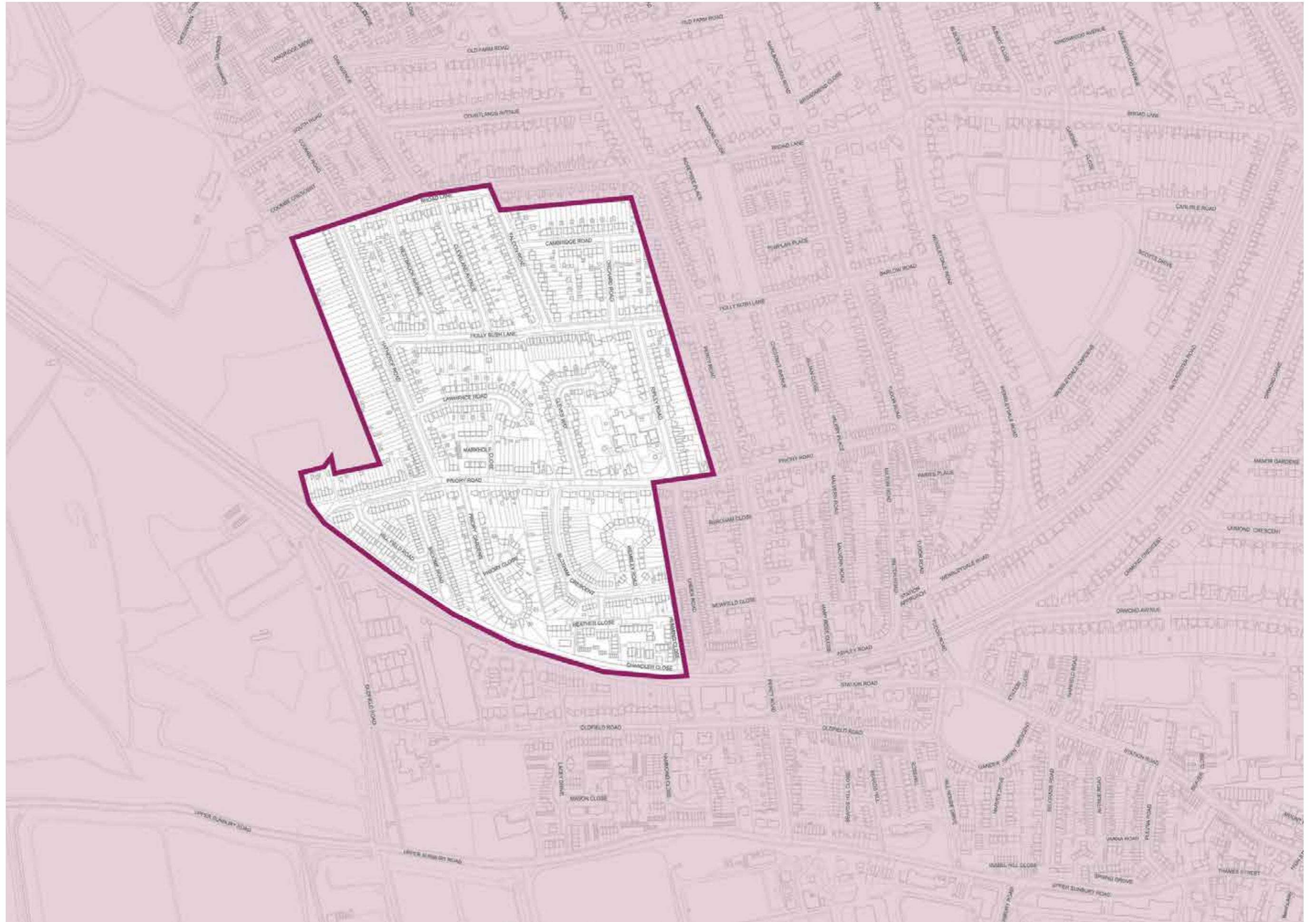
Holly Bush Lane



Hatherop Road



Holly Bush Lane



Character Area 10: Prory Road West

# Character Area 11:

## Priory Road East and Surroundings

### Character Summary

This character area is in the centre of Hampton. It is bounded by Old Farm Road and part of Acacia Road to the north, Wensleydale Road and Nightingale Road to the east and Percy Road and Oak Avenue to the west, stretching down to Upper Sunbury Road (A308). This area includes Hampton Railway Station, around which there is a tighter urban grain. Percy Road is the main north to south route through the area where Hampton Junior School, built in the Queen Anne Revival style, is the focal point along this road.

In general the area is characterised by regularly arranged residential streets in generous plots and a number of local shopping parades. The predominant periods of housing are stretches of interwar along the streets bordering this character area (e.g. Wensleydale Road was laid out by 1915 but the housing is interwar) and within the area, including late-Victorian/Edwardian architectural styles.

The start of Priory Road is marked by a group of four large houses built in the Queen Anne Revival style, dating from the Edwardian period. These houses are formed of stock brick with red brick dressing on the corners and around the window openings, porches and half hipped roofs with gablets and gables are evident, both covered in clay roof tiles. The hips and ridges have clay two-hole decorative ridge tiles and finials; these elements are duplicated on other houses along the road. These houses have attractive, well-tended front gardens. At the opposite end of Priory Road are Edwardian terraced cottages, which continue along neighbouring streets. These two storey houses are built from stock brick with red brick dressings and slate-covered pitched roofs. Each has a small porch, and canted bay window with slate roof. Opposite sits a small, attractive parade of shops which further adds to the character of this area.

The south end of Nightingale Road features late-nineteenth century semi-detached houses. These are built from stock brick, and are two bays wide with a bay window at ground floor, they have sash windows, hipped roofs and long thin chimney stacks. They have attractive front gardens and uniform garden walls.

Wensleydale Road supports an array of attractive buildings from the Victorian, Edwardian and interwar periods, all set in large plots. The streets character is enhanced by distinctive plane trees running the length of the road.

Around the railway station is a small commercial hub (including a couple of interwar shopping parades). Pedestrian and vehicular traffic is concentrated in this area. Some of the properties in the area around Station Approach are not well maintained and distract from the welcoming, residential character and appearance of the rest of this area.

### Dominant Materials and Features

Characteristic materials and features include: red brick walls, self-coloured render, clay roof tiles, stock brick garden walls, concrete paving stones, tarmac paving, plane trees, mature deciduous trees and hedges.

### Threats from Development

- Replacement of historic windows and doors with those of modern materials (uPVC) or designs that do not follow the original glazing pattern and opening style. e.g. modern windows with thick glazing bars on the late-nineteenth century houses on Nightingale Road.
- Mix of paving surface materials detract from well-maintained and presented houses.
- Removal of front garden boundaries and replacement with different design/material

(often to provide vehicular parking). This undermines the quiet residential character of the area and regularity of the terraces, and results in a loss of decorative detail.

### Opportunities

- Preserve the character and appearance of:
  - Late nineteenth century houses at the southern end of Nightingale Road
  - The four large houses on Priory Road, between Percy Road and Chestnut Avenue.
- Maintain and enhance small parades of shops.
- Improve paving and pedestrian safety and circulation around the parades of shops on Station Approach, the end of Mitton Road and the end of Wensleydale Road.
- The development of Crossrail 2 will provide additional opportunities to appropriately enhance features in and around Hampton Station.



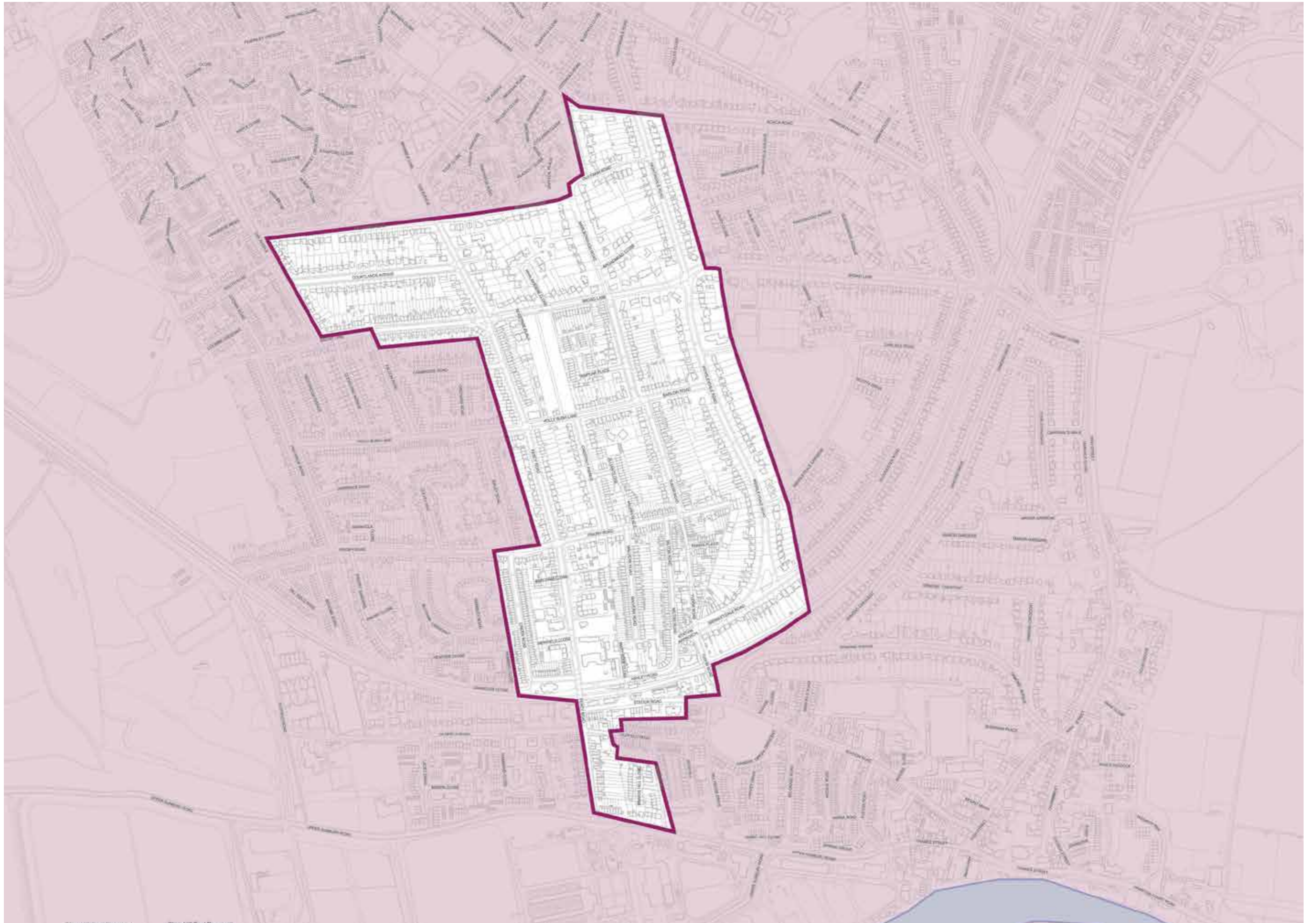
Priory Road



Nightingale Road



Wensleydale Road



Character Area 11: Priory Road East and Surroundings

# Character Area 12:

## Oak Avenue Estates

### Character Summary

This character area occupies the north west part of Hampton. Buckingham Road runs along the eastern boundary of the area, The Avenue is to the south, and the area's western boundary is marked by open green space including Twickenham Rugby Football Club. The area is characterised by relatively dense housing but also has a good distribution of green space and trees throughout.

Oak Avenue is the main route through the area, running in a north to south direction, branching from which are small quiet residential access roads and culs-de-sac lined with grass verges, trees and hedges. These are in turn connected by a network of passages and cycle routes. Generally the houses are detached and formed of two storeys, built in stock brick (often with the use of stained weather boarding on the upper storey) and have pitched roofs covered with clay tiles, windows are uPVC casements; often with a smaller window with frosted glazing for the bathroom. The designs of houses are consistent along a cul-de-sac but there is slight variation in style throughout the estate. The whole area retains the same quiet, family-orientated character. The houses along Oak Avenue are generally larger and of more individual styles.

Hampton Square, located off The Avenue supports an array of community facilities including, Hampton Youth Project and Tangle Park Children's Centre. These are in the same part as Sainsbury's supermarket, lending a busier atmosphere to this otherwise quiet character area.

The large Hampton Common was developed from former nursery land and lends a rural character to the area and the whole area is often referred to as Nurserylands. There are a number of smaller public green spaces scattered throughout this area; several are accompanied by attractive black name and

information signs produced by the London Borough of Richmond upon Thames.

### Dominant Materials and Features

Characteristic materials and features include: stock brick, red brick, clay roof tiles, concrete paving stones, concrete paving, cycle lanes, green spaces including large common and smaller curb-side plots.

