

HAMPTON

Village Planning Guidance

Contents

1. Introduction
2. Planning Policy and Wider Context
3. Spatial Context
4. Vision for Hampton
5. Objectives
6. Character Area Assessments
 - Character Area 1: Longford River Estates
 - Character Area 2: Queenswood Avenue Estate and west of Hanworth Road
 - Character Area 3: Gloucester Road and the Ormonds
 - Character Area 4: Hampton Village Conservation Area
 - Character Area 5: Hampton Court Green Conservation Area
 - Character Area 6: Hampton Court Park Conservation Area
 - Character Area 7: Platt's Eyot Conservation Area
 - Character Area 8: Hampton Waterworks
 - Character Area 9: Oldfield Road
 - Character Area 10: Priory Road West
 - Character Area 11: Priory Road East and Surroundings
 - Character Area 12: Oak Avenue Estates
 - Character Area 13: Hanworth Road Conservation Area
7. Features and Materials
8. Guidance for Development Sites
9. Shop Front Guidance
10. Forecourt Parking
11. Flood Risk

Appendix 1: Relevant Policies and Guidance

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
- Resident walkabouts held on the 7th and 28th February 2016
- Online questionnaire consultation (from 5th February to 21st March 2016)

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 is now progressing the Local Plan Review. The public consultation on the first draft of the

Local Plan took place from 8 July 2016 until 19 August 2016. In line with national policy and guidance, the emerging Local Plan will be given weight in the decision making process according to its stage of preparation (i.e. the more advanced the preparation, the greater the weight that may be given).

It is anticipated that the Local Plan will reach the 'Publication' stage in late 2016, at which point it is anticipated that the policies and site allocations within the Local Plan will be adopted for use in determining planning applications and development management purposes.

Once the Local Plan is adopted, which is anticipated to take place in spring 2018, it will supersede all the existing policies in the Core Strategy and Development Management Plan.

Alongside adopted planning policies, suitable references have been made to the equivalent policies in the Pre-publication 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.



2.2 Key Planning Policies

SPDs cannot create new policies but expand on policies set out in higher plans, notably the adopted Core Strategy (CS), Development Management Plan (DMP) and Local Plan (LP), currently at pre-publication stage.

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

DMP Policy DM DC 1 Design Quality

New development must be of a high architectural and urban design quality based on sustainable design principles. Development must be inclusive, respect local character including the nature of a particular road, and connect with, and contribute positively, to its surroundings based on a thorough understanding of the site and its context.

In assessing the design quality of a proposal the Council will have regard to the following:

- compatibility with local character including relationship to existing townscape
- frontages, scale, height, massing, proportions and form
- sustainable development and adaptability, subject to aesthetic considerations
- layout and access
- space between buildings and relationship to the public realm
- detailing and materials

Within the Pre-publication Local Plan, the equivalent policy is Policy LP 1.

Whilst all adopted policies are applicable, those of particular relevance are:

CS Policy CP7: Maintaining and Improving the Local Environment

All new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Proposals will have to illustrate that they:

- (i) are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity;
- (ii) connect positively with their surroundings to create safe and inclusive places through the use of good design principles including layout, form, scale, materials, natural surveillance and orientation, and sustainable construction.

Within the Pre-publication draft of the Local Plan the equivalent policy is Policy LP 1.

CS Policy CP8: Town and Local Centres

Retail and town centre uses will be supported providing that it is appropriate to the role in the hierarchy of the centres, and respects the character, environment and historical interest of the area.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 25.

CS Policy CPI 1 River Thames Corridor

The natural and built environment and the unique historic landscape of the River Thames corridor within the Borough will be protected and enhanced.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 18.

CS Policy CPI3 Opportunities for All

The Council will work with all relevant agencies to reduce disadvantage, particularly in the most deprived areas of the Borough and for disadvantaged individuals, and ensure that a range of opportunities are provided that can be accessed by all residents.

DMP Policy DM OS 1 Historic Parks, Gardens and Landscapes

Parks and gardens as well as landscapes of special historic interest included in the Register compiled by English Heritage and other historic parks, gardens and landscapes will be protected and enhanced.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

DMP Policy DM HD 1 Conservation Areas – designation, protection and enhancement

Buildings or parts of buildings, street furniture, trees and other features which make a positive contribution to the

character, appearance or significance of the area should be retained.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

DMP Policy DM HD 2 Conservation of Listed Buildings and Scheduled Ancient Monuments

Preservation of Listed Buildings of special architectural or historic interest and Ancient Monuments and seek to ensure that they are kept in a good state of repair.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

DMP Policy DM HD 3 Buildings of Townscape Merit

Preservation and enhancement of Buildings of Townscape Merit. The Council will use its powers where possible to protect their significance, character and setting.

Within the Pre-publication draft of the Local Plan, the equivalent policy is Policy LP 4.

DMP Policy DM TP 9 Forecourt Parking

The parking of vehicles in existing front gardens will be discouraged, especially where:

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation;
- where such parking would detract from the streetscape or setting of the property; or

- it has an impact on the surrounding environment both in terms of the loss of individual front gardens and in damaging the unity and character of groups of houses and the streetscape in general.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 45.

Policy DM OS 11 Thames Policy Area

The special character of the Thames Policy Area (TPA), as identified on the Proposals Map, will be protected and enhanced by ensuring development establishes a relationship with the river and takes full advantage of its location.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 18.

Policy DM DC 7 Shop fronts and shop signs

The Council will resist the removal of shop fronts of architectural or historic interest. The Council will expect proposals for new shop fronts or alterations to existing shop fronts to demonstrate a high quality of design, which complements the original design, proportions, materials and detailing of the shop front, surrounding streetscene and the building of which it forms part.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

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 Pre Publication 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.

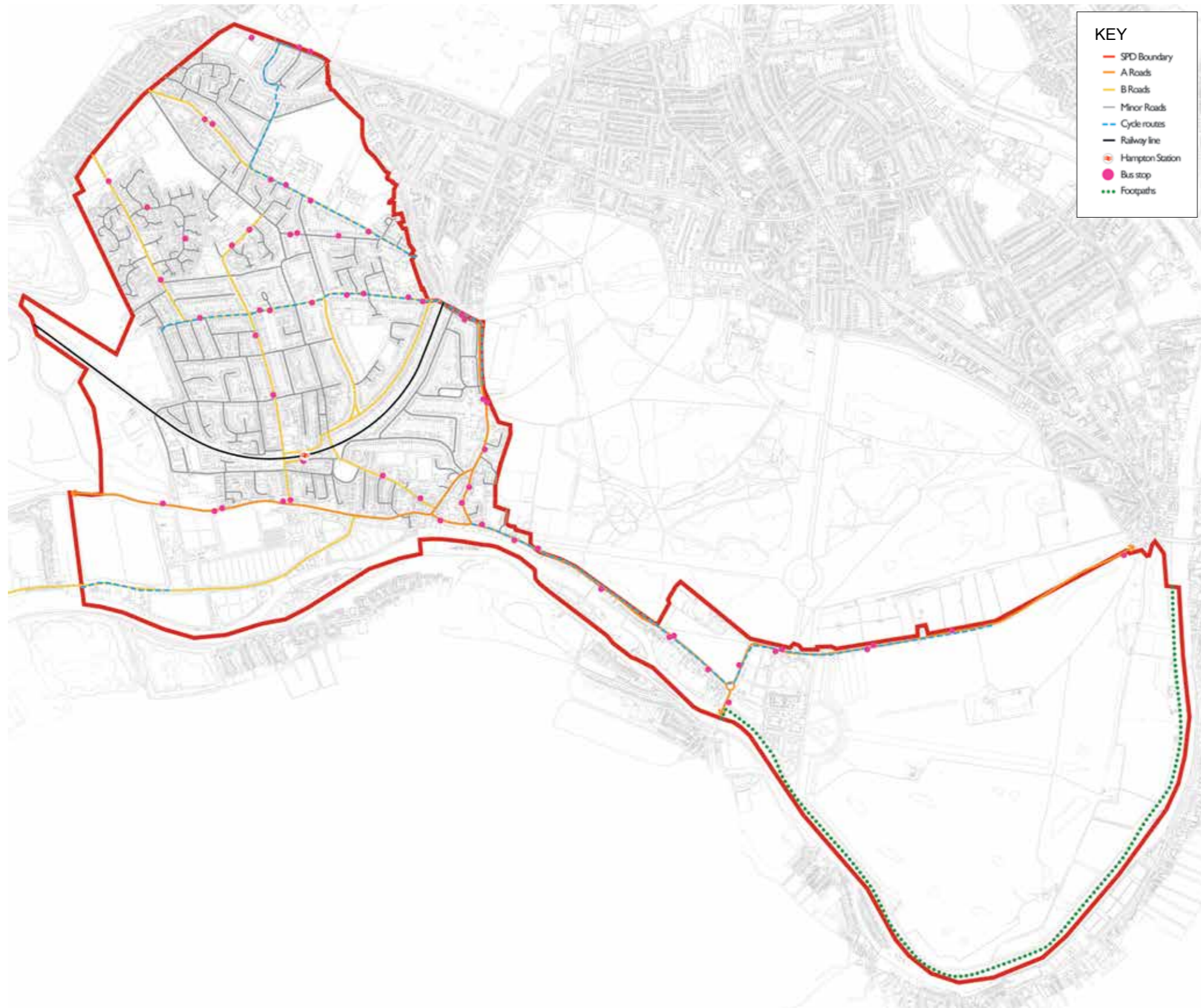
Connectivity and accessibility

- 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.