### Threats from Development

- Cluttering of street furniture in the housing estate.
- Removal of front garden boundaries and replacement with different design/material (often to provide vehicular parking). This undermines the quiet residential character of the area and regularity of the terraces, and results in a loss of decorative detail.

### Opportunities

- Continue the use and maintenance of the Hampton Common asset.
- Street signs could be upgraded.



Fearnleigh Crescent

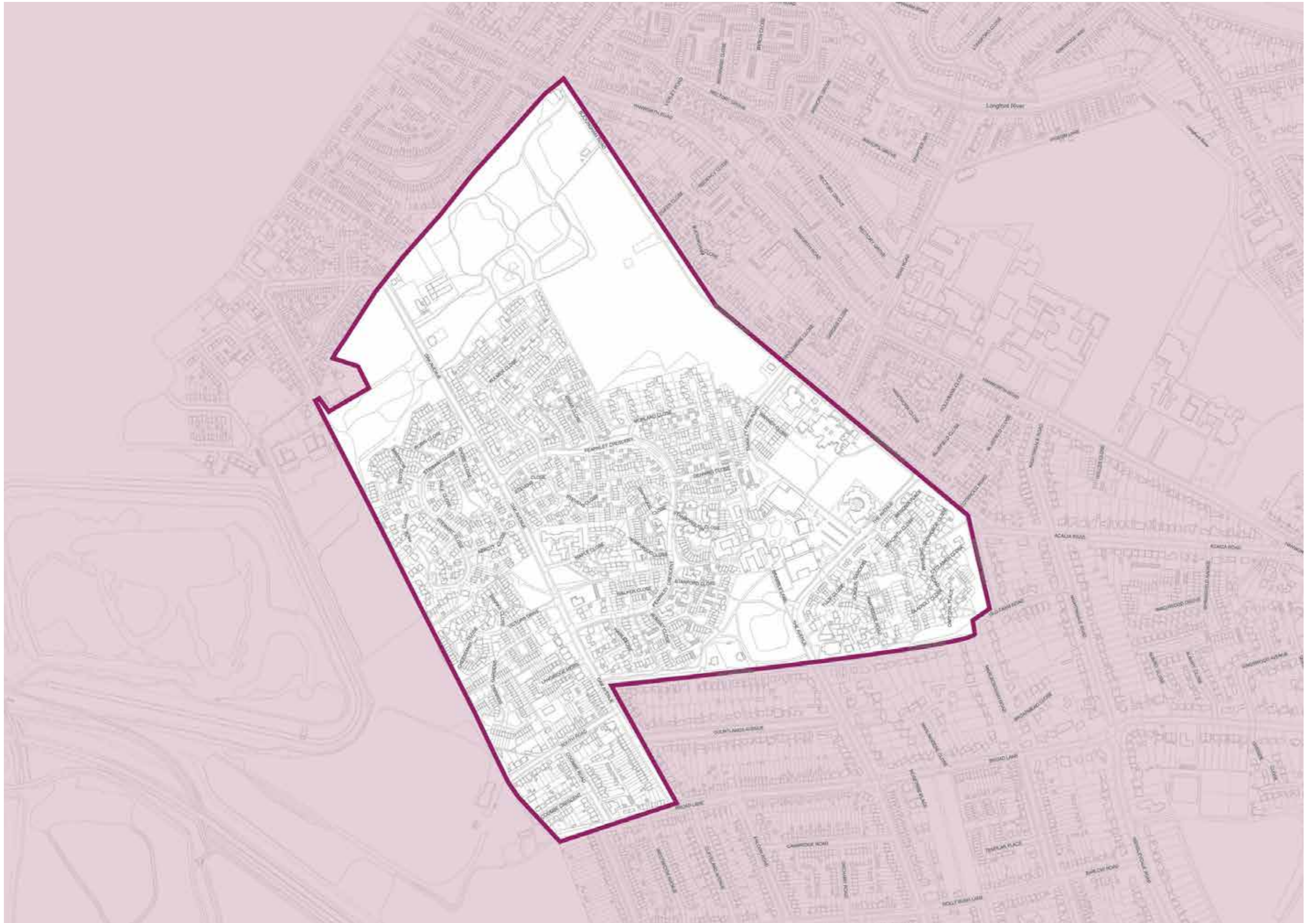


Briar Close



Victors Drive





Character Area 12: Oak Avenue Estates

# Character Area 13:

## Hanworth Road Conservation Area

This section provides a summary of the main characteristics of the Conservation Area. More detailed information can be viewed using the link provided below.

### Character Summary

This Conservation Area is a residential area situated along a main thoroughfare running north west / south east and linking this Borough with Hounslow to the west and acting as a gateway to the Borough from this direction.

To the west of Hanworth Road this area is dominated by large detached properties dating from the end of the nineteenth and early twentieth century, with extensive mature gardens and trees to front and rear. Gaps between the villas allow for important views of the backdrop of trees from Hanworth Road.

The majority of older buildings are designated as Buildings of Townscape Merit. Although there has been much subsequent development in Hanworth Road, this group to the west retains a distinctive character which arises both from its architecture and the mature gardens. The larger villas are all of different designs but have a number of similarities in materials and detailing with some retaining original door and windows. Properties to the west of Hanworth Road have notably larger front gardens.

Smaller terraced houses are located on both sides of the north west end of Hanworth Road. These are of a simple, well-proportioned design with most retaining original joinery. Those on the west side of Hanworth road are late Victorian with those on the east side dated earlier and paired off in three and two units.

At the apex of the triangle formed by Hanworth Road and Buckingham Road there are three bungalows fronting onto Buckingham Road. These are

included for their group value the combined effect of their modest height and mature gardens (spanning across the two roads) complementing the open spaces in Buckingham Road.

Properties in Regency Close cul-de-sac and of the west side of Hanworth Road in the north of the Conservation Area are terraced with the majority painted white on the exterior.

### Dominant Materials and Features

- Larger detached properties on the west side of Hanworth Road - Red brick (some properties have their brickwork painted), gables, fretted bargeboards, chimneys, two storey or single storey bays, stone quoins, mullions, panels, brackets and lintels, and recessed or projecting porches.
- Smaller terraced houses to the north west end of Hanworth Road - Stock brick with red brick window and door arches with slate roof and end gabled and brick stacks, hipped gables roofs and stacks.

### Threats from Development

- Loss of traditional architectural features and materials due to unsympathetic alterations.

### Opportunities

- Preservation, enhancement and reinstatement of architectural quality and unity.

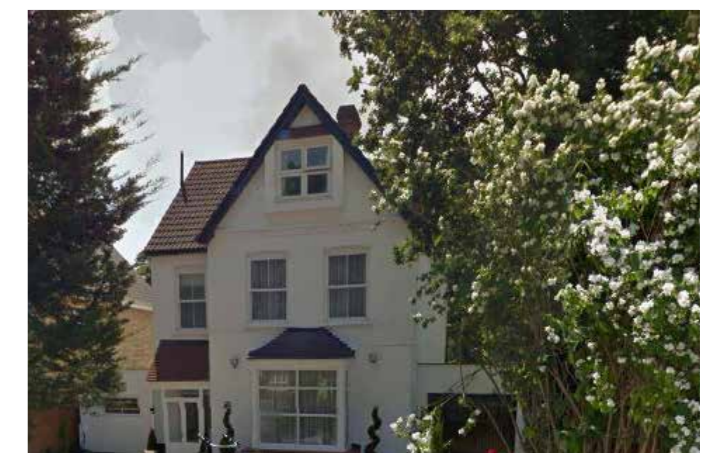
Conservation Area Statement: [http://www.richmond.gov.uk/home/services/planning/conservation\\_areas/conservation\\_area\\_statements.htm](http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm)



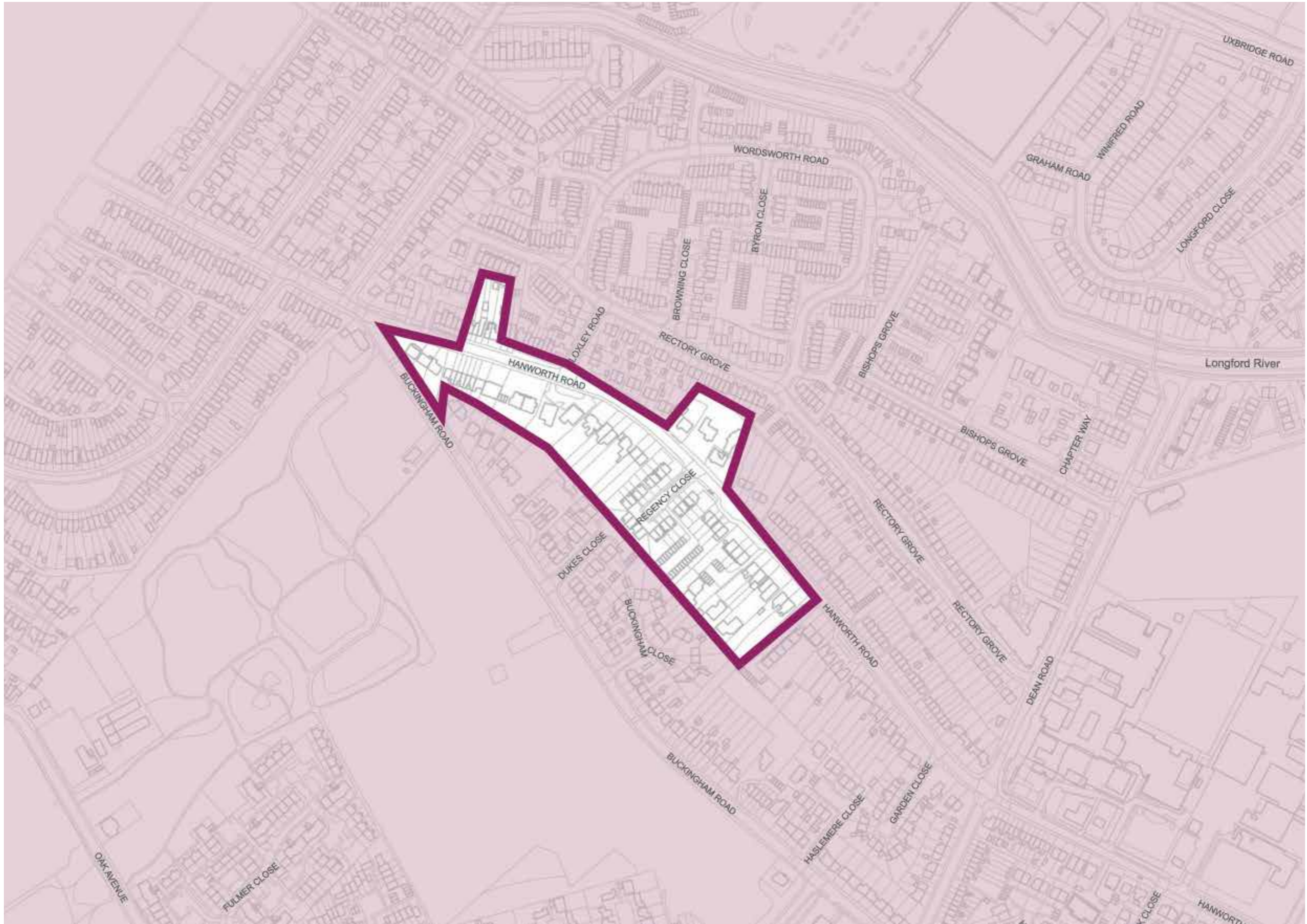
Regency Close



Hanworth Road



Hanworth Road



Character Area 13: Hanworth Road Conservation Area

# 7. Features and Materials

**The architectural features and palette of materials used in the construction and decoration of buildings are a large part of what makes up the character of an area. They vary depending on when and where a building was constructed. Even for buildings of the same period, subtle differences in construction materials can be what distinguish buildings in one part of the country from another, contributing to local distinctiveness.**

## Materials

Hampton includes a wide variety of historic buildings that define the character of the area, but mostly from the late nineteenth and twentieth century. The area utilises a palette of similar materials predominated in house building.

Using the correct materials (such as stock and red brick, clay tiles, slate and timber) is important for any repairs, alterations or extensions to existing buildings but also should be a consideration for any new development if it is to respect the context and character of the area. This is also important as traditional materials allow a building to 'breathe' (allow air to circulate and the materials to both absorb water when it rains and subsequently dry out).

Using modern, impervious materials can trap water and cause damp. Sourcing materials is very important, and it is always advisable to ask for samples that you can look at on site and compare with the palette of existing materials. In the context of historic buildings it is useful to look at the directory of specialist professionals on [www.buildingconservation.com](http://www.buildingconservation.com)

## Features

**Georgian:** The term 'Georgian' usually covers buildings constructed between 1714 and 1837, during which time there were numerous stylistic developments. As a general rule however houses conform to a Classically-derived idea of proportion which dictated how an elevation should be arranged.

The most important floor, with the grandest rooms, was the first floor (the piano nobile) which externally was expressed with the tallest windows. The height of the windows decreases from the first floor to the top of the house. In the early eighteenth century the construction of the terrace house as we know it today became widespread through London. Houses were flat-fronted (rather than jettied), constructed from brick, with the main decorative emphasis on the front door and windows (see subsection on windows).

Later in the eighteenth and early nineteenth century, render and stucco painted in imitation of stone was commonly applied to the exterior or part of the exterior of houses. With the innovation of Coade Stone in the second half of the eighteenth century decorative elements around doors and windows became more common.

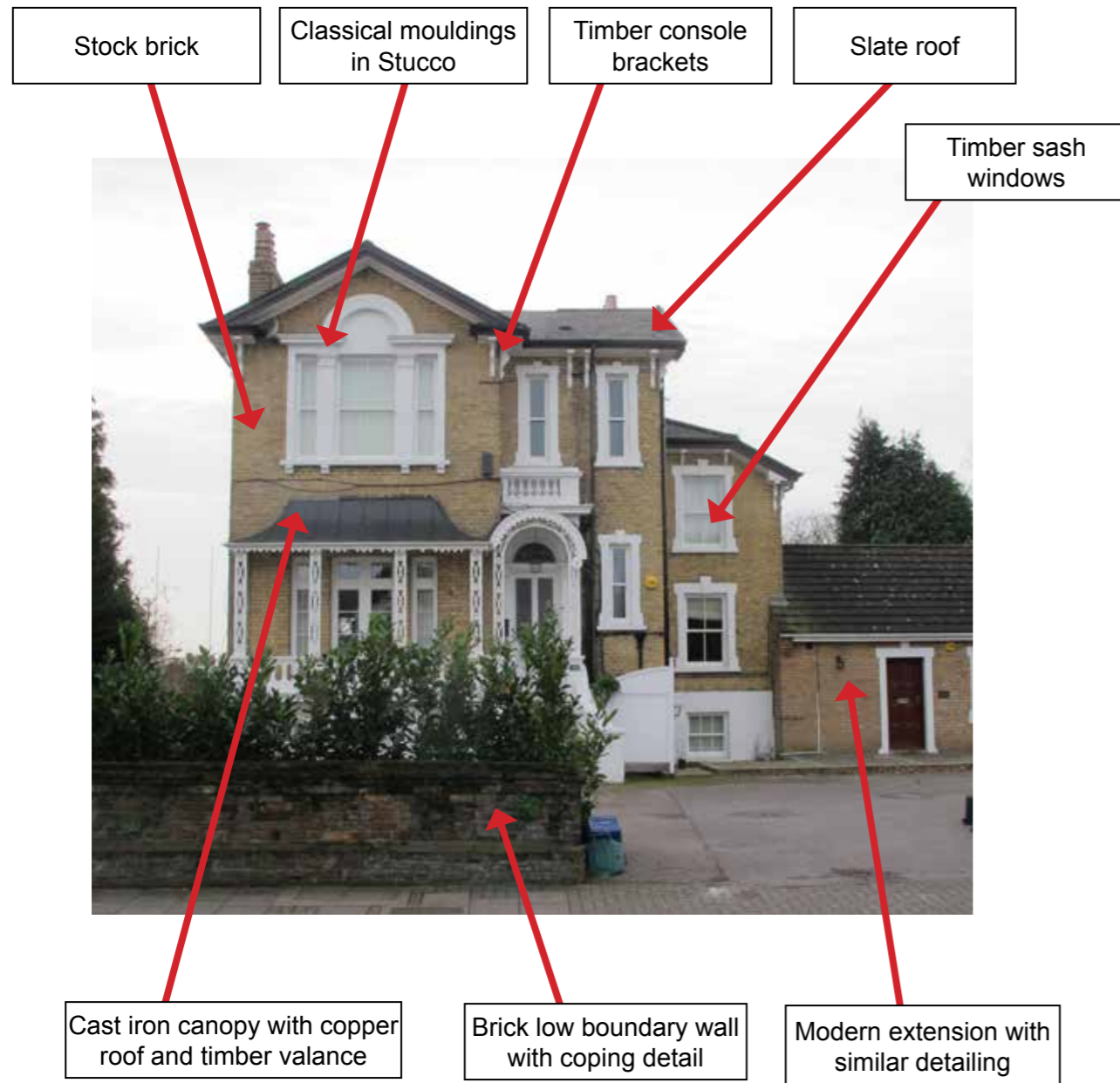
Examples in this part of London are limited, with Garrick Villa's in Hampton Village Conservation Area being one of the primary examples.

**Victorian:** The Victorian period (1837-1901) saw an explosion of different styles and technological innovation. House building increased at a great rate to deal with the surge in population. The terraced house continued as the most popular and proliferate form of housing but mansion blocks of flats became increasingly common in London through the nineteenth century for all classes of people. Whilst Classicism retained a strong foothold through Queen Victoria's reign and the simple, brick terraced house persisted, particularly as the most basic form of housing, the Gothic Revival is most commonly associated with this period and was popular as a way of enlivening houses.

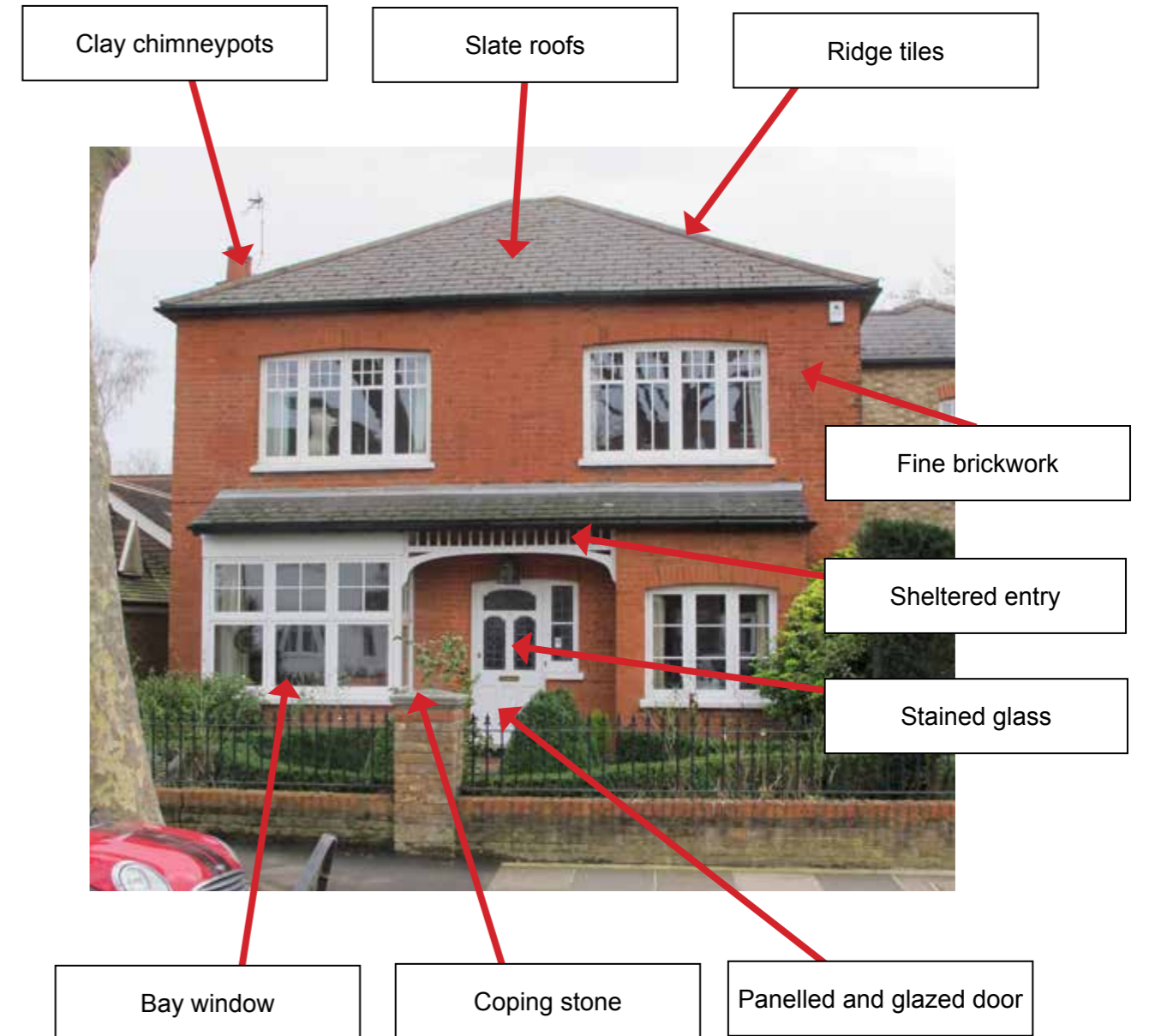
Brick was still the basic load-bearing material for most buildings during this period though decorative coloured detailing became more popular. Renders and ornament (the latter usually made from artificial stone) also became more widespread. The Borough hosts a wide array of quality Victorian housing of all scales, styles and forms, from terraced mews to large detached villas.

A number of roads supporting tight Victorian terraces can be found around Station Road, including Station Road itself, Avenue Road and Plevna Road. Larger terraced and semi-detached properties can be found on Belgrade Road and Oldfield Road to the south of Hampton Station. Buildings from this period are also present on roads to the north of the Station with buildings on Nightingale Road, Percy and Malvern Road.

## VICTORIAN



## EDWARDIAN



# 7. Features and Materials (continued)

**Edwardian and Late Victorian:** The Edwardian period was a high point in traditional construction and late-Victorian architecture is often indistinguishable from that of this period. The architecture of this period confidently mixes features from numerous styles.

The work of Norman Shaw and the Arts and Crafts movement had a profound effect on house-design that was to dominate for decades to come with features of vernacular architecture becoming much more common.

These properties are not commonly found across all of Hampton but there are a range of high quality examples, the western side Chestnut Road hosts a number of attractive red brick Late Victorian/Edwardian properties set in large plots, all with symmetrical detailing.

Other examples can be found on Gloucester Road, Wensleydale Road, Ormond Road and Ormond Avenue.

The riverside area of Hampton also supports many fine examples of industrial architecture from around this period, including a mix of buildings that make up Hampton Waterworks and the industrial units and bridge across to Platt's Eyot.

**Interwar housing:** Interwar housing can be found across the Borough. The vernacular semi-detached houses that became popular pre-WWI became regularised into the standardised designs of the 'Mock-Tudor semi' but has many forms due to the variety of construction through this period.

Much of Hampton, particularly the south, is defined by housing from this period, including many fine examples along Gloucester Road and Wensleydale Road. Housing built later in this period can be found towards the west and northern areas of Hampton, particularly along Hatherop Road, Broad Lane, Holly Bush Road and Priory Road.

**Post war (1960s and 1970s):** A radical shift away from the traditional styles of the past century occurred with modernism and a new attitude to architecture and place-making. Blocks of flats were seen as the ideal solution to increasing density, though the regular terraced house and low rise blocks of flats and maisonettes persisted.