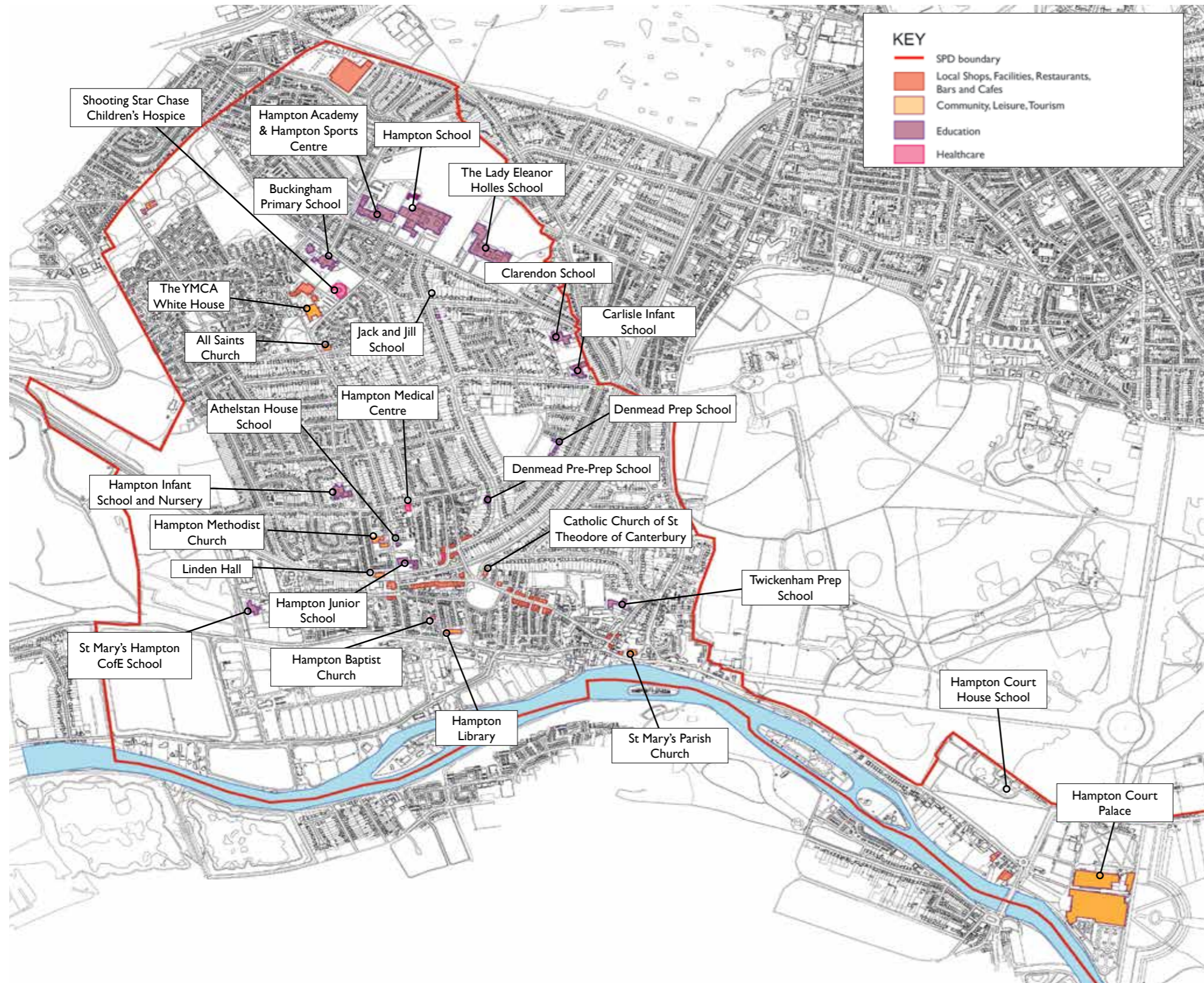
Green Infrastructure

- 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



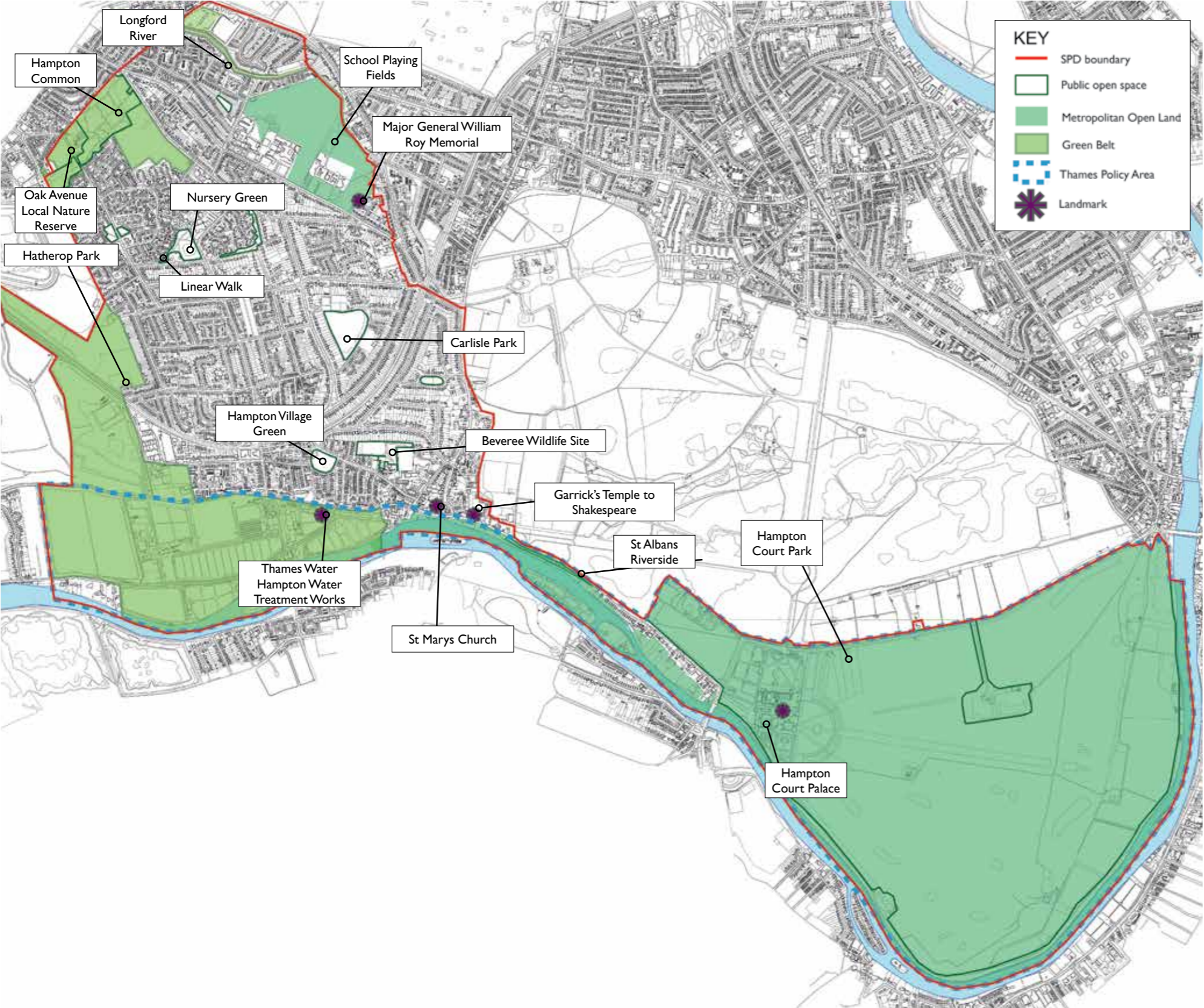
Percy Road



Hampton School

© Crown copyright and database rights 2014 Ordnance Survey 100019441

Green Infrastructure in Hampton

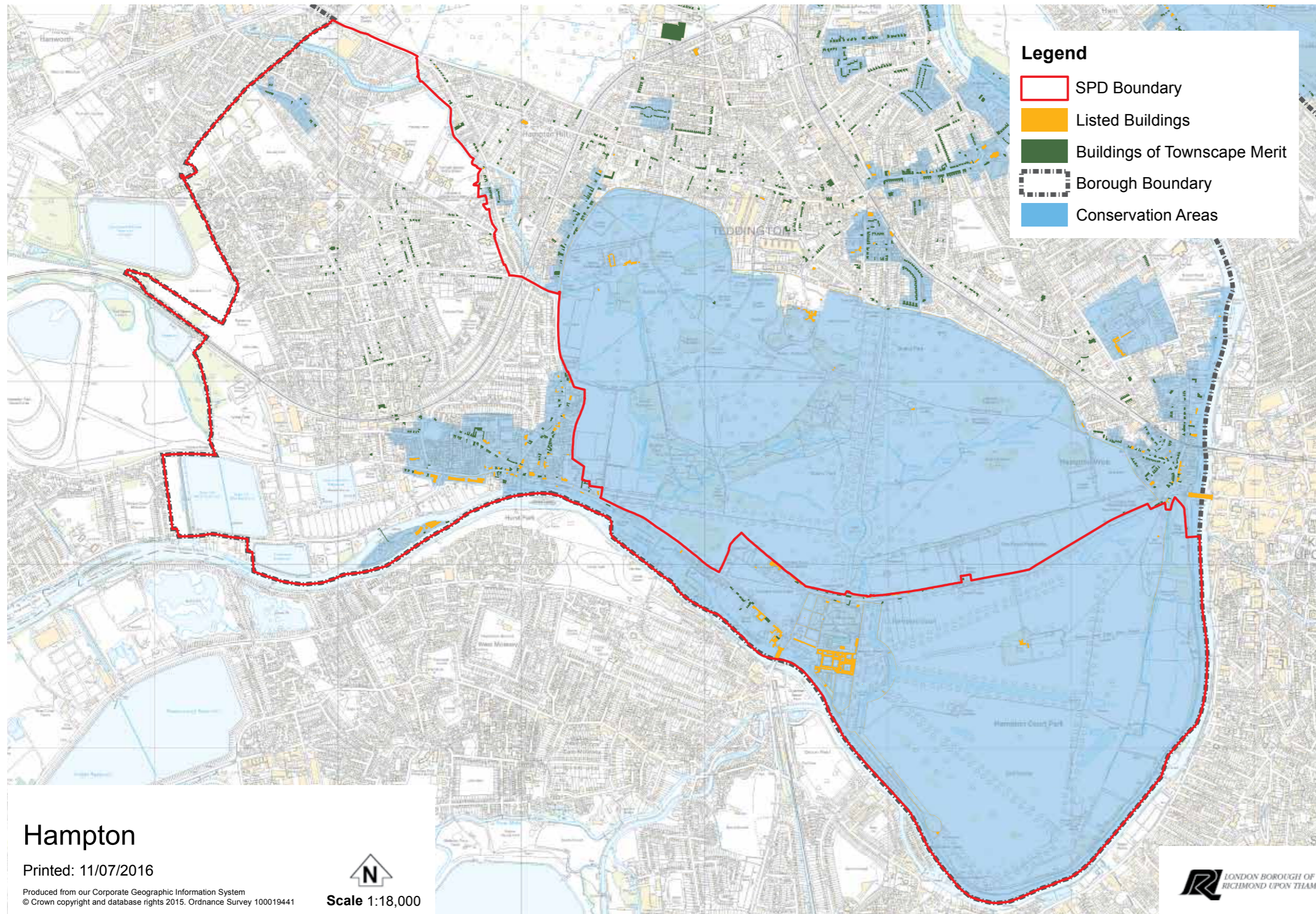


Hatherop Park



Nursery Green

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 those statutory policies (Core Strategy and Development Management Plan and emerging Local Plan) which are essential to addressing local issues and those in the emerging Local Plan.

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

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

- Character Area 1: Longford River Estates
- Character Area 2: Queenswood Avenue Estate and west of Hanworth Road
- Character Area 3: Gloucester Road and the Ormonds
- Character Area 4: Hampton Village Conservation Area
- Character Area 5: Hampton Court Green Conservation Area
- Character Area 6: Hampton Court Park Conservation Area
- Character Area 7: Platt's Eyot Conservation Area
- Character Area 8: Hampton Waterworks
- Character Area 9: Oldfield Road
- Character Area 10: Priory Road West
- Character Area 11: Priory Road East and Surroundings
- Character Area 12: Oak Avenue Estates
- Character Area 13: Hanworth Road Conservation Area



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 garaging 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

- 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.



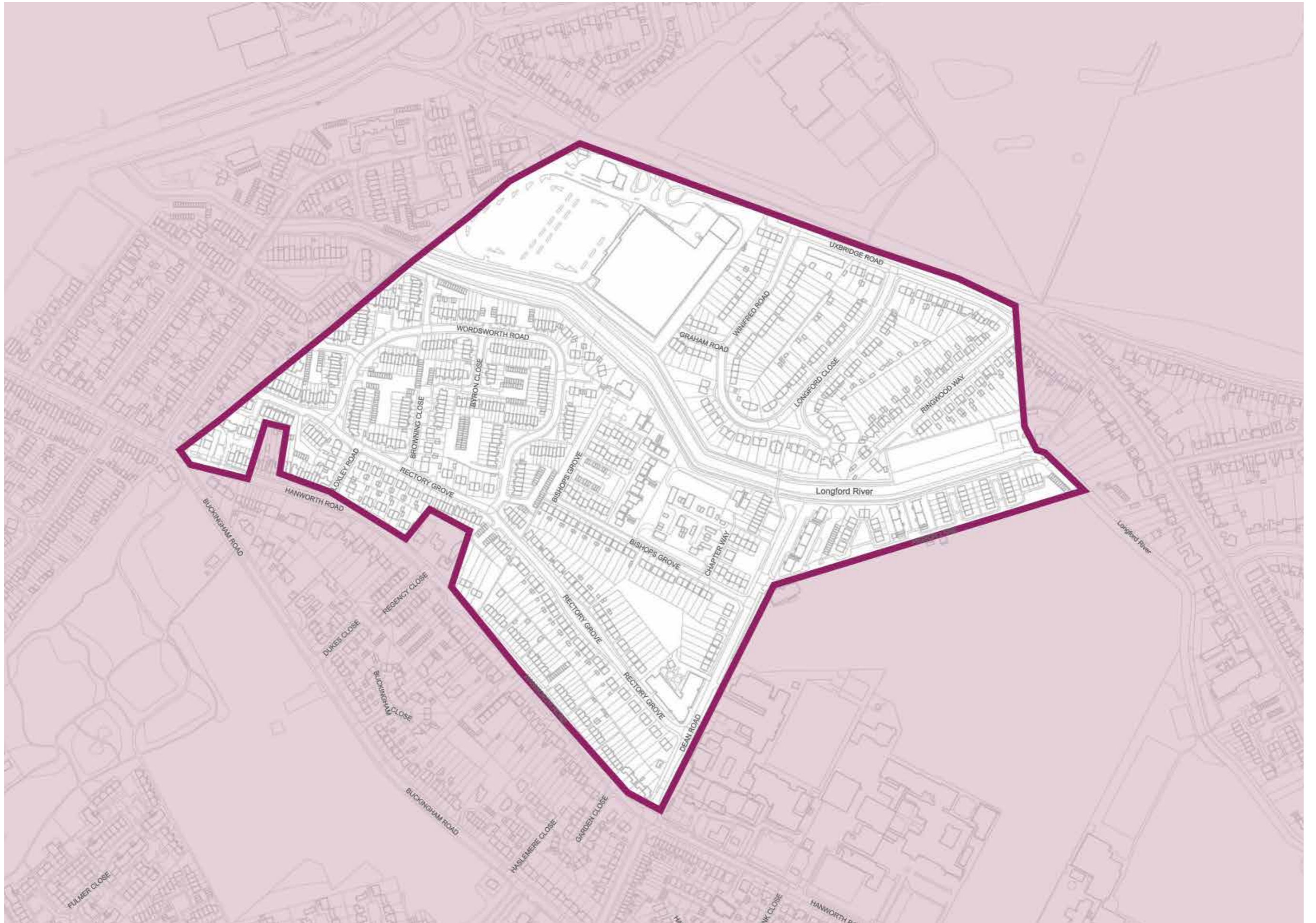
Dean Road



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.

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



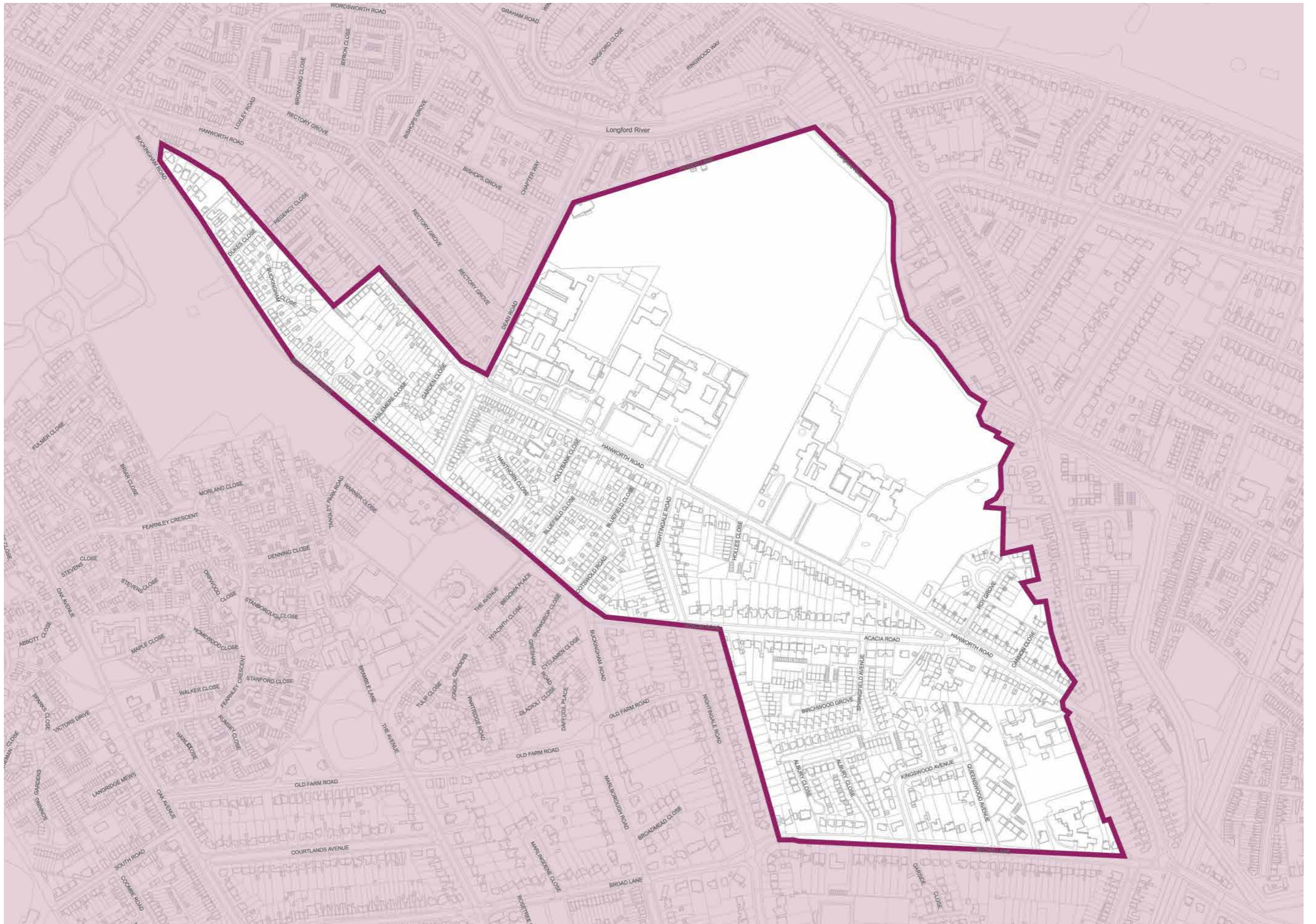
Queenswood Avenue



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 gardens 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).



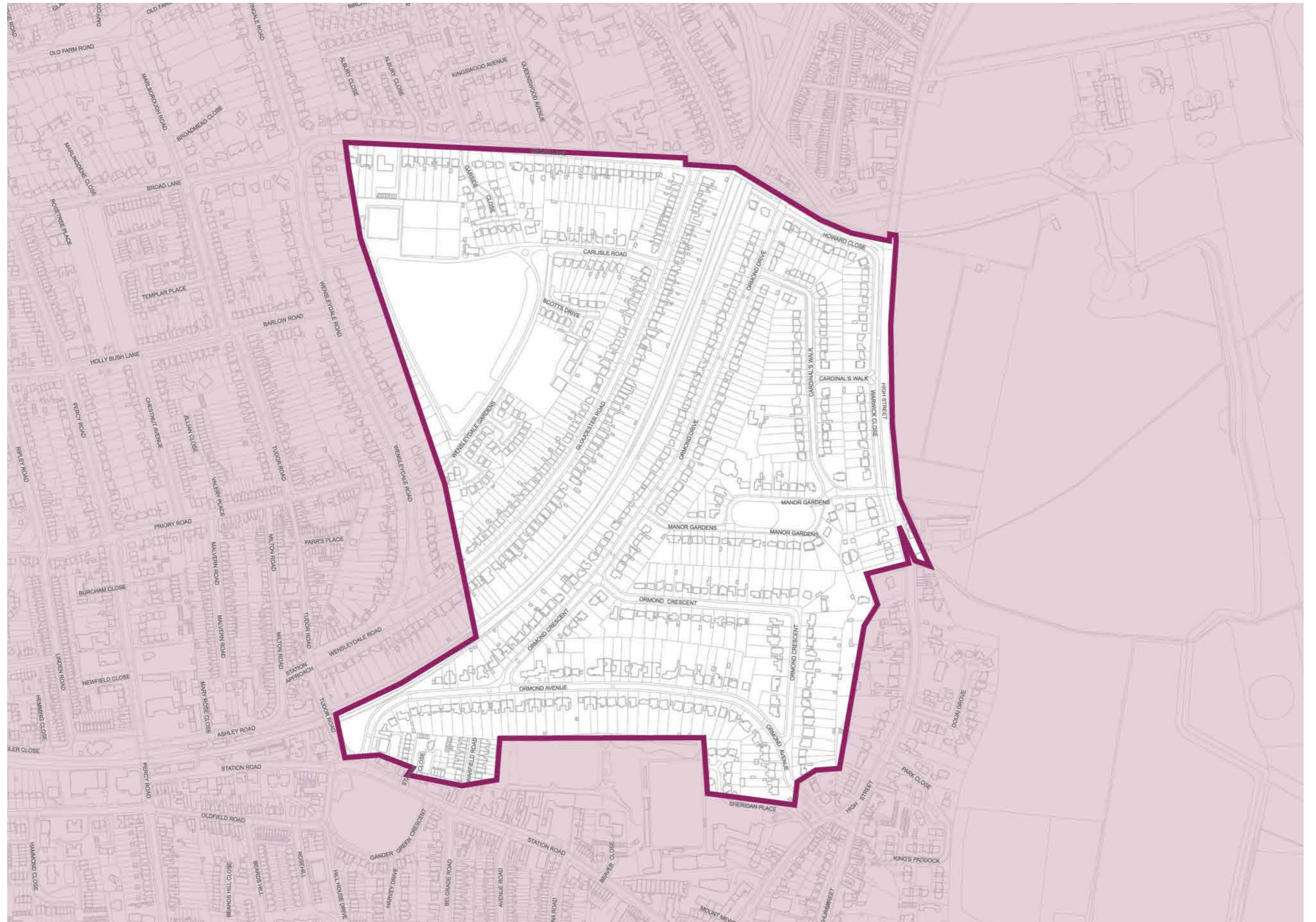
Gloucester Road



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.

The filter beds between Station Road and Sunbury Road are currently screened from view by unattractive concrete fencing, yet at the same time create an impression of open space. 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 forms a linear park bordering the River Thames. Boat building and storage continue on the river at Constable's Boatyard.



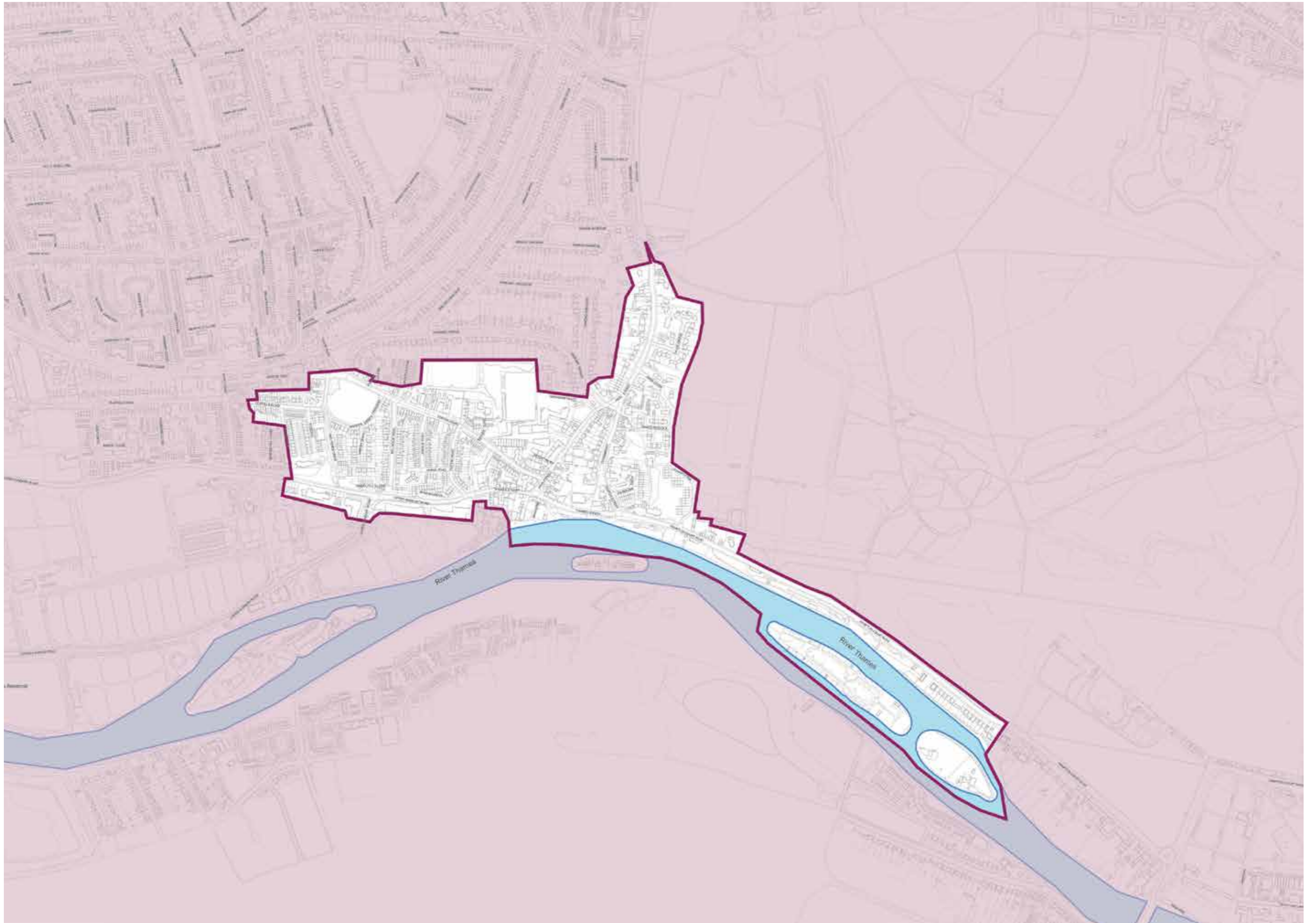
Station Road



Gander Green Crescent



Station Close



Character Area 4: Hampton Village Conservation Area

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.