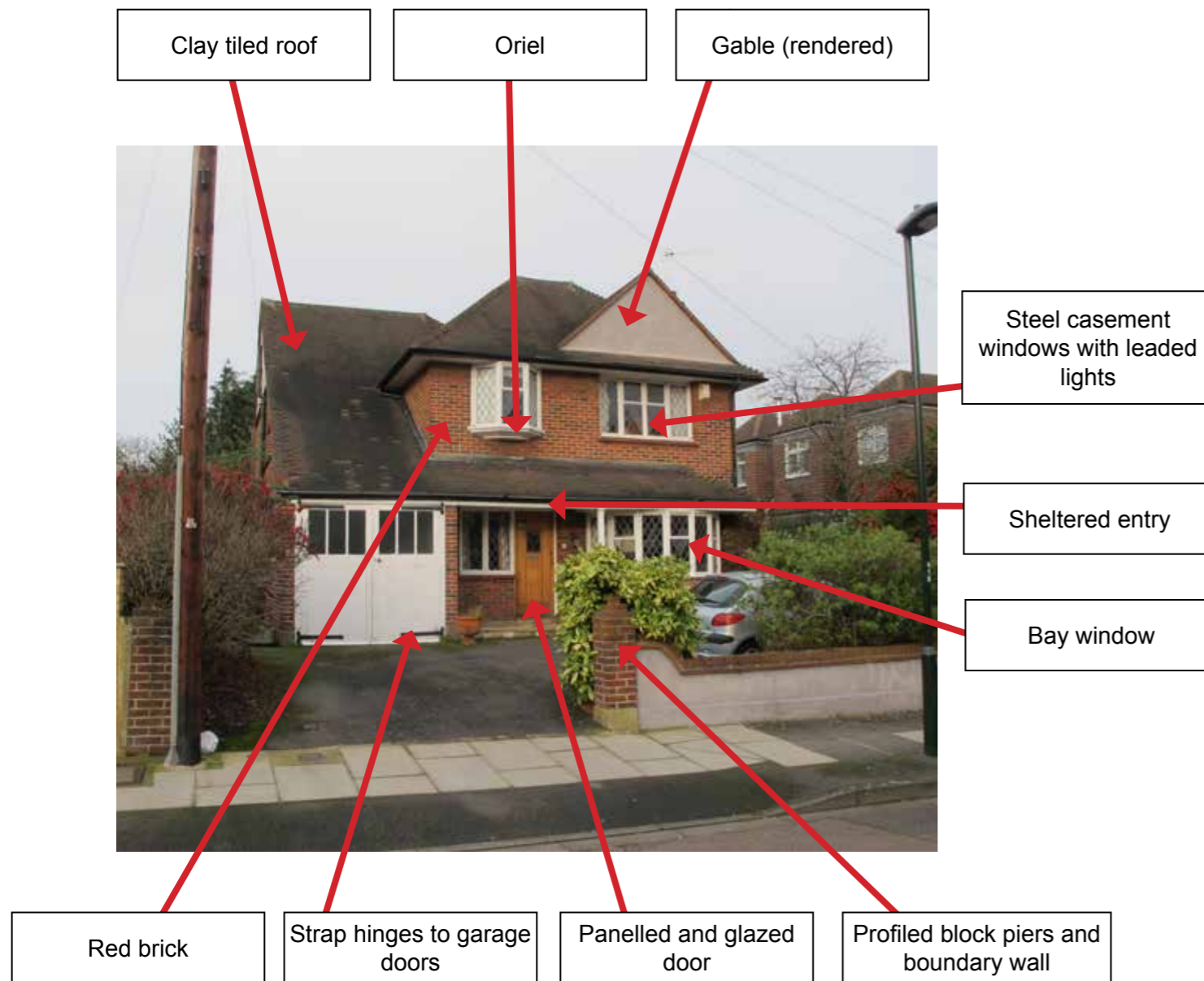
Wordsworth Road and Rectory Grove support significant estates constructed during this period with a mix of styles but primarily of two storeys, hanging tiles and white painted wood panelling, some with significant pitches which cover the first floor of the property.

**Contemporary:** There is a variety of more modern development across the area, including some infill and some more substantial estates. Recent development less rigorously conforms to a particular style or ethos. Higher density developments are more common as the pressure on land is greater.

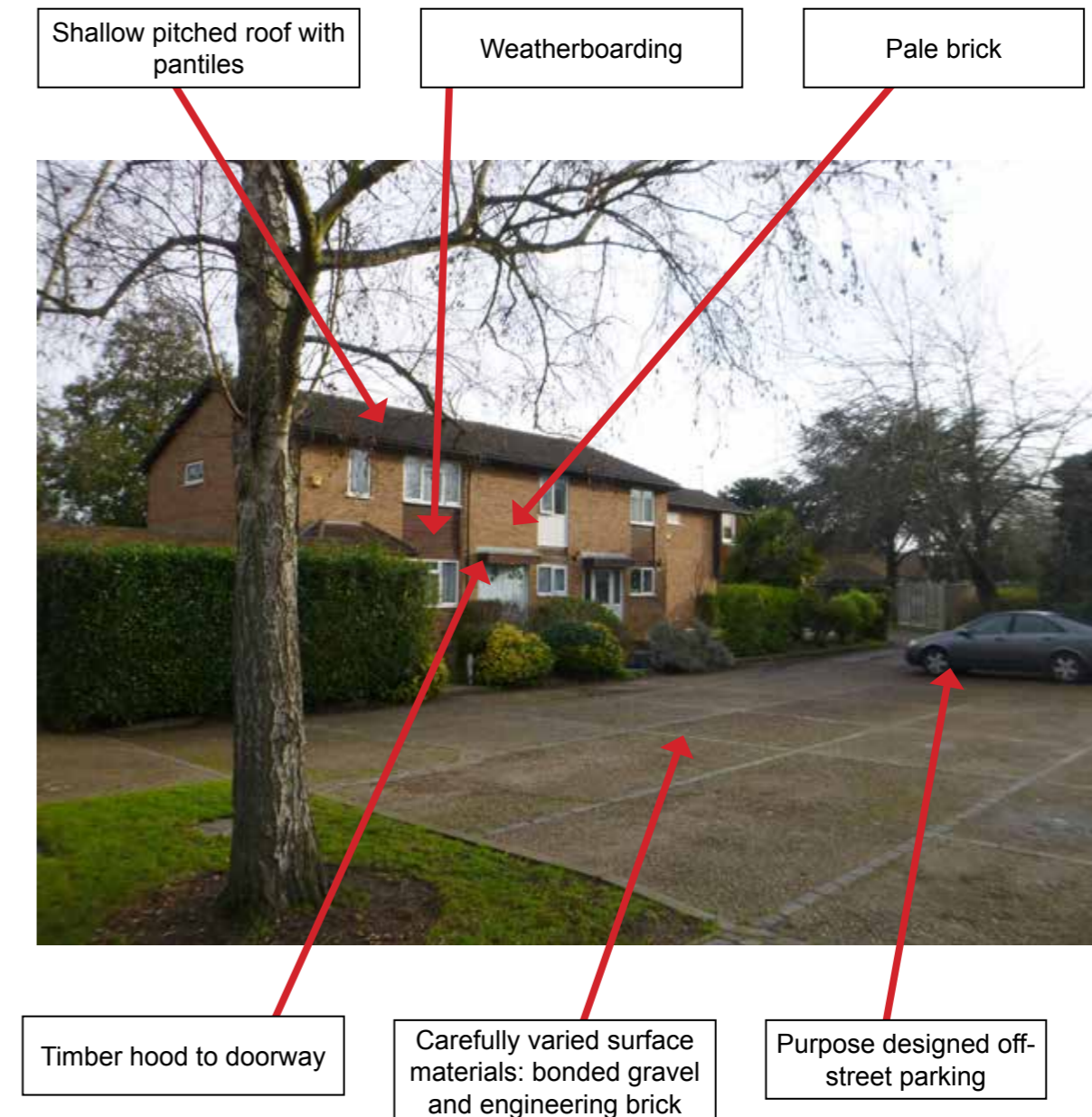
The northern part of Hampton has more contemporary development from the 1980s onward, with a number of estates emerging across the suburban area during the late twentieth century, this includes Fearnleigh Crescent, which has been built out over a number of decades resulting in an eclectic mix of styles, and Partridge and Gresham Road to the south of The Avenue.

Hampton Village Green and the associated redevelopment of the area to the south, forming around Gander Green Crescent and Harvey Drive, are two to three storey semi-detached properties of contemporary build which intend to replicate the Victorian and Edwardian features which define the area, particularly around the Green and Station Road.

## INTERWAR



## POSTWAR



# 7. Features and Materials (continued)

## Windows

Windows are key features in all the buildings in Hampton irrespective of the construction period. The location of the windows, their proportions, the number of glazing bars, the use of coloured glass, or the presence of old glass and the decorative treatment around the windows, all give each building its special character. The diversity of window types across the area add to its character and reinforce the distinctiveness of the different styles. Therefore if houses or flats have original windows they should be restored or, if necessary, replaced like with like. Along with the promotion of character, sustainable materials should also be prioritised, through the use of environmentally friendly materials and also improving the energy efficiency of buildings.

### Timber windows:

- Historic timber windows are made from more durable timber than modern, softwood timber. Repairing them is therefore often a more durable as well as sustainable option.
- Timber windows were always meant to be painted to protect them from the elements. Keeping them painted will help prevent them from rotting. If maintained, they can last indefinitely.

### Window details:

- Original leaded lights can add character to the street and be an important aspect of the design of the buildings. If the original windows have leaded lights they should be replicated if repairing them is not possible.
- Stained glass should be retained or incorporated in replacement windows.

### Double-glazing and thermal efficiency:

Improving the thermal efficiency of historic windows is a common reason for replacing them with double-glazing. If you are considering replacing your timber windows with uPVC bear in mind that the embodied energy lost by disposing of your windows and replacing them with uPVC, which have a limited life-expectancy, can be less sustainable than repairing them or installing secondary glazing. Traditional internal shutters are also a very effective means of improving thermal efficiency so if your property once had shutters, restoring them can be a sensible option.

There are a number of options to consider if the installation of double-glazing is pursued:

- Have existing windows adapted by inserting an additional pane of glass within the existing frame to improve sound and thermal insulation. This is only really possible with unlisted buildings with deep window profiles.

- Timber double-glazing is now a good option with improving technology that can achieve very slim window profiles that compare with Victorian and Edwardian single-glazing.
- Thin profile double glazed acoustic glass is available that can be fitted into existing timber frames. This can be a way of upgrading the sound and insulation performance of windows without the need for total replacement.
- Install secondary glazing which is very effective in improving thermal and sound insulation. They can often be removed in the summer months when less needed.

uPVC is often considered as it is seen as a cheaper option than most timber double-glazed units. However, it is not authentic and cannot achieve the same detailed mouldings or appearance and is therefore discouraged. If you feel that this is your only option you should bear in mind:

- the materials, design, proportions and the means of opening (sash/casement) of the existing windows and try to faithfully replicate them.
- the proportions of the glazing bars should replicate those on the original windows.
- glazing bars should be integral to the structure of the window and not applied to the outside of the glass and should be raised rather than flat.

- top-hung casements are not a good substitute for sliding sashes.

Historic England provide guidance on sensitive alterations to enhance environmental performance in historic buildings: <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/>





Timber casement doors with simple porch overhang



Canted bay windows with original stained glass work on an interwar house



Victorian properties with curved recessed entrances and white painted keystone



Edwardian property with curved recessed entrance in render and brick, ornate date stone.



Critical windows with timber casements and bricked window ledge



Timbercase door with distinct glazing and curved fanlight atop. The entrance is framed by an ornate gable fronted porch.



Timber casement window in a Late Victorian house



Timber Canted bay sashed window. with a circular porthole window above



Timber sash window, partially Criticalled, with timber Balastrade atop

# 7. Features and Materials (continued)

Victorian



Late Victorian / Edwardian



Interwar



Post War



Contemporary



# 8. Development Guidance

## 1. Hampton Square (Local Plan ref. SA1)

Proposal: Partial redevelopment and improvement for community, retail and local services, employment and residential uses, including affordable units and car parking.

Any development proposals would need to consider the following:

- Take account of the scale and massing of the surrounding residential setting, particularly Stanborough and Denning Close to the north west of the square. This would need to include suitable consideration of any noise or other environmental disturbance to the surrounding residential area.
- Respect and complement the existing post war architectural style whilst introducing more contemporary style to the area, reflecting the progressive development of Hampton over the past century.
- Consider the low rise and low density setting, including Hampton Square itself and the neighbouring green spaces of Nursery Green.
- Improve on and respect the existing businesses and community facilities already active within Hampton Square, offering improved facilities for new and existing organisations.
- Proposals should aim to enhance the permeability of the square, improving pedestrian routes to surrounding

residential areas, and increase its role and presence in the area.

- Recent investments in public realm should be respected and provide a starting point for enhancing the overall quality of the area.

## 2. Platts Eyot, Lower Sunbury Road (Local Plan ref. SA2)

Proposal: Regeneration of the island by maintaining, and where possible enhancing, existing river-dependent and river-related uses. New business and industrial uses (B1, B2 and B8) that respect and contribute to the island's special and unique character are encouraged.

Residential development to enable the restoration of the Listed Buildings, especially those on the Heritage at Risk Register, may be appropriate.

Any development proposals would need to consider the following:

- Suitably consider the Eyot's riverside location, ensuring that any development proposals do not disturb the general setting, key landmarks or views. It is likely that excessive and unsympathetic residential development would detract from the island's setting.
- Respect the existing building densities where possible, to maintain the balance between the natural setting and the light industrial activities, retaining the informal character of the Eyot.

- Retain elements of archaeological and architectural value with regards to the industrial history of the site.
- Carefully consider access arrangements and implications on existing industries where residential development is proposed.

## 3. Hampton Traffic Unit, 60-68 Station Road (Local Plan ref. SA3)

Proposal: Appropriate land uses include business (B1), employment generating and other commercial or social and community infrastructure uses. The Building of Townscape Merit should be retained and a pedestrian link should be provided through the site.

Any development proposals would need to consider the following:

- The conversion of the existing building duly respects its architectural character, particular in relation to its late Victorian features and retaining visual cues to its previous use as a Police Station.
- Respect the scale and massing of the existing building, the main retail frontage and the surrounding residential setting, of which the majority of buildings are two to three storeys.
- Ensure that new development respects and complements the street scene.
- Contemporary design elements may be appropriate where they complement

the existing Victorian setting. Notable buildings to consider include the Police Station itself and the white rendered former Cinema located at 77 Station Road.