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

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

Conservation Area Study: http://www.richmond.gov.uk/hampton_crt_green.jpg



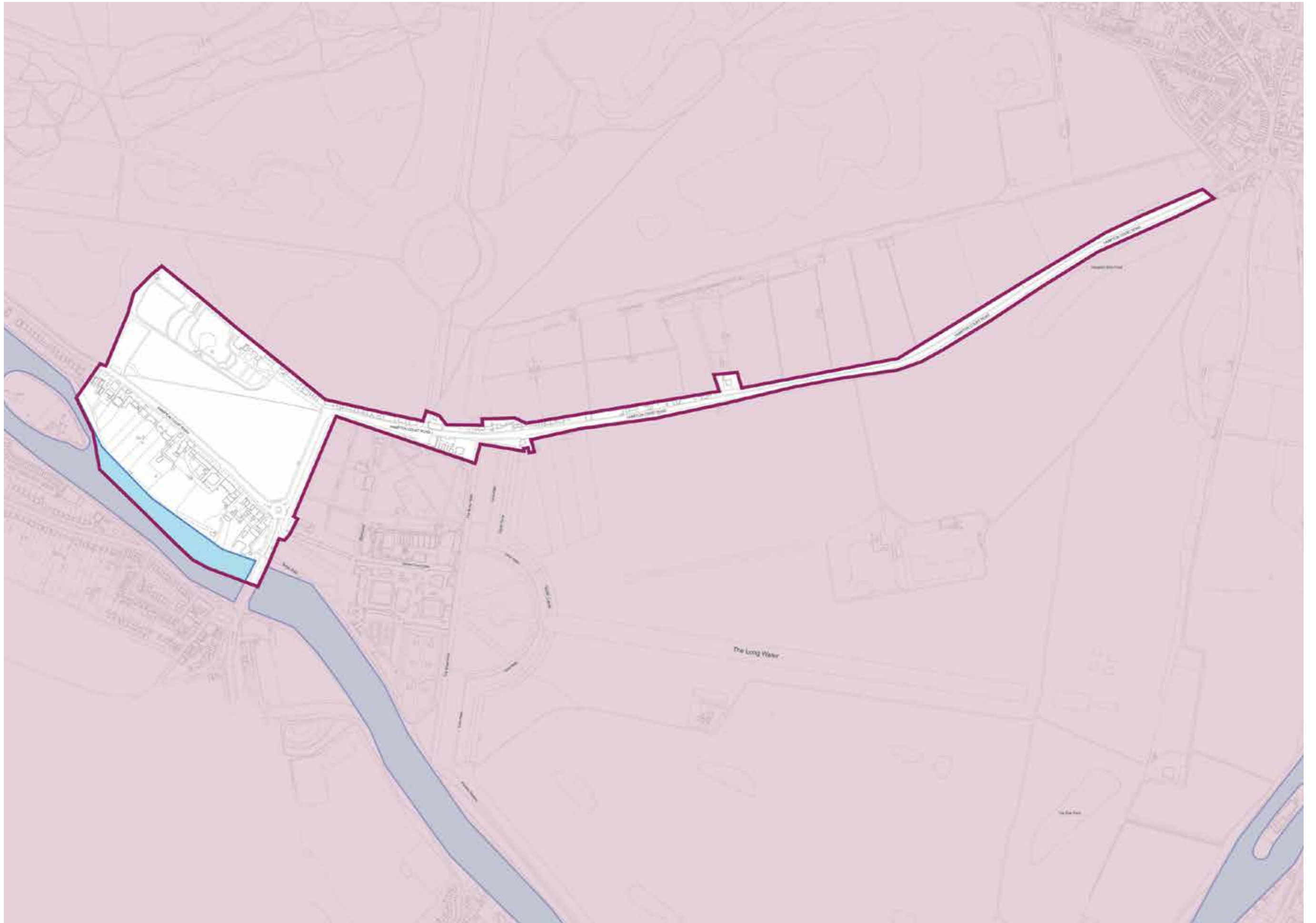
Hampton Court Road



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



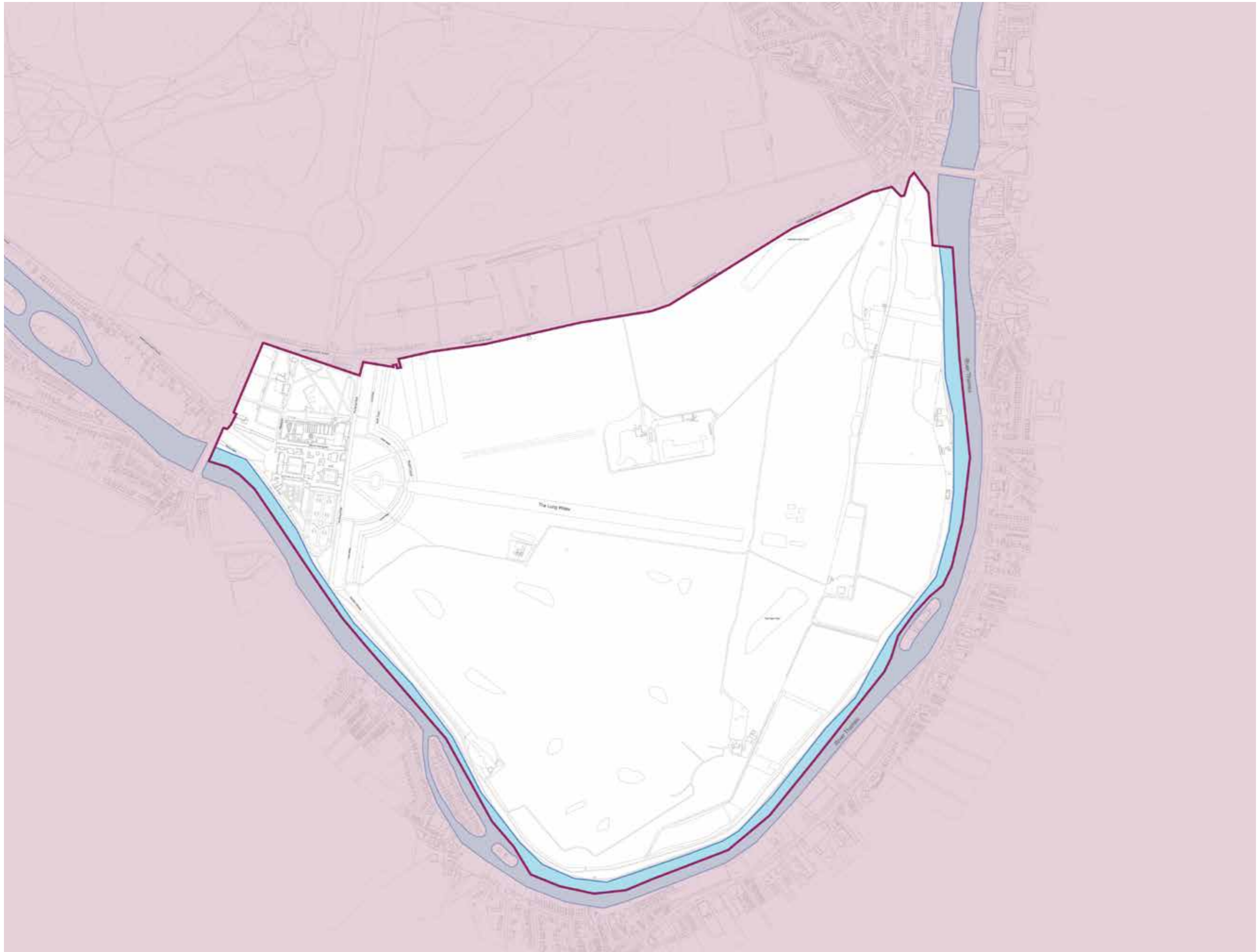
The Ice House, Hampton Court Park



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

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



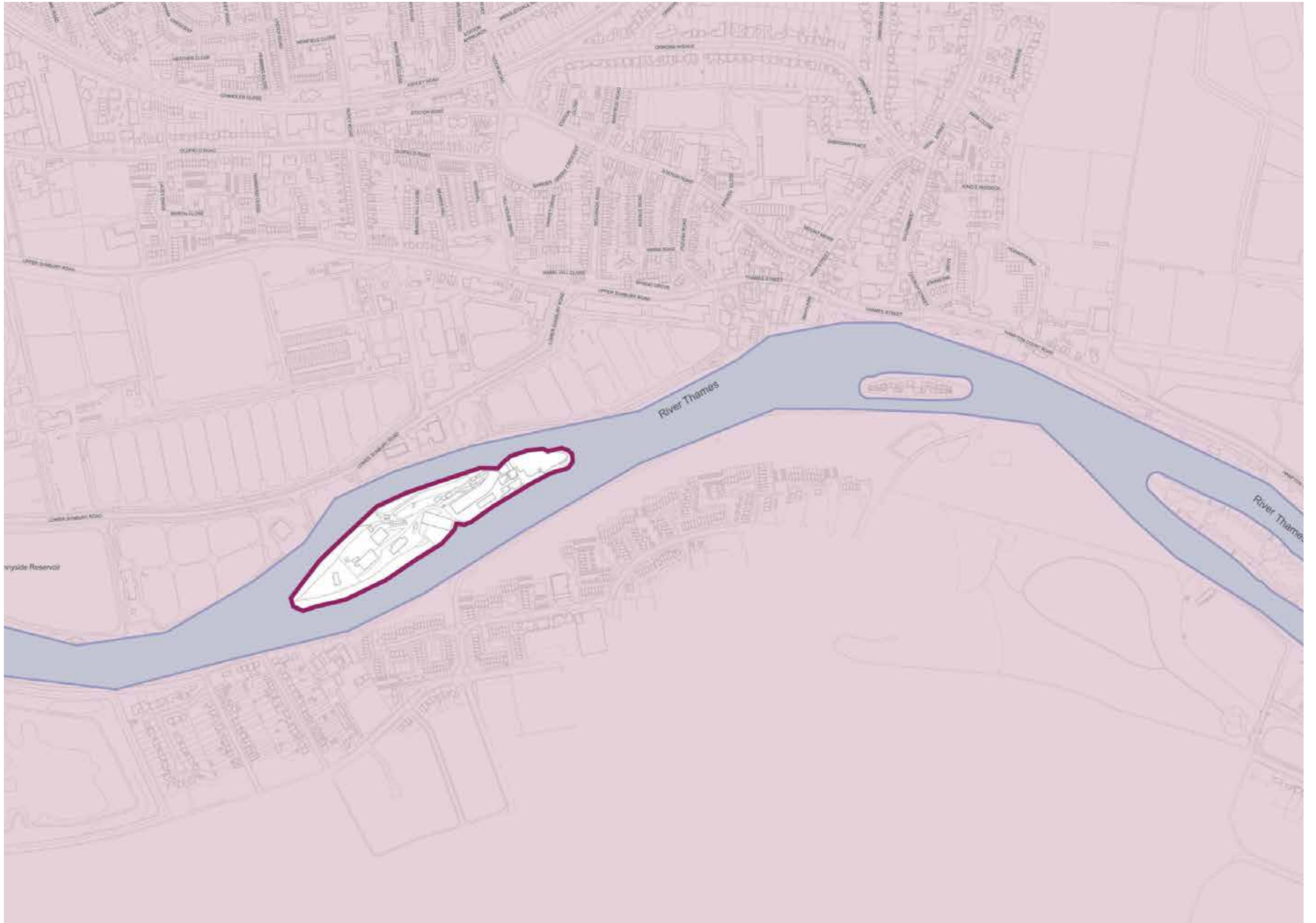
Platts Eyot



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. This area is largely undeveloped and includes the extensive site of the 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. There is also a row of detached houses set in their own gardens to the west of the reservoirs which front onto the River Thames; these have pitched roofs and traditional detailing.

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.

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.



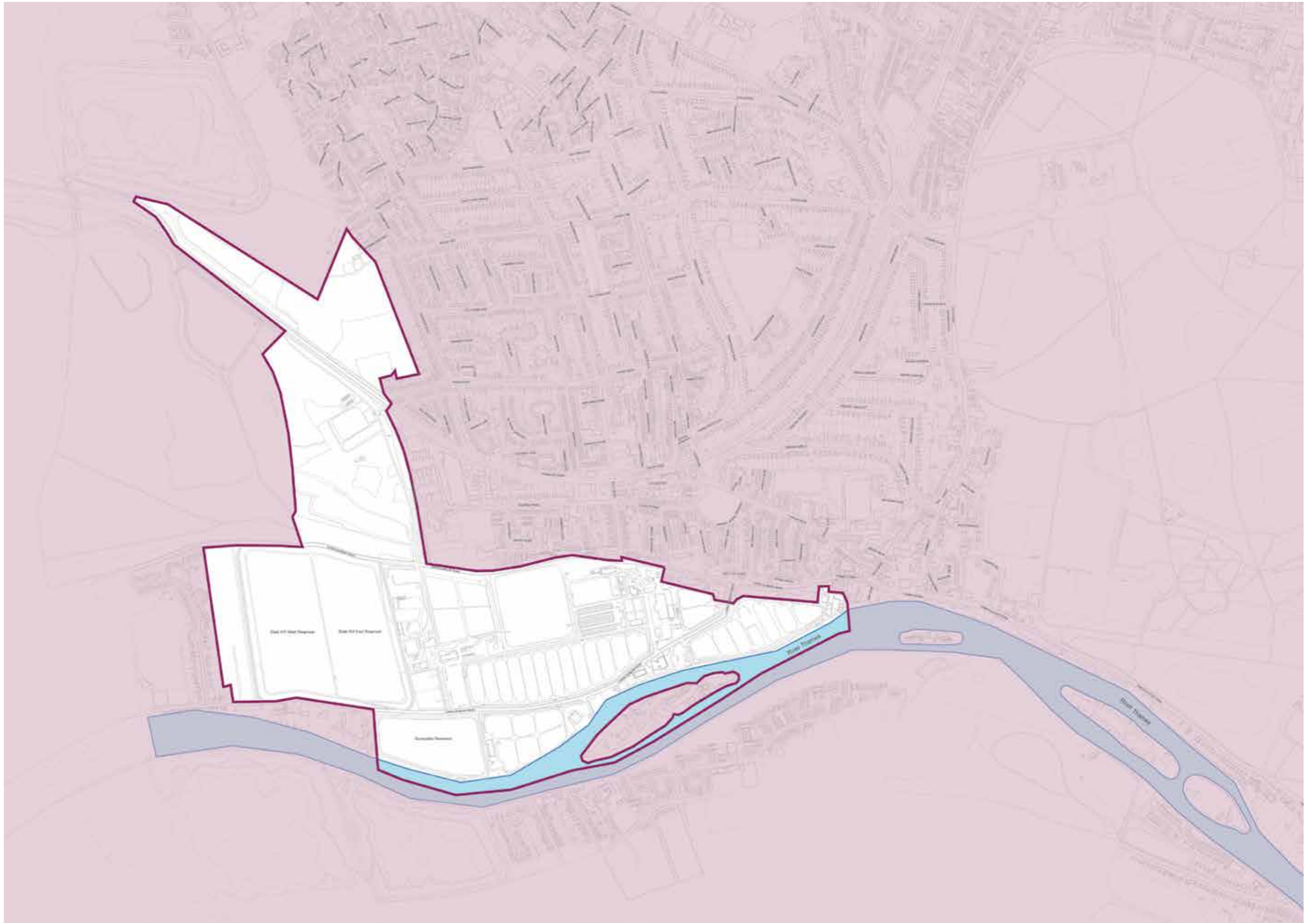
Hampton Waterworks



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

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, mostly semi-detached and with pitched roofs and other traditional details, arranged around cul-de-sac and short, straight streets.