## 4. Hampton Delivery Office, Rosehill (Local Plan ref. SA4)

Proposal: If the site is declared surplus to requirements, appropriate land uses include employment generating or social and community infrastructure uses.

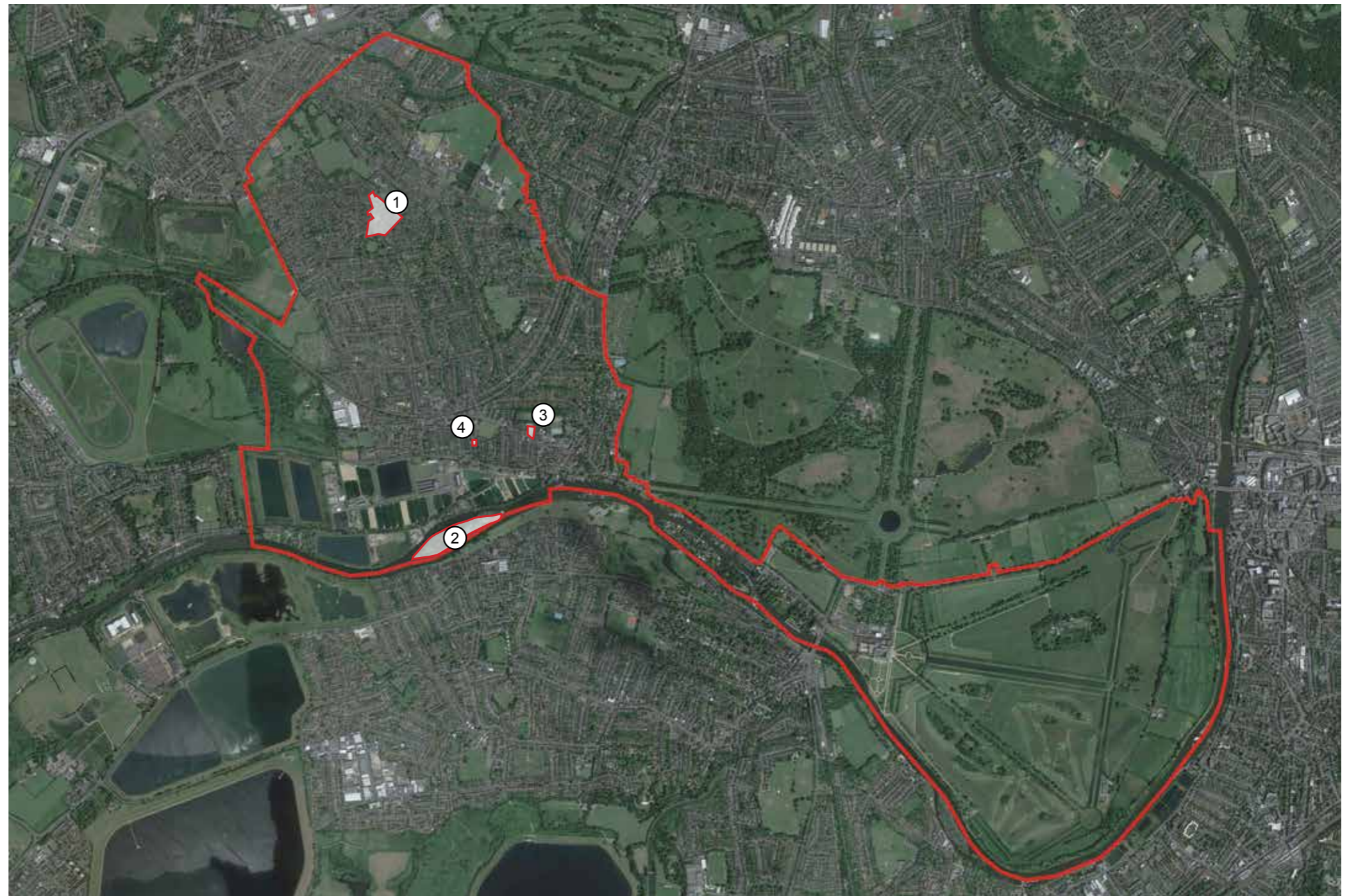
Any development proposals would need to consider the following:

- Proposals should be of appropriate scale and massing, accounting for the two and two and a half storey residential terraces and semi-detached properties surrounding the site. The existing building has a large but low rise footprint and any development proposals would not be expected to significantly change its status in the area.
- As with other new development in the area, proposals for the site should respond to the design and materials used in the Victorian terraces, particularly along Rose Hill.
- New buildings should, as much as possible, positively engagement with both Hill House Drive and Rose Hill that bound the site.
- Take account of daylight and sunlight impact on neighbouring properties, with

particular attention paid to the recent neighbouring residential development along the northern boundary of the site.

- Views from Hampton Village Green should not be impacted by any development proposal for the site.

Further information on site allocations within Richmond can be viewed at: [http://www.richmond.gov.uk/local\\_plan](http://www.richmond.gov.uk/local_plan)



# 9. Shop Front Guidance

The Council has an adopted general guide to shopfront design (Shopfronts Supplementary Planning Document (SPD), March 2010). The guidance provided here does not replace that SPD but provides area-specific information on shopfronts in Hampton, highlighting positive features in particular shopfronts. This is a means of identifying shopfronts worth preserving and provides a context for enhancing other shopfronts.

The Shopfronts SPD sets out the policy context for when planning permission and listed building consent is needed for new shopfronts and gives Borough wide guidance. Planning permission is invariably needed for replacement shopfronts, and advertisement consent may be needed for new signage. This Village Planning Guidance SPD should be read in conjunction with the 2010 SPD.

Hampton has many individual historic shopfronts as well as unified shopping parades. These should be preserved and, where architectural details are missing, they should ideally be replaced. As a general rule, shopfronts and alterations proposed to them should respect the character, overall design and materials of the host building.

Shopping parades were often built with the same shopfronts along their length. Over time many get replaced and the uniformity of the parades is undermined. Sometimes the replacement shopfronts have value for the quality of their design, craftsmanship or historic value and should be retained. Often

however, the replacement shopfronts lack aesthetic value and are installed without consideration for how they will affect the appearance of the whole parade and street.

When considering alterations to a shopfront or its replacement, consideration should be given to:

- the appearance of the host building as a whole and the designs of the adjacent shopfronts;
- uniformity: where a parade historically had identical shopfronts, reinstating the same appropriate design and materials, where the replacements are poor quality, can help create a more attractive street; and
- if there are a couple of identical surviving historic shopfronts in a parade these may well be the original historic design, replicating them in place of low-quality modern shopfronts should be explored.

Within a building or parade there are often two or more good different examples of shopfronts which should be retained and sometimes the subtle differences in detail will enhance the character of the area. However, the basic structure and features of traditional shopfronts (as identified in the Shopfront SPD) are usually present and should be adhered to and enhanced where possible.

## Shutters

External metal security shutters are not a traditional feature of shopfronts and generally detract from their character. Roller shutters, when lowered, can create an unattractive environment. If considered necessary, metal lattice-type shutters on the inside of the shop window can provide security without spoiling the external appearance of the shop front. The other traditional alternatives are external canvas awnings or timber shutters.

Typical key features to shop fronts



Panelled and glazed doors

Recessed doorway

Slender glazing bars designed as colonettes (i.e. with bases and capitals)



Blazed brick piers with console brackets

Retractable canvas awning with timber end-board

Recessed entrance with tiled chequerboard pavement

Slender glazing bars designed as colonettes (i.e. with bases and capitals)

# 9. Shop Front Guidance (continued)

## Ashley Road and Station Approach, Hampton

There are a number of shops along Ashley Road and Station Road in the vicinity of Hampton Station. Most are 1920s or earlier, with one or more residential storeys above. This traditional arrangement typically requires a shopfront with two doorways, one for the shop and one for the accommodation. In historic shopfronts these doorways are often recessed to provide an inviting, sheltered entrance, sometimes with a tiled or mosaic pavement, features that add considerably to the richness of the townscape.

There is a sequence of consistent shopping parades along Ashley Road and Milton Road, continuing east along Station Approach and into Wensleydale Road. The 1920s parades at Nos. 27-37 (odd) Ashley Road and Nos. 1-9 Station Approach are simply finished in brick and render with pitched roofs, but they create a distinctive townscape owing to the way that they follow the curve of the road. There are three plausibly original shopfronts, Nos. 29 and 37 Ashley Road and No. 6 Station Approach. Each of these is different, suggesting that there was never one overriding design.

The 1920s parade at Nos. 3-13 (odd) Wensleydale Road is similar in design but embellished with two gables. Some vestiges of the original shopfronts remain at No. 3 (recessed entrance) and 5 (herringbone

brickwork stallriser), but none are intact.

Nos. 70-82 (even) Milton Road is a late Victorian parade that retains its bracketed piers between the shops, yet the shopfronts are now all modern and their oversized fascia boards detract. As discussed in the Shopfronts SPD, the console brackets indicate how large the fascias of the shopfronts should be: generally smaller than the height of the console brackets, and the fascias should not project in front of them.

### Key examples

As mentioned above, there are few shopfronts of architectural merit across Hampton. Of these, a number incorporate original elements and configuration that would have been uniform along each parade. Some of the more likely candidates are described in this section:

#### No. 135 Station Road

Although over painted and requiring maintenance, there are a number of positive features associated with the frontage, including: Recessed entrance, tiled stallriser, timber glazing bars, division of upper lights into smaller panes and a retractable canvas awning with timber end-board.

#### Nos. 29 Ashley Road

A relatively prominent frontage in the context of the street, the frontage is well maintained but is limited in its engagement of the street. Its positive features include:

brick piers with entablature, brick stallriser, well-proportioned fascia board, panelled doors, reeded pilasters and inclined timber fascia board.

#### No. 37 Ashley Road

A well maintained frontage in the context of the street, its design features include: recessed entrances, slender glazing bars designed as colonettes (i.e. with bases and capitals), panelled and glazed doors.

#### No. 6 Station Approach

Poorly maintained but with many of its historic assets intact, features such as: recessed double entrance with tiled pavement, tiled stallriser, moulded glazing bars, leaded upper lights, inclined fascia board, panelled and glazed doors.



Ashley Road and Milton Road



29 Ashley Road



135 Station Road



## Station Road and High Street, Hampton

There is a group of shops halfway along Station Road, composed mainly of short two storey parades of various dates. These are interspersed with residential and other buildings, lending an informal, village-like atmosphere. This is enhanced by the relatively high proportion of surviving traditional shopfronts, which add much to the character.

There is an impressive three storey parade at Nos. 70-74 (even) Station Road. This Edwardian building has distinctive open gables and applied timbering to the upper storeys. The shopfronts are divided by glazed brick piers with unusually fine stone console brackets. No. 70 appears to represent the original form of the shopfronts.

Nearby are a pair of matching buildings at Nos. 76 and 80 Station Road, both with well-preserved, yet different shopfronts. A longer parade at Nos. 93-101 (odd) Station Road is nineteenth-century in date, with some traditional features remaining, especially at No. 101.

Closer to Hampton Station, there is a short parade of four shops at Nos. 129-135 (odd) Station Road. These are part of a brick Edwardian building that is symmetrically composed. None of the original shopfronts are intact, although No. 135 retains some

traditional features including a recessed entrance and tiled stallriser.

Hampton High Street is characterised not by shopping parades but by a few individual shopfronts, including some on listed buildings such as No. 22 with rare surviving curved doors in the Regency style. Two matching shopfronts at 9-11 High Street which have been altered yet still preserve some of the Edwardian design features, including the distinctive glazing pattern and decorative tiling to the stallriser.

### Key examples

#### No. 67 Station Road, Hampton

An attractive, well maintained shop frontage with a recessed entrance, tiled stallriser, small upper lights with frosted glass and ventilation strips, inclined fascia board and retractable canvas awning.

#### No. 70 Station Road, Hampton

Currently in use as a home furnishings shop, the frontage's stand out features include Glazed brick piers with console brackets, recessed entrance with tiled chequerboard pavement, slender glazing bars designed as colonettes (i.e. with bases and capitals) and a retractable canvas awning with timber end-board.

#### No. 91 Station Road, Hampton

Located on the corner of Station Road and Avenue Road, the building's frontage

features pilasters with capitals, tiled stallriser, thin timber glazing bars with ventilation grilles and well-proportioned fascia board.

#### No. 101 Station Road, Hampton

With its distinctive painted frontage, the florist frontage has piers with console brackets, dentil cornice, panelled stallriser, well-proportioned fascia board and a retractable canvas awning.



70 Station Road



101 Station Road



67 Station Road

# 10. Forecourt Parking

The Council has an existing Supplementary Planning Document (SPD) covering 'Front Garden and Other Off Street Parking Standards' (adopted September 2006). This document provides detailed advice on the legal and design issues when creating a parking area in your front garden and access to it from the highway. Council Local Plan Policy LP45 also establishes the principle approach to Forecourt Parking, notably that it will be discouraged. Highway Authority permission for construction of a crossover is required in all cases, and the SPD standard will be applied to all highway crossover applications.

The Hampton Village Planning Guidance SPD draws upon the 2006 SPD, providing updated and specific information for Hampton. It is important that the 2006 SPD is read in conjunction with the guidance below. It is also advised to refer to the Council's Supplementary Planning Document on 'Design Quality' and 'Public Space Design Guide'.

In Hampton as in other areas of Richmond and across London as a whole, increases in population and car ownership have resulted in greater demand for car parking spaces. Where houses are not able to have garages, or where there is insufficient on and off street parking, this can lead to increased demand for front garden parking. Conversion of front gardens for car parking can individually and cumulatively adversely

impact on the appearance of an area and detract from its overall character if undertaken without careful consideration.

The Council also wish to ensure that due consideration is given to the increase risk of localised flooding where front gardens are lost to forecourt parking.

The Council is keen that where front garden parking does occur, it is done in the best possible way, by following guidance given in this and the 2006 SPD.

## Planning Permission

In some cases alterations to front gardens fall within the terms of 'permitted development', in which case planning approval is not required and therefore the Council has little or no control over the creation of forecourt parking. You will not normally need planning permission, outside of a Conservation Area if a new or replacement driveway of any size uses permeable (or porous) surfacing which allows water to drain through, such as permeable concrete block paving or porous asphalt, or by directing rainfall to a lawn or border to drain naturally.

If the surface to be covered is more than five square metres planning permission will be needed for laying traditional, impermeable driveways. It is important to note that in Conservation Areas, planning permission is required for demolition of boundary walls, fences and railings over 1m in height.

Article 4(2) Directions can also restrict the removal of structures such as those that would be required to allow access for parking (see the 2006 SPD for details).

The Council's Local Plan (Policy LP45) generally discourages front garden parking because of the impact on the appearance of the street and loss of vegetation and biodiversity. When forecourt parking is proposed, this SPD seeks to ensure it is provided in a sympathetic way.

It is generally considered that additional forecourt parking does not significantly reduce parking congestion as it results in the loss of on-street parking.

## Important features in Hampton

Many front gardens and frontage features in Hampton contribute significantly to the overall character of the area and local street scene both within and outside of the Conservation Areas. These include brick gate piers, dwarf walls incorporating railings or hedges, planted front gardens and a very high number of street trees.

## Boundary Walls

Boundary walls are perhaps the most important and defining feature of a street scene, and their preservation and uniformity adds considerably to an area's character.

They enclose front gardens and define public and private space. Low walls create this space without reducing visibility. Conforming

traditional brick types and brickwork along a street is an important characteristic.

Boundary walls to Victorian housing often consist of low brick walls punctuated by taller piers in the same brick, topped by coping stones. The larger houses would often have bespoke, more ornate versions, as seen in the surviving example on Chestnut Avenue, Hampton.

The interwar period, especially, produced a streetscape with a distinctive character. The boundary walls to the many detached and semi-detached houses from this period often had a stepped or undulating profile, sometimes rendered but more often in brick. Although this is rare in Hampton, examples can be seen on Percy Road.

A large number of boundary walls have either been replaced with a different design or with no wall at all. There is an opportunity to reinforce local distinctiveness by installing boundary walls that are based on intact examples nearby. Significant numbers of boundary walls have been lost in The Alders and other areas to the north due to the demand for parking.

Dwarf walls with either panelled fencing or iron railings atop are a relatively common boundary treatment. Dwarf walls without additional features are typically associated with Victorian terraces to the south of the railway line such as Avenue Road and Plevna Road.

## Fencing

Picket fencing can be found intermittently across the Hampton character area, with some traditional fencing boundaries retained, with a few fine examples of this along Wensleydale Road.

It is common that modest examples of Victorian housing found in the Borough i.e. the simple brick two storey cottages and terraces, are often given a timber picket fence. These are just as distinctive and can add positively to local character, though require regular maintenance. Fine examples in Hampton include the over painted Victorian Cottages located to the south of Station Road.

## Iron railings and gates

Iron railings (and gates) feature on houses across Hampton but for the most part with no consistency. More traditional railings typically are embedded into a lower boundary wall, enclosing the front garden whilst keeping visual obstruction to a minimum. Some fine examples of black painted iron railing embedded into dwarf walls can be found along Nightingale Road.

## Hedges

Hedges enclose front gardens and define public and private space. They provide an attractive green feature to the streetscape. Therefore it is important for them to be retained as frontage features, either on

their own or in combination with walls or railings.

Hedges are frequently used boundary treatments across Hampton, the majority associated with Victorian and Edwardian properties with larger plots to the south of the Village Plan area. Notable roads include Ormond Avenue, Nightingale Road and parts of Broad Lane.

## Retention of existing features

The general aim of any design for car parking in front gardens should be to retain as much of the existing features as is practical – such as existing walls, railings or hedging. Where an opening has to be made in an existing wall, railing or fence, it should be made good at both ends to match existing materials and details, and should be no more than a car width wide.

## Enclosure

Retaining a form of enclosure to front gardens and forecourts is an essential part of retaining local character and maintaining the street scene. Partial loss of existing structures is inevitable to allow vehicle access but some structure should be retained. Inward opening gates help to complete a defensible line. For the above reasons the gap in the boundary should not exceed that needed for the passage of a car. This also reduces the loss of parking space in the road outside.

## Permeability

The base and finished surface should be laid at a slight gradient and be of a permeable material, to allow the satisfactory drainage and absorption of rainwater. Water should not drain from the property onto the footway. A length of drain or soak-away may be required at the site boundary to prevent this or a connection to a surface water sewer can be established with the agreement of the Water Authority. Loose gravel should be avoided.

## Green features

Loss of existing green space may be inevitable, however retaining and / or replacing some planting in a generous manner may help to maintain the area's character, screen vehicles and create a more pleasant natural environment by absorbing local exhaust fumes.



Chestnut Avenue, Boundary wall and hedge



Wensleydale Road, Iron railings above dwarf boundary wall



Station Road, White picket fencing

# 11. Flood Risk

## Reducing flood risk to you and your property

There are a number of things that residents in Hampton Wick and Teddington can do to ensure that they are prepared for and aware of the potential risk of flooding to properties.

### Find out if you are at risk

The map outlines the broad areas in which there is a potential flood risk in both Hampton Wick and Teddington. A more detailed map can be found at [www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk](http://www.gov.uk/prepare-for-a-flood/find-out-if-youre-at-risk). As flood risk maps are updated frequently to reflect the latest modelling, you are advised to check the latest maps via this link.

### Actions to reduce flood risk

There are a number of ways to reduce and mitigate the impacts of flooding on your property:

- Sign up for flood warning [www.gov.uk/sign-up-for-flood-warnings](http://www.gov.uk/sign-up-for-flood-warnings).
- Contact Floodline 0345 988 1188 (24-hour service) in case of an emergency or for further guidance.
- Make a personal flood plan, Government guidance can be found at: [www.gov.uk/government/publications/personal-flood-plan](http://www.gov.uk/government/publications/personal-flood-plan).
- Improve your home's flood protection, the Government have outlined a number of measures that you can take at: [www.gov.uk](http://www.gov.uk).

[www.gov.uk/prepare-for-a-flood/improve-your-property-flood-protection](http://www.gov.uk/prepare-for-a-flood/improve-your-property-flood-protection).

## Relevant Planning Policies

The Council's planning policy documents outline ways in which new development within Hampton should account for flood risk. This includes new build construction of residential and commercial buildings, as well as significant alterations or changes of use of existing buildings that may be impacted by flooding.

The policies cover all flood risk considerations, responding to the Borough's setting, which is very susceptible to flooding. Relevant local policies from the Council's Local Plan include the following:

### Policy LP 21: Flood Risk and Sustainable Drainage

A. All developments should avoid, or minimise, contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater and flooding from sewers, taking account of climate change and without increasing flood risk elsewhere. Development will be guided to areas of lower risk by applying the 'Sequential Test' as set out in national policy guidance, and where necessary, the 'Exception Test' will be applied. Unacceptable developments and land uses will be refused in line with national policy and guidance, the Council's Strategic Flood Risk Assessment (SFRA).

In areas at risk of flooding, all proposals on sites of 10 dwellings or more or 1000sqm of non-residential development or more, or on any other proposal where safe access/egress cannot be achieved, a Flood Emergency Plan must be submitted.

Where a Flood Risk Assessment is required, on-site attenuation to alleviate fluvial and/or surface water flooding over and above the Environment Agency's floodplain compensation is required where feasible.

### Basements and subterranean developments

B. Basements within flood affected areas of the borough represent a particularly high risk to life, as they may be subject to very rapid inundation.

### Sustainable drainage

C. The Council will require the use of Sustainable Drainage Systems (SuDS) in all development proposals. Applicants will have to demonstrate that their proposal complies with the following:

1. A reduction in surface water discharge to greenfield run-off rates wherever feasible.
2. Where greenfield run-off rates are not feasible, this will need to be demonstrated by the applicant, and in such instances, the minimum requirement is to achieve at least a 50% attenuation of the site's surface water runoff at peak times based on the levels existing prior to the development.

## Flood defences

D. Applicants will have to demonstrate that their proposal complies with the following:

1. Retain the effectiveness, stability and integrity of flood defences, river banks and other formal and informal flood defence infrastructure.
2. Ensure the proposal does not prevent essential maintenance and upgrading to be carried out in the future.
3. Set back developments from river banks and existing flood defence infrastructure where possible (16 metres for the tidal Thames and 8 metres for other rivers).
4. Take into account the requirements of the Thames Estuary 2100 Plan and the River Thames Scheme, and demonstrate how the current and future requirements for flood defences have been incorporated into the development.
5. The removal of formal or informal flood defences is not acceptable unless this is part of an agreed flood risk management strategy by the Environment Agency.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM SD 3, Policy DM SD 6, Policy DM SD 7 and Policy DM SD 8.

### Flood Risk map for Hampton

The map shows the parts of the area identified as being at risk of a 1% chance of flooding in any given year from the River Thames. This is sometimes described as a 1 in 100 year (1:100) flood.

However, this doesn't mean that if a location floods one year, it will definitely not flood for the next 99 years. Nor, if it has not flooded for 99 years, will it necessarily flood this year.

The information is extracted from computer modelling and records of previous flooding by the Environment Agency and reflects information supplied in February 2016.



# Appendix I: Relevant Policies and Guidance

It should be noted that all adopted policies and guidance should be assessed for their relevance in respect of individual planning applications, not just those listed below.

## **LBRuT Publication Local Plan (January 2017)**

Main policies that the SPD will support:

### **Policy LP 1: Local Character and Design Quality**

The Council will require all development to be of high architectural and urban design quality. The high quality character and heritage of the borough and its villages will need to be maintained and enhanced where opportunities arise. Development proposals will have to demonstrate a thorough understanding of the site and how it relates to its existing context, including character and appearance, and take opportunities to improve the quality and character of buildings, spaces and the local area.

To ensure development respects, contributes to and enhances the local environment and character, the following will be considered when assessing proposals:

1. Compatibility with local character including the relationship to existing townscape, development patterns, views, local grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing;
2. Sustainable design and construction, including adaptability, subject to aesthetic considerations;
3. Layout, siting and access, including making

best use of land;

4. Space between buildings, relationship of heights to widths and relationship to the public realm, heritage assets and natural features;

5. Inclusive design, connectivity, permeability (as such gated developments will not be permitted), natural surveillance and orientation; and

6. Suitability and compatibility of uses, taking account of any potential adverse impacts of the co-location of uses through the layout, design and management of the site.

All proposals, including extensions, alterations and shop fronts, will be assessed against the advice set out in the relevant Village Planning Guidance and other SPDs relating to character and design.

### **Shop fronts**

The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts, including signage and illumination, should complement the proportions, character, materials and detailing, surrounding streetscene and the building of which it forms part. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In

sensitive areas, rigid and gloss finish blinds will generally be unacceptable.

### **Advertisements and hoardings**

The Council will exercise strict control over the design and siting of advertisements and hoardings to ensure the character of individual buildings and streets are not materially harmed, having regard to the interests of amenity and public safety (including highway safety).

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1 and Policy DC7.

### **Policy LP 25: Development in Centres**

A. Development in the borough's centres, as defined in the centre hierarchy, will be acceptable if it:

1. Is in keeping with the centre's role and function within the hierarchy and is of a scale appropriate to the size of the centre (also see the Spatial Strategy of this Plan); and
2. Is in an appropriate location, as follows:
  - a. All uses should be located within, adjacent to or well-related (or capable of being made so) to designated shopping frontages.
  - b. For other appropriate uses (see B below), major development and/or developments which generate high levels of trips should

be located within a Main Centre Boundary. Elsewhere development should be located within the defined Area of Mixed Use (AMU boundary). For centres, or parts of centres where no boundary exists, proposals should be well-related to designated shopping frontages.