Many of the houses have 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 chimneypots.

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.

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.
- 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 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.



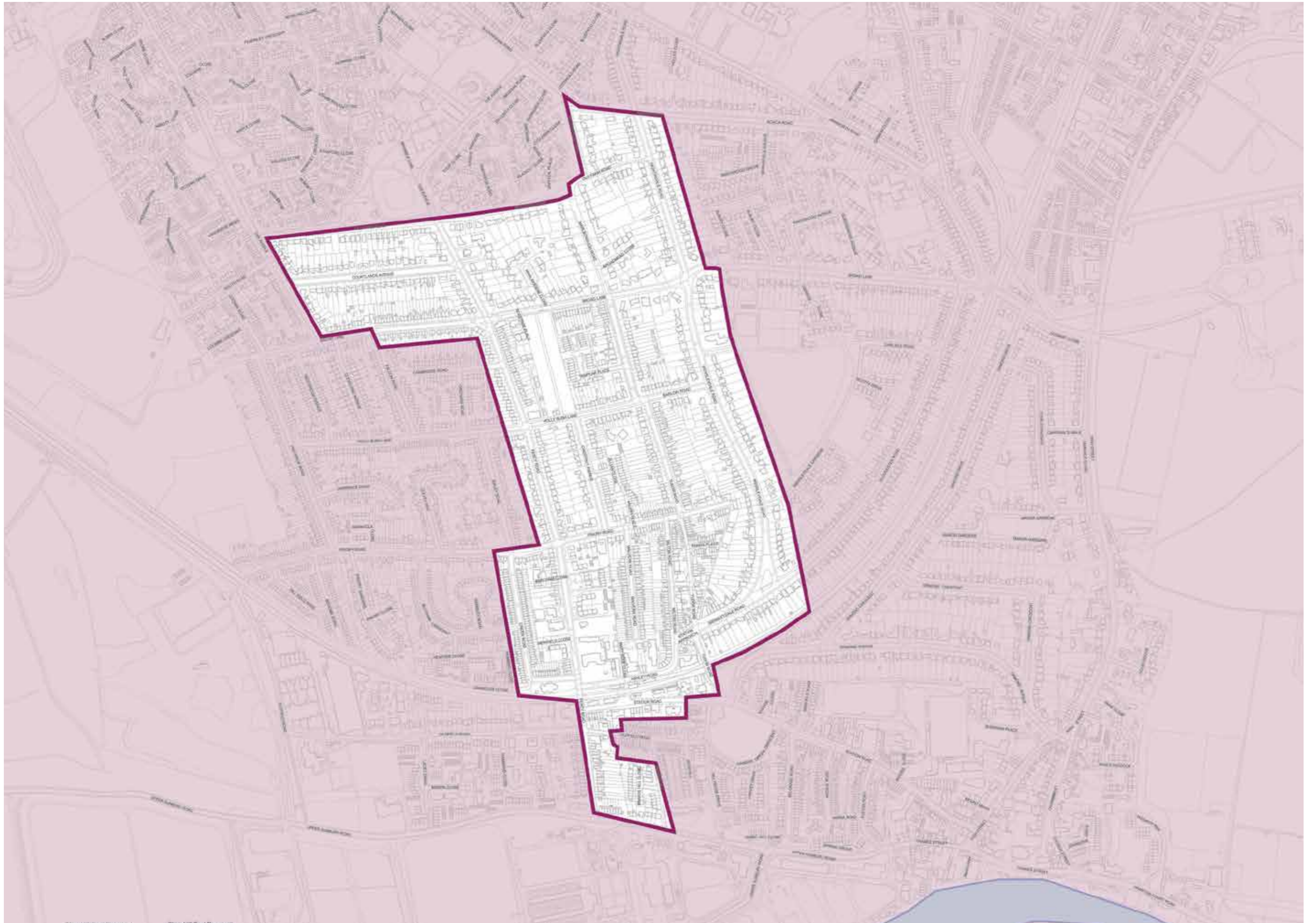
Priory Road



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.



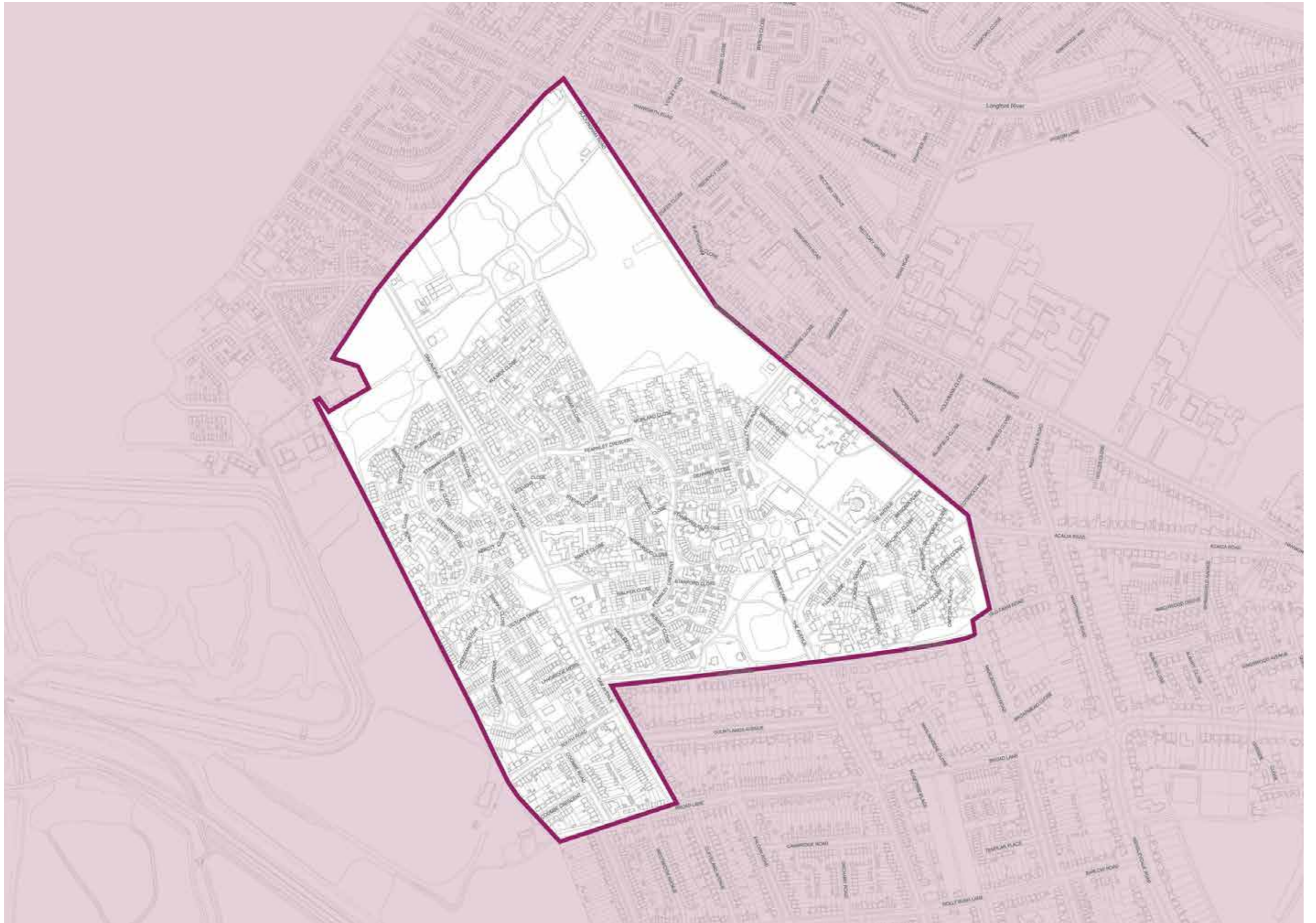
Fearnleigh Crescent



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.

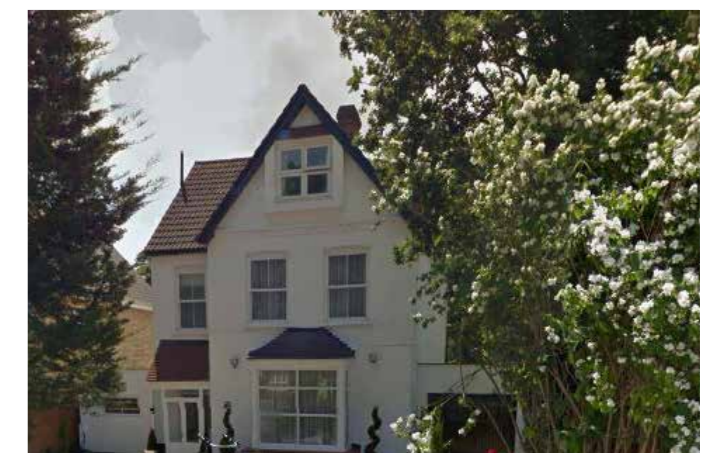
Conservation Area Statement: http://www.richmond.gov.uk/home/services/planning/conservation_areas/conservation_area_statements.htm



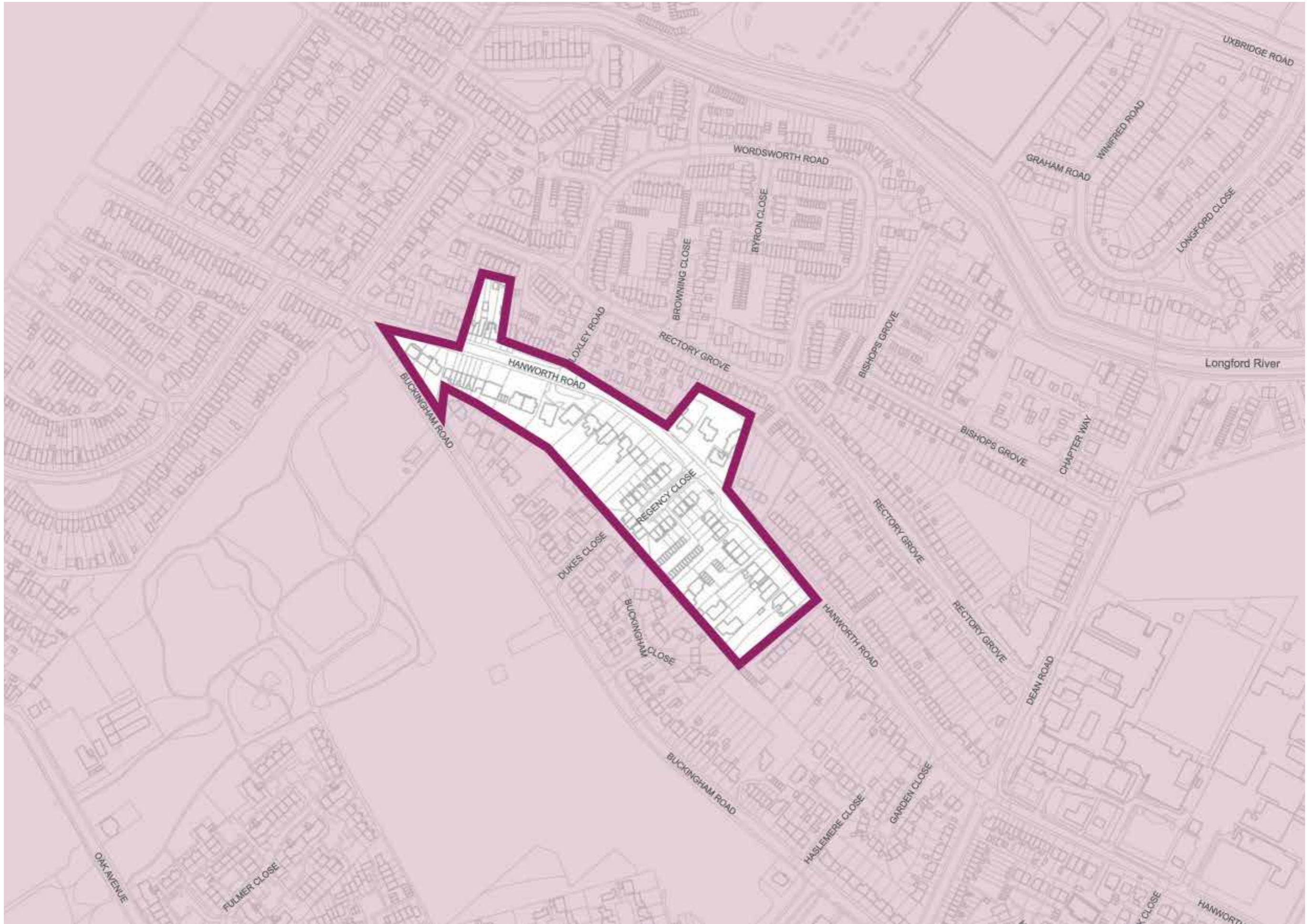
Regency Close



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

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.

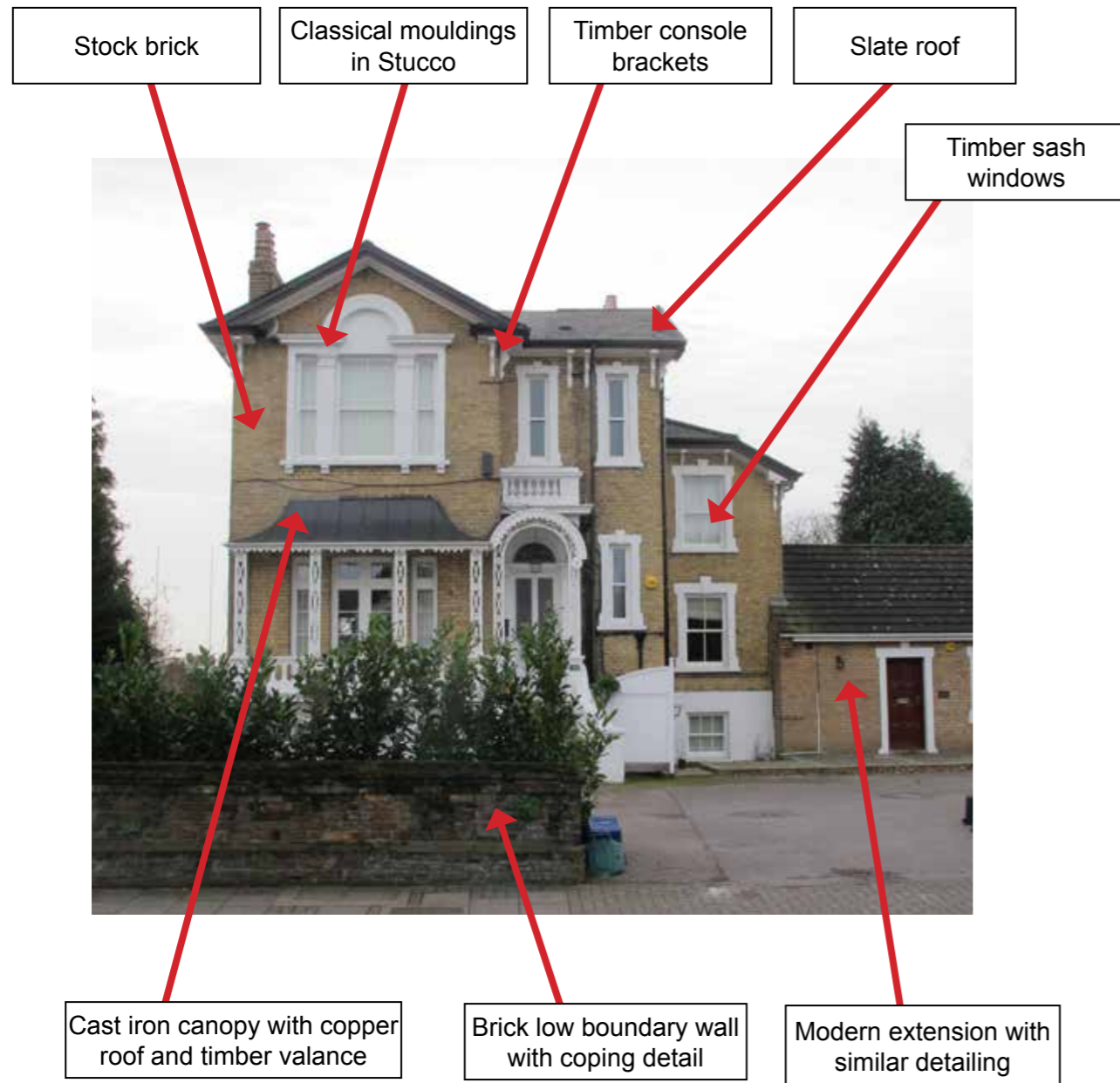
Examples in this part of London are limited, with Garrick Villa's in Hampton Village Conservation Area being one of the primary examples.

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.

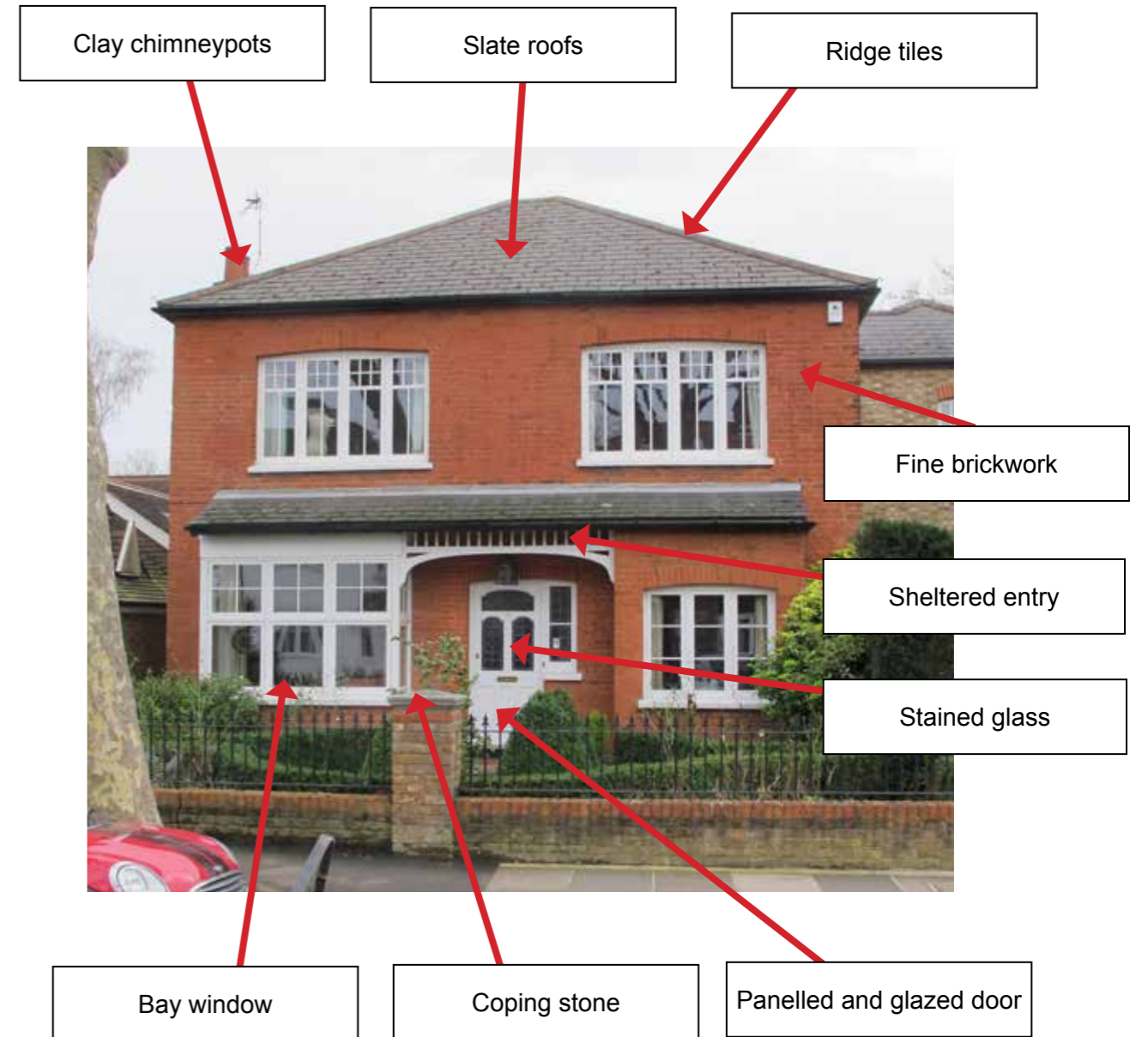
Brick was still the basic load-bearing material for most buildings during this period though decorative coloured detailing became more popular. Renders and ornament (the latter usually made from artificial stone) also become more widespread. The Borough hosts a wide array of quality Victorian housing 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.

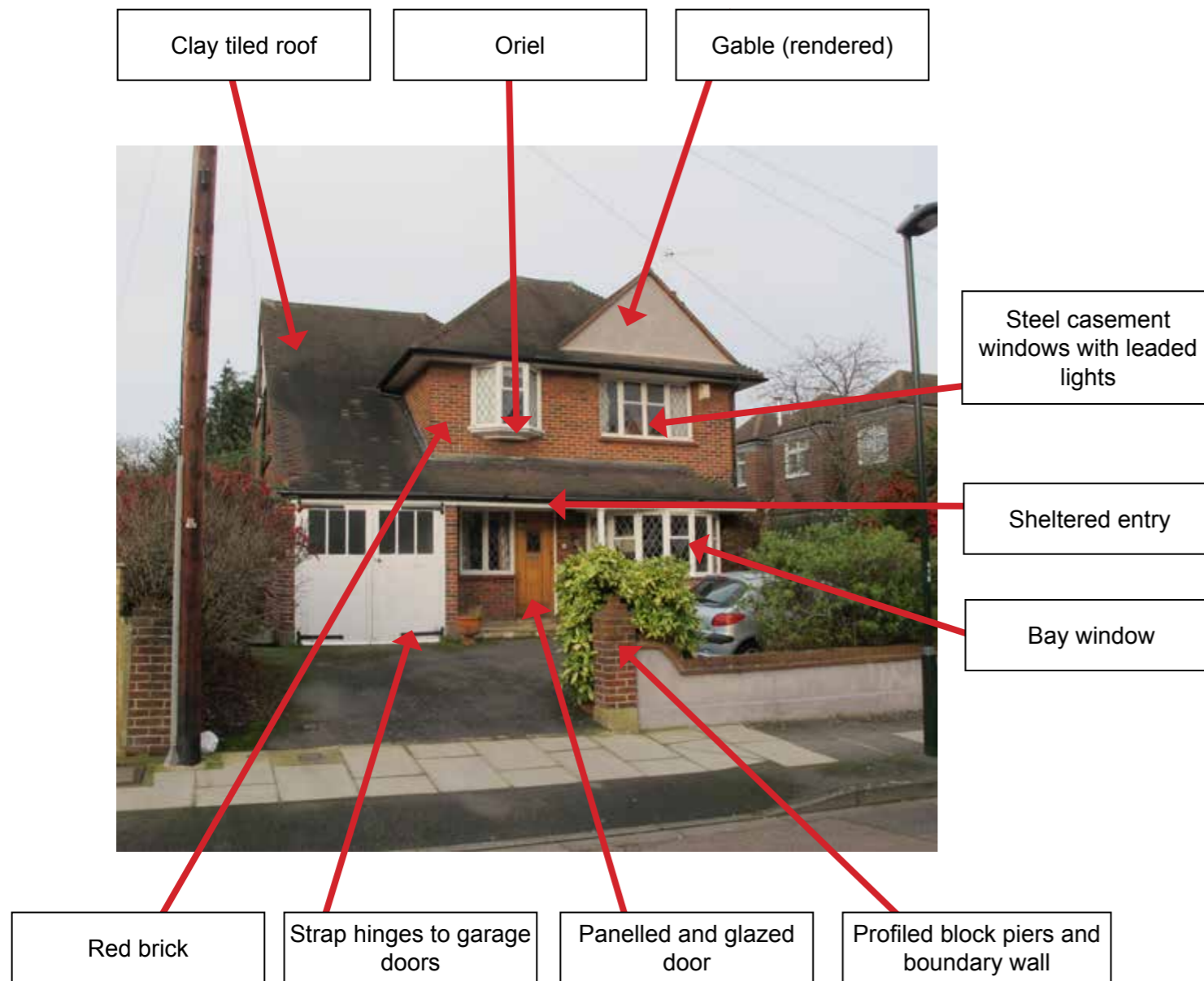
Wordsworth Road and Rectory Grove support significant estates constructed during this period with a mix of styles but primarily of two storeys, hanging tiles and white painted wood panelling, some with significant pitches which cover the first floor of the property.

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.