Proposals not in the above locations, including extensions to existing retail and leisure developments of more than 200sqm gross, should satisfy the Sequential Test as set out in national policy and guidance. Out of centre retail development is not considered appropriate in line with the London Plan; and

3. Does not adversely impact on the vitality and viability of the centre in which the development is proposed, or another centre. When assessing proposals for development outside of existing centres, applicants will have to comply with the requirements of national policy and guidance in relation to impact assessments. For retail developments, including extensions of over 500sqm gross, the Council will require a Retail Impact Assessment.

The scope of such assessments will need to be agreed with the Council before submitting a planning application; and

4. Optimises the potential of sites by contributing towards a suitable mix of uses that enhance the vitality and viability of the centre. Commercial or community uses should be provided on the ground floor

fronting the street, subject to other Local Plan policies, including the retail frontages policy LP 26.

B. In addition to A above, the following applies to development proposals in the Borough's five main centres:

1. The Council will support appropriate development in the five main centres.

2. The Council will encourage proposals for leisure, cultural and tourism facilities which contribute to the diversity of the offer.

3. Proposals for AI uses should include, where appropriate, units of a size suitable for modern retail needs (particularly in Richmond centre, where there is a shortage of retail units with larger floor-plates) whilst retaining sufficient traditional smaller units that add to the local character and which are important to local businesses.

C. In addition to A above, in the local and neighbourhood centres as well as parades of local importance, the following applies:

1. Appropriate uses could include new retail (including markets), business or employment developments, which maintain suitable provision for small businesses, and other uses, which primarily serve the needs of the local community or attract visitors and develop cultural opportunities.

2. Development should, wherever possible, include overall improvements and enhancements of the small centres where appropriate, and/or modernise outdated

premises.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP7 and in the Development Management Plan (2011) the equivalent policies are Policy DC1, Policy DC7, Policy DMTC 2.

#### **Policy LP35: Housing Mix and Standards**

A. Development should generally provide family sized accommodation, except within the five main centres and Areas of Mixed Use where a higher proportion of small units would be appropriate. The housing mix should be appropriate to the location.

B. All new housing development, including conversions, are required to comply with the Nationally Described Space Standard.

C. All new housing development, including conversions, are required to comply with the Council's external space standards. For houses a minimum total private space of 70sqm for 3 or more beds and 40sqm for 2 beds should be provided. To provide adequate private amenity space for flats, a minimum of 5sqm of private outdoor space for 1-2 person dwellings should be provided and an extra 1sqm should be provided for each additional occupant. Purpose built, well designed and positioned balconies or terraces are encouraged where new residential units are on upper floors, if they comply with policy LP8 Amenity and Living Conditions.

D. Amenity space for all new dwellings, including conversions, should be:

a. private, usable, functional and safe;

b. easily accessible from living areas;

c. orientated to take account of need for sunlight and shading;

d. of a sufficient size to meet the needs of the likely number of occupiers; and

e. accommodation likely to be occupied by families with young children should have direct and easy access to adequate private amenity space.

E. 90% of all new build housing is required to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings' and 10% of all new build housing is required to meet Building Regulation Requirement M4 (3) 'wheelchair user dwellings'.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP14.

#### **Policy LP43: Visitor Economy**

A. The Council will support the sustainable growth of the visitor economy for the benefit of the local area by:

1. Supporting proposals which promote and enhance the borough's existing tourist attractions, including the unique, historic and cultural assets that are connected via the River Thames, such as The Royal Botanic Gardens, Kew, Ham House and Hampton Court Palace;

2. Proposals that lead to increased visitors and tourists need to be of an appropriate scale for the size of the centre and will be assessed against the transport policies of this Plan;

3. Requiring accommodation and facilities to be accessible to all; at least 10% of hotel bedrooms should be wheelchair accessible;

4. Enhancing the environment in areas leading to, within and around visitor destinations where appropriate.

B. In relation to visitor accommodation:

1. Proposals which result in the loss of bedspaces will be resisted;

2. Proposals which increase the number of bedspaces will be supported subject to other Local Plan policies;

3. Proposals will be supported which contribute towards providing a range of visitor accommodation, including small independent hotels and bed and breakfast accommodation, subject to other Local Plan policies.

Within the existing Core Strategy (2009) the equivalent policy is Policy CP20.

#### **LPI2: Green Infrastructure**

Green infrastructure is a network of multi-functional green spaces and natural elements, which provides multiple benefits for people, nature and the economy.

A. To ensure all development proposals

protect, and where opportunities arise enhance green infrastructure, the following will be taken into account when assessing development proposals:

1. The need to protect the integrity of the green spaces and assets that are part of the wider green infrastructure network; improvements and enhancements to the green infrastructure network are supported;
2. Its contribution to the wider green infrastructure network by delivering landscape enhancement, restoration or recreation; and
3. Incorporating green infrastructure assets, which make positive contributions to the wider green infrastructure network.

Within the existing Core Strategy (2009) the equivalent policy is Policy CPI0.

### **LPI3: Green Belt, Metropolitan Open Land and Local Green Space**

#### **Green Belt and Metropolitan Open Land**

A. The Borough's Green Belt and Metropolitan Open Land will be protected and retained in predominately open use. Inappropriate development will be refused unless 'very special circumstances' can be demonstrated that clearly outweigh the harm to the Green Belt or Metropolitan Open Land.

Appropriate uses within Green Belt or Metropolitan Open Land include public and private open spaces and playing fields, open

recreation and sport, biodiversity including rivers and bodies of water and open community uses including allotments and cemeteries. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt or Metropolitan Open Land.

B. It will be recognised that there may be exceptional cases where inappropriate development such as small scale structures may be acceptable, but only if it:

1. Does not harm the character and openness of the Green Belt or Metropolitan Open Land; and
2. Is linked to the functional use of the Green Belt or Metropolitan Open Land, or supports outdoor open space uses; or
3. Is for essential utility infrastructure and facilities for which it needs to be demonstrated that no alternative locations are available and that they do not have any adverse impacts on the character and openness of the Green Belt or Metropolitan Open Land.

C. Improvement and enhancement of the openness and character of the Green Belt or Metropolitan Open Land and measures to reduce visual impacts will be encouraged where appropriate.

When considering developments on sites outside Green Belt or Metropolitan Open Land, any possible visual impacts on the character and openness of the Green Belt or

Metropolitan Open Land will be taken into account.

#### **Local Green Space**

D. Local Green Space, which has been demonstrated to be special to a local community and which holds a particular local significance, will be protected from inappropriate development that could cause harm to its qualities.

Within the existing Core Strategy (2009) the equivalent policy is Policy CPI0.

### **Policy LPI4: Other Open Land of Townscape Importance**

Other open areas that are of townscape importance will be protected in open use, and enhanced where possible. It will be recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria will be taken into account when assessing whether development is appropriate:

- a. It must be linked to the functional use of the Other Open Land of Townscape Importance;
- or
- b. It can only be a replacement of, or minor extension to, existing built facilities; and
  - c. It does not harm the character or openness of the open land.

Improvement and enhancement of the openness or character of other open land

and measures to open up views into and out of designated other open land will be encouraged.

When considering developments on sites outside designated other open land, any possible visual impacts on the character and openness of the designated other open land will be taken into account.

Within the existing Core Strategy (2009) the equivalent policy is Policy CPI0.

### **Policy LP30: Health and Wellbeing**

Planning, at all levels, can play a crucial role in creating environments that enhance people's health and wellbeing. The Council promotes and supports healthy and active lifestyles and measures to reduce health inequalities.

A. The Council will support development that results in a pattern of land uses and facilities that encourage:

1. Sustainable modes of travel such as safe cycling routes, attractive walking routes and easy access to public transport to reduce car dependency.
2. Access to green infrastructure, including river corridors, local open spaces as well as leisure, recreation and play facilities to encourage physical activity.
3. Access to local community facilities, services and shops which encourage opportunities for social interaction and active living, as well as contributing to dementia-friendly environments.



4. Access to local healthy food, for example, allotments and food growing spaces.

5. Access to toilet facilities which are open to all in major developments where appropriate (linked to the Council's Community Toilet Scheme).

6. An inclusive development layout and public realm that considers the needs of all, including the older population and disabled people.

B. This policy will be delivered by requiring developments to comply with the following:

1. A Health Impact Assessment must be submitted with all major development proposals.

2. The Council will refuse proposals for new fast food takeaways (A5 uses) located within 400 metres of the boundaries of a primary or secondary school in order to restrict the availability of unhealthy foods.

3. Existing health facilities will need to be retained where these continue to meet, or can be adapted to meet, residents' needs.

4. Applications for new or improved facilities or loss of health and social care facilities will be assessed in line with the criteria set out in the Social and Community Infrastructure policy.

Within the existing Core Strategy (2009) the equivalent policy is Policy CPI7.

### Policy LP26: Retail Frontages

The Council has designated parts of centres as Key Shopping Frontage or Secondary Shopping Frontage.

#### Key Shopping Frontages

A. Proposals that result in a loss of floorspace in Use Class A1 in Key Shopping Frontages will be resisted. Other uses converting to retail will be supported, subject to there being no adverse impact on the centre. The Council will seek to retain key facilities including Post Offices.

#### Secondary Shopping Frontages

B. A non-A1 proposal will be acceptable in the secondary shopping frontages only if it:

1. (a) Meets community needs (such as a dentist, clinic or health centre, veterinary surgery, gym, fitness studio and facilities which would enable the public better access to police services) and provides a direct service to visiting members of the public, or

(b) Falls within Use Classes A2 to A5, or

(c) Is another commercial use which provides a direct service to visiting members of the public without appointment.

In addition to (a) or (b) above, the proposal must meet the following criteria:

2. The proposed use should retain a 'shop-like' appearance; it should not have a

detrimental visual impact on the shopfront and should respect the heritage and character of the centre, taking into account the Village Planning Guidance SPDs;

3. The proposed use has to be complementary to the area's shopping function and provide a direct service to the public; and

4. It will not create an unbroken run of three or more non-A1 units.

#### Shops selling essential goods/Post Offices

D. In secondary shopping frontages in smaller centres including local parades, changes of use from shops selling (or whose last occupant sold) essential goods to non-A1 uses will be resisted if there is no similar alternative within 400 metres. This applies even if the proposal is acceptable in terms of criteria B above.

#### Changes of use in non-designated frontages where policy LP 27 does not apply

E. The Council will consider favourably applications for change of use to any non-A1 use which is a commercial or community use compatible with the retail function of the centre.

#### Marketing requirement for changes of use

F. Where a proposal involves a change of use not supported by policy, the Council will require satisfactory evidence of full and proper marketing of the site for at least 2

years. The applicant will need to undertake marketing in line with the requirements set out in Appendix 5.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DMTC 3.

### Policy LP3: Designated Heritage Assets

A. The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the Borough. The significance (including the settings) of the Borough's designated heritage assets, encompassing Conservation Areas, Listed Buildings, Scheduled Monuments as well as the Registered Historic Parks and Gardens, will be conserved and enhanced by the following means:

1. Give great weight to the conservation of the heritage asset when considering the impact of a proposed development on the significance of the asset.

2. Resist the demolition in whole, or in part, of Listed Buildings. Consent for demolition of Grade II Listed Buildings will only be granted in exceptional circumstances and for Grade II\* and Grade I Listed Buildings in wholly exceptional circumstances following a thorough assessment of their significance.

3. Resist the change of use of Listed Buildings where this would materially

harm their character and distinctiveness, particularly where the current use contributes to the character of the surrounding area and to its sense of place.

4. Require the retention and preservation of the original structure, layout, architectural features, materials as well as later features of interest within Listed Buildings, and resist the removal or modification of features that are both internally and externally of architectural importance or that contribute to the significance of the asset.

5. Demolitions (in whole or in part), alterations, extensions and any other modifications to Listed Buildings should be based on an accurate understanding of the significance of the heritage asset.

6. Require, where appropriate, the reinstatement of internal and external features of special architectural or historic significance within Listed Buildings, and the removal of internal and external features that harm the significance of the asset, commensurate with the extent of proposed development.

7. Require the use of appropriate materials and techniques and strongly encourage any works or repairs to a designated heritage asset to be carried out in a correct, scholarly manner by appropriate specialists.

B. Resist substantial demolition in Conservation Areas and any changes that could harm heritage assets, unless it can be

demonstrated that:

1. In the case of substantial harm or loss to the significance of the heritage asset, it is necessary to achieve substantial public benefits that outweigh that harm or loss;

2. In the case of less than substantial harm to the significance of the heritage asset, that the public benefits, including securing the optimum viable use, outweigh that harm; or

3. The building or part of the building or structure makes no positive contribution to the character or distinctiveness of the area.