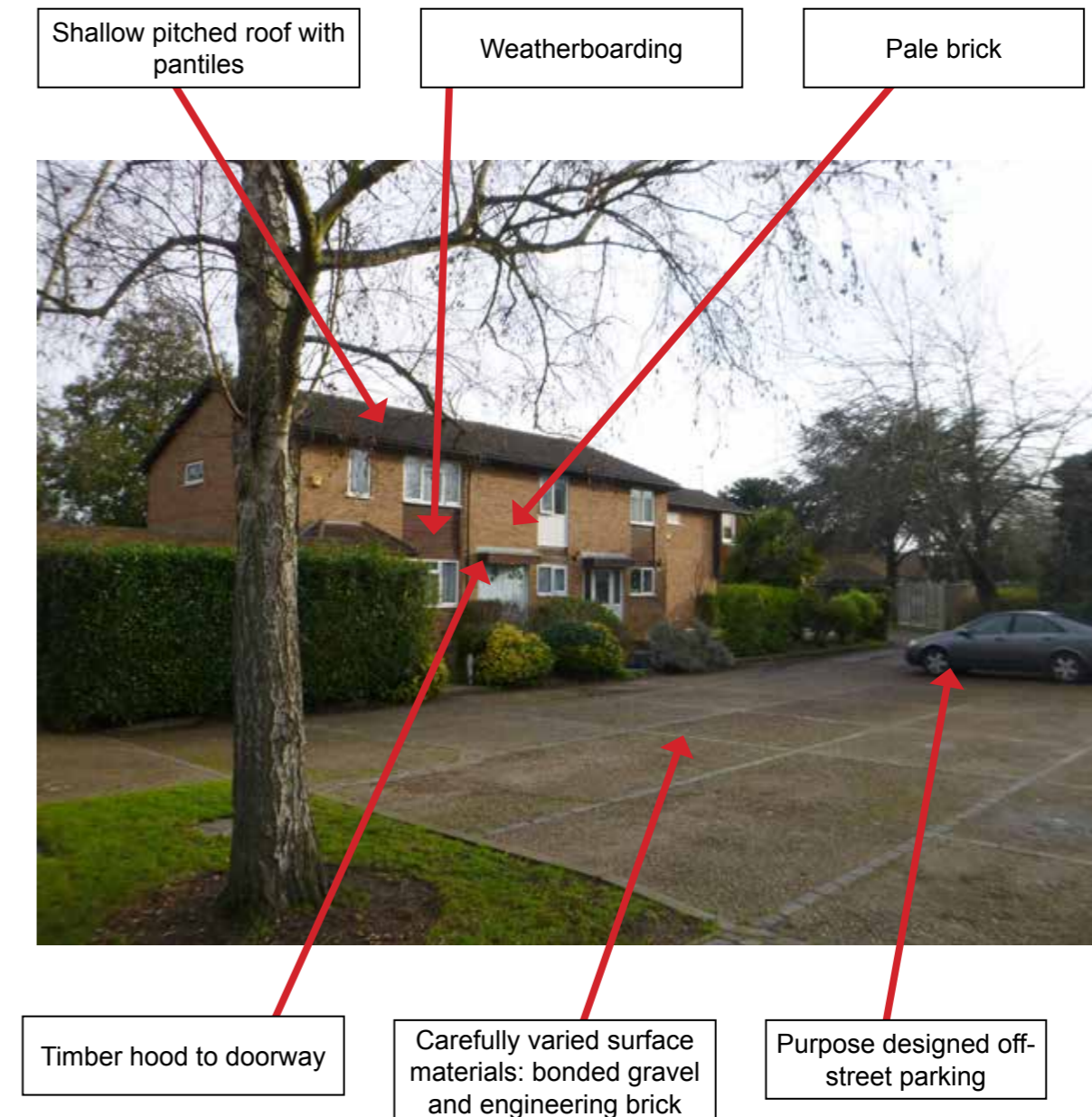
The northern part of Hampton has more contemporary development from the 1980s onward, with a number of estates emerging across the suburban area during the late twentieth century, this includes Fearnleigh Crescent, which has been built out over a number of decades resulting in an eclectic mix of styles,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



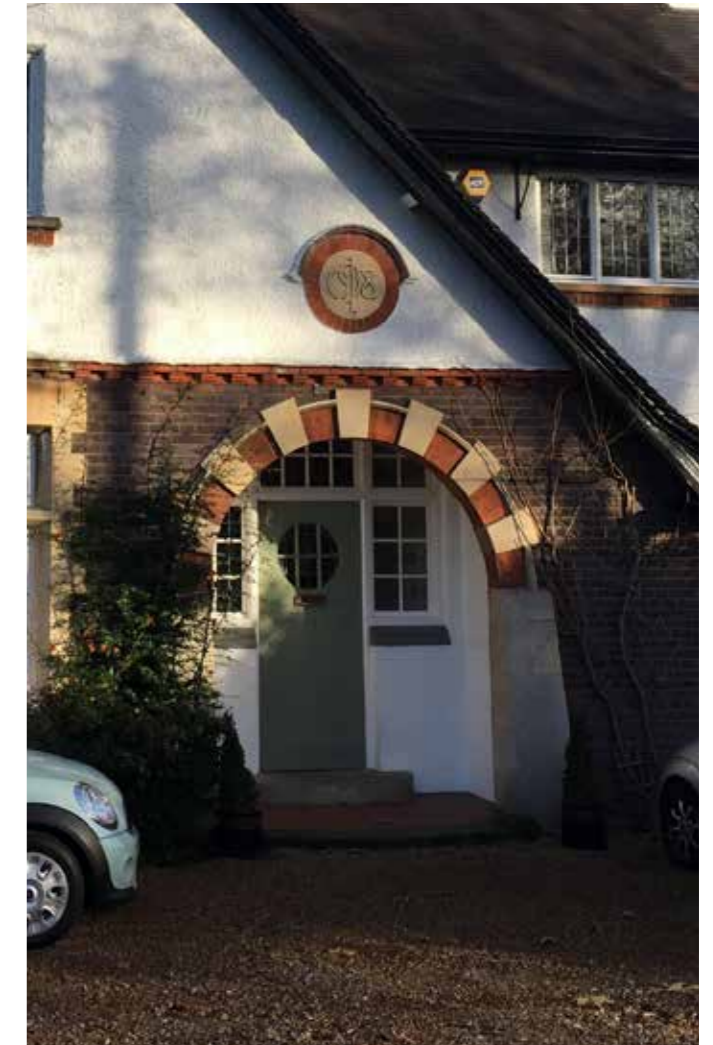
Timber casement doors with simple porch overhang



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.



Crittall 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 sash window, partially Crittalled, with timber Balastrade atop



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

7. Features and Materials (continued)

Victorian



Late Victorian / Edwardian



Interwar



Post War



Contemporary



8. Development Guidance

1. Hampton Square (Pre Publication 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 (Pre Publication 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 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 – Decision on a planning application for this site is outstanding (Pre Publication 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 (Pre Publication Local Plan ref. SA4)

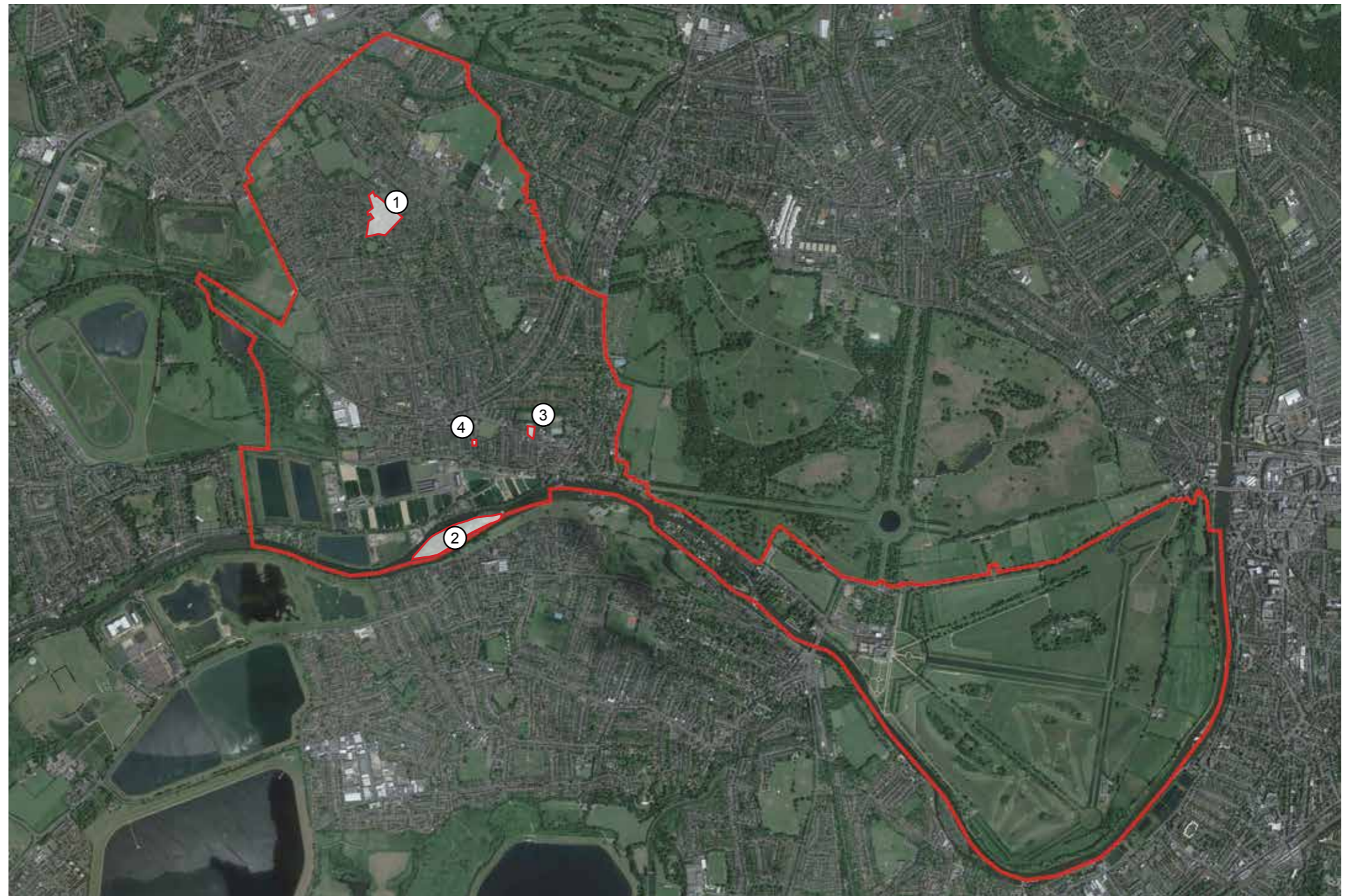
Proposal: If the site is declared surplus to requirements, appropriate land uses include employment generating or social and community infrastructure uses.

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 engage 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



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 Policy DM TP 9 (Pre-Publication Local Plan equivalent policy is 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 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 Development Management Plan (Policy DM TP 9) 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 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 Hampton. A more detailed map can be found at 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.
- 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.
- Improve your home's flood protection, the Government have outlined a number of measures that you can take at: www.gov.uk/prepare-for-a-flood/improve-your-property-flood-protection.

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 alternations 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 Development Management Plan (Adopted Nov 2011) include the following:

Policy DM SD 3: Retrofitting

High standards of energy and water efficiency in existing developments will be supported wherever possible through retrofitting. Proposals for conversions and extensions will be encouraged to comply with the Sustainable Construction Checklist SPD as far as possible and opportunities for micro-generation of renewable energy will be supported.

Development in an area susceptible to flooding should include flood resistant and/or resilient measures to mitigate potential flood risks.

The equivalent Pre Publication Local Plan policy is LP 22.

Policy DM SD 6: Flood Risk

Development will be guided to areas of lower risk by applying the Sequential Test as set out in paragraph 3.1.35. Unacceptable developments and land uses will be restricted in line with PPS25 and as outlined below. Developments and Flood Risk Assessments must consider all sources of flooding and the likely impacts of climate change.

Where a Flood Risk Assessment is required and in addition to the Environment Agency's normal floodplain compensation requirement, attenuation areas to alleviate fluvial and/or surface water flooding must be considered where there is an opportunity. The onus is on the applicant/developer for proposals on sites of 10 dwellings or 1000sqm of non-residential development or more to provide evidence and justification if attenuation areas cannot be used.

In areas at risk of flooding, all proposals on sites of 10 dwellings or 1000sqm of non-residential development or more are required to submit a Flood Warning and Evacuation Plan.

Further detail on the policy can be founded within the Development Management Plan on the Council's website: www.richmond.gov.uk/development_management_plan

The equivalent Pre Publication Local Plan policy is LP 21.

Policy DM SD 7: Sustainable Drainage

All development proposals are required to follow the drainage hierarchy (see below) when disposing of surface water and must utilise Sustainable Drainage Systems (SuDS) wherever practical. Any discharge should be reduced to greenfield run-off rates wherever feasible.

When discharging surface water to a public sewer, developers will be required to provide evidence that capacity exists in the public sewerage network to serve their development.

The equivalent Pre Publication Local Plan policy is LP 21.