C. All proposals in Conservation Areas are required to preserve and, where possible, enhance the character or the appearance of the Conservation Area.

D. Where there is evidence of intentional damage or deliberate neglect to a designated heritage asset, its current condition will not be taken into account in the decision-making process.

E. Outline planning applications will not be accepted in Conservation Areas. The Council's Conservation Area Statements, and where available Conservation Area Studies, and/or Management Plans, will be used as a basis for assessing development proposals within, or where it would affect the setting of, Conservation Areas, together with other policy guidance, such as Village Planning Guidance SPDs.

Within the existing Development

Management Plan (2011) the equivalent policies are Policy DM OS 4, Policy DM HD 1 and Policy DM HD 2.

#### Policy LP 4: Non-Designated Heritage Assets

The Council will seek to preserve, and where possible enhance, the significance, character and setting of non-designated heritage assets, including Buildings of Townscape Merit, memorials, particularly war memorials, and other local historic features.

There will be a presumption against the demolition of Buildings of Townscape Merit. Applicants will be required to:

1. Retain the character of Buildings of Townscape Merit, war memorials and any other non-designated heritage assets;

2. Submit a Heritage Statement to assess the potential harm to, or loss of, the significance of the non-designated heritage asset, including from both direct and indirect effects;

3. Describe the significance of the non-designated heritage asset affected, including any contribution made by their setting; the extent of the relevant setting will be proportionate to the significance of the asset. Appropriate expertise should be used to assess a non-designated heritage asset; and

4. Retain or restore the structures, features and materials of the asset, which contribute to its architectural integrity and historic

interest.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DM HD 3.

#### Policy LP5: Views and Vistas

The Council will protect the quality of the views, vistas, gaps and the skyline, all of which contribute significantly to the character, distinctiveness and quality of the local and wider area, by the following means:

1. Protect the quality of the views and vistas as identified on the Proposals Map, and demonstrate such through computer-generated imagery (CGI) and visual impact assessments;

2. Resist development which interrupts, disrupts or detracts from strategic and local vistas, views, gaps and the skyline;

3. Require developments whose visual impacts extend beyond that of the immediate street to demonstrate how views are protected or enhanced;

4. Require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background;

5. Improvements to views, vistas, gaps and the skyline, particularly where views or vistas have been obscured, will be encouraged where appropriate;

6. Seek improvements to views within

Conservation Areas, which:

- a. Are identified in Conservation Area Statements and Studies and Village Plans;
- b. Are within, into, and out of Conservation Areas;
- c. Affect the setting of and from development on sites adjacent to Conservation Areas and Listed Buildings.

Within the existing Development Management Plan (2011) the equivalent policy is Policy DMTC 7.

#### **Policy LP38: Loss of Housing**

- A. Existing housing should be retained.
- B. Proposals for reversions and conversions should assess the suitability of the property and design considerations.
- C. Redevelopment of existing housing should normally only take place where:
  - a. It has first been demonstrated that the existing housing is incapable of improvement or conversion to a satisfactory standard to provide an equivalent scheme; and, if this is the case
  - b. The proposal does not have an adverse impact on local character; and
  - c. The proposal provides a reasonable standard of accommodation.

Within the existing Development

Management Plan (2011) the equivalent policy is Policy DM HO 1.

#### **Policy LP39: Infill, Backland and Backgarden Development**

##### **Infill and Backland Development**

A. All infill and backland development must reflect the character of the surrounding area and protect the amenity and living conditions of neighbours. In considering applications for infill and backland development the following factors should be addressed:

1. Retain plots of sufficient width for adequate separation between dwellings;
2. Retain similar spacing between new buildings to any established spacing;
3. Retain appropriate garden space for adjacent dwellings;
4. Respect the local context, in accordance with policy LP 2 Building Heights;
5. Enhance the street frontage (where applicable) taking account of local character;
6. Incorporate or reflect materials and detailing on existing dwellings, in accordance with policy LP 1 Local Character and Design Quality;
7. Retain or re-provide features important to character, appearance or wildlife, in accordance with policy LP 16 Trees and Landscape;

8. Result in no unacceptable adverse impact on neighbours, including loss of privacy to existing homes or gardens, in accordance with policy LP 8 Amenity and Living Conditions;

9. Provide adequate servicing, recycling and refuse storage as well as cycle parking;

10. Result in no adverse impact on neighbours in terms of visual impact, noise or light from vehicular access or car parking.

##### **Back Garden Development**

B. There is a presumption against loss of back gardens due to the need to maintain local character, amenity space and biodiversity. Back garden land which contributes either individually or as part of a larger swathe of green space to amenity of residents or provides wildlife habitats must be retained. In exceptional cases where it is considered that a limited scale of back garden development may be acceptable it should not have a significantly adverse impact upon the factors set out above. Development on back garden sites must be more intimate in scale and lower than frontage properties.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM HO 2 and Policy DM HO 3.

#### **Policy LP45: Parking Standards and Servicing Parking standards**

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.

2. Resisting the provision of front garden car parking unless it can be demonstrated that:

a. There would be no material impact on road or pedestrian safety;

b. There would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and

c. The existing on street demand is less than available capacity.

3. Car free housing developments may be appropriate in locations with high public

transport accessibility, such as areas with a PTAL of 5 or 6, subject to:

- a. The provision of disabled parking;
- b. Appropriate servicing arrangements; and
- c. Demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality.

All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

### Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DM TP 8 and Policy DM TP 9.

### Policy LP 16: Trees and Landscape

The Council will require the protection of existing trees and the provision of new trees, shrubs and other vegetation of landscape significance that compliment existing, or create new, high quality green areas, which deliver amenity and biodiversity benefits.

To ensure development protects, respects, contributes to and enhances trees and landscaping, the Council, when assessing development proposals, will:

#### Trees

1. Resist the loss of trees unless the tree is dead, dying or dangerous; or the tree is causing significant damage to adjacent structures; or the tree has little or no amenity value; or felling is for reasons of good arboricultural practice;
2. Resist development which results in the damage or loss of trees that are considered to be of townscape or amenity value; the Council will require that site design or layout ensures a harmonious relationship between trees and their surroundings and will resist development which will be likely to result in pressure to significantly prune or remove trees;
3. Require, where practicable, an appropriate replacement for any tree that is felled; a financial contribution to the provision for an off-site tree in line with the monetary value of the existing tree to be felled will be

required in line with the 'Capital Asset Value for Amenity Trees' (CAVAT);

4. Require new trees to be of a suitable species for the location in terms of height and root spread; the use of native species is encouraged where appropriate;
5. Require that trees are adequately protected throughout the course of development, in accordance with British Standard 5837 (Trees in relation to design, demolition and construction – Recommendations).

The Council may serve Tree Preservation Orders or attach planning conditions to protect trees considered to be of value to the townscape and amenity and which are threatened by development.

#### Landscape

1. Require the retention of important existing landscape features where practicable;
2. Require landscape design and materials to be of high quality and compatible with the surrounding landscape and character; and
3. Encourage planting, including new trees, shrubs and other significant vegetation where appropriate.

### Other relevant policies

#### Policy LP18: River corridors

A. The natural, historic and built environment of the River Thames corridor and the various watercourses in the borough, including the River Crane, Beverley Brook, Duke of Northumberland River, Longford River and Whitton Brook, will be protected. Development adjacent to the river corridors will be expected to contribute to improvements and enhancements to the river environment.

#### Thames Policy Area

B. Development proposals within the Thames Policy Area should respect and take account of the special character of the reach as set out in the Thames Landscape Strategy and Thames Strategy as well as the Council's Conservation Area Statements, and where available Conservation Area Studies, and/or Management Plans. Developments alongside and adjacent to the River Thames should ensure that they establish a relationship with the river, maximise the benefits of its setting in terms of views and vistas, and incorporate uses that enable local communities and the public to enjoy the riverside, especially at ground level in buildings fronting the river.

#### Public Access

C. All development proposals alongside or adjacent to the Borough's river corridors should:

- a. Retain existing public access to the riverside and alongside the river; and
- b. Enhance existing public access to the riverside where improvements are feasible; or
- c. Provide new public access to the riverside and the foreshore where possible. There is an expectation that all major development proposals adjacent to the Borough's rivers shall provide public access to the riverside and foreshore.

#### River Thames public riverside walk

D. All development proposals adjoining the River Thames are required to provide a public riverside walk, including for pedestrians and cyclists, which will contribute to the overarching aim of providing a continuous publicly accessible riverside walk. For major developments, applicants will be expected to work with adjoining landowners in case ownership issues would prevent public access.

#### Riverside uses, including river-dependent and river-related uses

E. The Council will resist the loss of existing river-dependent and river-related uses that contribute to the special character of the River Thames, including river-related industry (B2) and locally important wharves, boat building sheds and boatyards and other riverside facilities such as slipways, docks, jetties, piers and stairs.

This will be achieved by:

1. Resisting redevelopment of existing river-dependent or river-related industrial and business uses to non-river related employment uses or residential uses unless it can be demonstrated that no other river-dependent or river-related use is feasible or viable;
2. Ensuring development on sites along the river is functionally related to the river and includes river-dependent or river-related uses where possible, including gardens which are designed to embrace and enhance the river, and be sensitive to its ecology;
3. Requiring an assessment of the effect of the proposed development on the operation of existing river-dependent uses or riverside gardens on the site and their associated facilities on- and off-site; or requiring an assessment of the potential of the site for river-dependent uses and facilities if there are none existing;
4. Ensuring that any proposed residential uses, where appropriate, along the river are compatible with the operation of the established river-related and river-dependent uses;
5. Requiring setting back development from river banks and existing flood defences along the River Thames.

Within the existing Development Management Plan (2011) the equivalent

policy is Policy DM OS 11.

#### Policy LP44: Sustainable Travel Choices

The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

##### A. Location of development

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

##### B. Walking and cycling

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

##### C. Public transport

Ensure that major new developments maximise opportunities to provide safe

and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.

Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

##### D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

## E. River transport

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

## F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation.

Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

## G. Taxis and private hire vehicles

Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations.

Within the existing Development Management Plan (2011) the equivalent policies are Policy DMTP 6 and Policy DM TP 7.

## Relevant SPDs/SPGs

- Design Quality SPD Adopted Feb 2006 [www.richmond.gov.uk/spd\\_design\\_quality\\_doc\\_lowres-2.pdf](http://www.richmond.gov.uk/spd_design_quality_doc_lowres-2.pdf)
- Front Gardens and other Off-street Parking Standards SPD Sept 2006 [www.richmond.gov.uk/spg\\_supplementary\\_planning\\_guidance\\_draft\\_approved.pdf](http://www.richmond.gov.uk/spg_supplementary_planning_guidance_draft_approved.pdf)
- Residential Development Standards March 2010 [www.richmond.gov.uk/spd\\_residential\\_development\\_standards\\_2010\\_final\\_version\\_30\\_11\\_10.pdf](http://www.richmond.gov.uk/spd_residential_development_standards_2010_final_version_30_11_10.pdf)
- Shopfronts SPD March 2010 [www.richmond.gov.uk/cg\\_shopfronts\\_cal\\_lr.pdf](http://www.richmond.gov.uk/cg_shopfronts_cal_lr.pdf)
- Small and Medium Housing Sites SPD Feb 2006 [www.richmond.gov.uk/spd\\_small\\_and\\_medium\\_housing\\_sites.pdf](http://www.richmond.gov.uk/spd_small_and_medium_housing_sites.pdf)
- Design Guidelines Leaflets 3 and 4: House Extensions and External Alterations. Adopted Sept 2002. Reformatted with minor updates July 2005. Based on UDP policies [www.richmond.gov.uk/a4\\_houseext\\_design\\_web\\_adpt-2.pdf](http://www.richmond.gov.uk/a4_houseext_design_web_adpt-2.pdf)
- Design Guidelines leaflet 11: Shopfront Security. First published 1997 and Reformatted with minor updates July 2005. Based on UDP policies [www.richmond.gov.uk/shopsfront\\_security.pdf](http://www.richmond.gov.uk/shopsfront_security.pdf)

Also of relevance is the Council's 'Public Space Design Guide' (Jan 2006). The overall aim is to provide guidance to help deliver

the goal of improved streetscene and public spaces. [www.richmond.gov.uk/public\\_space\\_design\\_guide](http://www.richmond.gov.uk/public_space_design_guide)

Thames Landscape Strategy (2012 refresh). This can be viewed at [www.thameslandscape-strategy.org.uk](http://www.thameslandscape-strategy.org.uk)

The Council's policy on tree management is set out at: [www.richmond.gov.uk/tree\\_policy.pdf](http://www.richmond.gov.uk/tree_policy.pdf)