Policy DM SD 8: Flood Defence

The effectiveness, stability and integrity of the flood defences, river banks and other formal and informal flood defence infrastructure within the borough will be retained and provision for maintenance and upgrading will be ensured. Setting back developments from river banks and existing flood defence infrastructure, where there are opportunities, will be encouraged. The removal of formal or informal flood defences is only acceptable if this is part of an agreed flood risk management strategy by the Environment Agency.

The Environment Agency must be consulted for any development that could affect a flood defence infrastructure.

The equivalent Pre Publication Local Plan policy is LP 21.

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 LDF Core Strategy (April 2009)

Main policies that the SPD will support:

CP7: Maintaining and Improving the Local Environment

- 7.A Existing buildings and areas in the Borough of recognised high quality and historic interest will be protected from inappropriate development and enhanced sensitively, and opportunities will be taken to improve areas of poorer environmental quality, including within the areas of relative disadvantage of Castlenau, Ham, Hampton Nurserylands, Heathfield and Mortlake.
- 7.B All new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Proposals will have to illustrate that they:
- (i) are based on an analysis and understanding of the Borough's development patterns, features and views, public transport accessibility and maintaining appropriate levels of amenity;
 - (ii) connect positively with their surroundings to create safe and inclusive places through the use of good design principles including

layout, form, scale, materials, natural surveillance and orientation, and sustainable construction.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

CP8: Town and Local Centres

- 8.A The Borough's town and local centres have an important role, providing shops, services, employment opportunities, housing and being a focus for community life.

Retail and town centre uses will be supported providing that it is appropriate to the role in the hierarchy of the centres, and respects the character, environment and historical interest of the area. It should be of an appropriate scale for the size of the centre and not adversely impact on the vitality and viability of any existing centre. Out of town retail development is not usually considered appropriate in this Borough in line with The London Plan consolidated with Alterations since 2004.

The Council will improve the local environment to provide centres which are comfortable, attractive and safe for all users. The historic environment and river frontage will be protected.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 25.

CPI4 Housing Standards & Types

- 14.D The density of residential proposals should take into account the need to achieve the maximum intensity of use compatible with local context, while respecting the quality, character and amenity of established neighbourhoods and environmental and ecological policies. The London Plan consolidated with Alterations since 2004 Density Matrix and other policies will be taken into account to assess the density of proposals.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 34.

CP20 Visitors and Tourism

The Council will support the sustainable growth of the tourist industry, for the benefit of the local area by:

- 20.A Encouraging the enhancement of existing tourist attractions, such as Kew Gardens, Hampton Court Palace, Ham House and the River, including sport stadia particularly those of RFU and Harlequins;
- 20.B Promoting sustainable transport for tourists to and within the borough, including the passenger services along the Thames;
- 20.C Directing new hotels to the Borough's town centres or other areas highly

accessible by public transport;

- 20.D Requiring accommodation and facilities to be accessible to all;
- 20.E Enhancing the environment in areas leading to and around tourist destinations.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 43.

Other relevant policies:

CPI0: Open Land and Parks

The open environment will be protected and enhanced. In particular:

- 10.A The Borough's green belt, metropolitan open land and other open land of townscape importance, World Heritage Site (Royal Botanic Gardens, Kew), land on the Register of Parks and Gardens of Special Historic Interest, green chains and green corridors will be safeguarded and improved for biodiversity, sport and recreation and heritage, and for visual reasons.
- 10.B A number of additional areas of open land of townscape importance will be identified, which will be brought forward through the Development Allocations DPD.

Within the Pre-publication Local Plan the equivalent policies are LPI2, LPI3 and LP 14.

CP17 Health and Well-being

- 17.A Health and well-being in the Borough is important and all new development should encourage and promote healthier communities and places.
- 17.B The provision of new or improved facilities for health and social care and other facilities will be supported. Such facilities should be in sustainable locations and accessible to all and priority will be given to those in areas of relative deprivation which are identified in Core Policy 13, an immediate need for primary health care facilities (especially doctor's surgeries) has been identified in Kew, Richmond, Whitton and Ham. Sites for larger facilities may be identified in the Site Allocations DPD.
- 17.C A pattern of land use and facilities will be promoted to encourage walking, cycling, and leisure and recreation and play facilities to provide for a healthy lifestyle for all, including provisions for open and play space within new development as appropriate.
- 17.D Existing health, social care, leisure and recreation provision will be retained where these continue to meet or can be adapted to meet residents' needs. Land will be safeguarded for such uses where available, and the potential of re-using or redeveloping

existing sites will be maximised.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 30.

LBRuT LDF Development Management Plan (November 2011)

Main policies that the SPDs will support:

Policy DMTC 2 Local and Neighbourhood Centres and Areas of Mixed Use

The Council will protect and improve the provision of day-to-day goods and services in the local and neighbourhood centres of the borough (See Policy DMTC 3 'Retail Frontages'). These centres are often designated as Areas of Mixed Use and are thus seen as appropriate for a mix of uses that meet primarily local needs.

Proposals for development will be acceptable in the smaller centres if they:

- (c) Respect and enhance the heritage, character and local distinctiveness of the centre, whilst making the most efficient use of land.
- (d) Include overall improvements and enhancements of the small centres; or modernise outmoded premises.

Development should improve and maintain commercial provision in the smaller centres, without significantly expanding it.

Within the Pre-publication Local Plan the equivalent policy is Policy LP25.

Policy DMTC 3 Retail Frontages

B Secondary Retail Frontages

Non-retail proposals will be acceptable in the secondary shopping frontages only if:

- (b) The proposed use retains a "shop-like" appearance with an active frontage and will not have a detrimental visual impact on the shop-front and respect the heritage and character of the centre.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 26.

Policy DM OS 3 Other Open Land of Townscape Importance

Other open areas that are of townscape importance will be protected and enhanced in open use.

It will be recognised that there may be exceptional cases where appropriate development is acceptable. The following criteria must be taken into account when assessing appropriate development:

1. It must be linked to the functional use of the Other Open Land of Townscape Importance; or
2. It can only be a replacement or minor extension of existing built facilities;
3. In addition to 1. or 2., it does not harm the character and openness of the open land.

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

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

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.

The explanatory text is relevant to the SPD as set out below:

- 4.1.6 Other Open Land of Townscape Importance (OOLTI) can include public and private sports grounds, school playing fields, cemeteries, allotments, private gardens, areas of vegetation such as street verges and mature trees. The designated areas are shown on the Proposals Map but there will also be other areas which could be considered as being of local value to the area and townscape which merit protection.
- 4.1.7 In some parts of the borough, open areas, including larger blocks of back gardens, which are not extensive enough to be defined as green belt or metropolitan open land, act as pockets of greenery of local rather than London-wide significance. Many of these are of townscape importance, contributing to the local character and are valued by residents as open spaces in the built up area. Policy DM HO 2 'Infill Development'

and Policy DM HO 3 'Backland Development' also recognise the importance of gardens, which will be considered as greenfield sites. Green oases are particularly important and will be protected in areas of high density development and town centres.

4.1.8 OOLTI should be predominantly open or natural in character. The following criteria are taken into account in defining OOLTI:

- Contribution to the local character and/or street scene, by virtue of its size, position and quality.
- Value to local people for its presence and openness.
- Immediate or longer views into and out of the site, including from surrounding properties.
- Value for biodiversity and nature conservation.
- Note that the criteria are qualitative and not all need to be met.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 14.

Policy DM OS 4 Historic Parks, Gardens and Landscapes

Parks and gardens as well as landscapes of special historic interest included in the Register compiled by English Heritage and other historic parks, gardens and landscapes

referred to in para 4.1.11 below, will be protected and enhanced. Proposals which have an adverse effect on the settings, views, and vistas to and from historic parks and gardens, will not be permitted.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

Policy DM HD 1 Conservation Areas – designation, protection and enhancement

The Council will continue to protect areas of special significance by designating Conservation Areas and extensions to existing Conservation Areas using the criteria as set out in PPS 5 and as advised by English Heritage.

The Council will prepare a Conservation Area Appraisal and Management Plan for each Conservation area, these will be used as a basis when determining proposals within or where it would affect the setting of, Conservation Areas together with other policy guidance.

Buildings or parts of buildings, street furniture, trees and other features which make a positive contribution to the character, appearance or significance of the area should be retained. New development (or redevelopment) or other proposals should conserve and enhance the character and appearance of the area.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

Policy DM HD 2 Conservation of Listed Buildings and Scheduled Ancient Monuments

The Council will require the preservation of Listed Buildings of special architectural or historic interest and Ancient Monuments and seek to ensure that they are kept in a good state of repair by the following means:

1. consent would only be granted for the demolition of Grade II Listed Buildings in exceptional circumstances and for Grade II* and Grade I Listed Buildings in wholly exceptional circumstances following a thorough assessment of their significance;
2. retention of the original use for which the listed building was built is preferred. Other uses will only be considered where the change of use can be justified, and where it can be proven that the original use cannot be sustained;
3. alterations and extensions including partial demolitions should be based on an accurate understanding of the significance of the asset including the structure, and respect the architectural character, historic fabric and detailing of the original building. With alterations, the Council will normally insist on the retention of the original structure, features, material and plan form or features that contribute to the significance of the asset. With repairs, the Council will expect retention and repair, rather than replacement of the structure, features, and materials of the building which contribute to its architectural and historic interest; and will

require the use of appropriate traditional materials and techniques;

4. using its legal powers to take steps to secure the repair of Listed Buildings, where appropriate;
5. protecting the setting of Ancient Monuments and Listed Buildings where proposals could have an impact;
6. taking a practical approach towards the alteration of Listed Buildings to comply with the Disability Discrimination Act 2005 and subsequent amendments, provided that the building's special interest is not harmed, using English Heritage advice as a basis.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 3.

Policy DM HD 3 Buildings of Townscape Merit

The Council will seek to ensure and encourage the preservation and enhancement of Buildings of Townscape Merit and will use its powers where possible to protect their significance, character and setting, by the following means:

1. consent will not normally be granted for the demolition of Buildings of Townscape Merit;
2. alterations and extensions should be based on an accurate understanding of the significance of the asset including the structure, and respect the architectural character, and detailing of the original

building. The structure, features, and materials of the building which contribute to its architectural and historic interest should be retained or restored with appropriate traditional materials and techniques;

3. any proposals should protect and enhance the setting of Buildings of Townscape Merit;
4. taking a practical approach towards the alteration of Buildings of Townscape Merit to comply with the Disability Discrimination Act 2005 and subsequent amendments, provided that the building's special interest is not harmed, using English Heritage advice as a basis.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 4.

Policy DM HD 7 Views and Vistas

The Council will seek to protect the quality of views indicated on the Proposals Map. It will also seek opportunities to create attractive new views and vistas and, where appropriate, improve any that have been obscured.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 5.

Policy DM HO 1 Existing Housing (including conversions, reversions, and non self-contained accommodation)

Existing housing should be retained. Redevelopment of existing housing should normally only take place where:

1. 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:
2. the proposal improves the long-term sustainability of buildings on the site; and
3. the proposal does not have an adverse impact on local character; and
4. the proposal provides a reasonable standard of accommodation, including accessible design, as set out in Policy DM HO 4 'Housing Mix and Standards' and other policies.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 38.

Policy DM HO 2 Infill Development

All infill development must reflect the character of the surrounding area and protect the amenity of neighbours. In considering applications for infill development the following factors will be taken into account:

1. Plot width - plots must be of sufficient width to allow a dwelling(s) to be sited

with adequate separation between dwellings;

2. Spacing between dwelling - new dwellings must have similar spacing between buildings to any established spacing in the street;
3. Height - dwelling height should reflect the height of existing buildings;
4. Materials - where materials on existing dwellings are similar, new dwellings should reflect those materials;
5. Architectural details - new dwellings should incorporate or reflect traditional architectural features;
6. Trees, shrubs and wildlife habitats - features important to character, appearance or wildlife must be retained or re-provided;
7. Impact on neighbours - including loss of privacy to homes or gardens.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 39.

Policy DM HO 3 Backland Development

There will be a presumption against loss of back gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases where it is considered that a limited scale of backland development may be acceptable it should not have a significantly adverse impact upon the following:

1. Garden land – rear 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;

2. Impact on neighbours – privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
3. Vehicular access or car parking – these must not have an adverse impact on neighbours in terms of visual impact, noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
4. Mass and scale of development on backland sites must be more intimate in scale and lower than frontage properties;
5. Trees, shrubs and wildlife habitats – features important to character, appearance or wildlife must be retained or re-provided.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 39.

Policy DM TP 8 Off Street Parking - Retention and New Provision

Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.

A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on street parking.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 45.

Policy DM TP 9 Forecourt Parking

The parking of vehicles in existing front gardens will be discouraged, especially where

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation; or,
- where such parking would detract from the streetscape or setting of the property; or,
- where the use of the access would create a road or pedestrian safety problem; or
- where the width of the proposed entrance will be greater than the width of a normal driveway.

For any proposal the area of impermeable paving should be minimised and soft landscaping maximised.

The Council will seek to restrict permitted development rights for forecourt parking through Article 4 directions, where important townscape or surface water flooding issues exist. The Council will have regard to the impact of forecourt parking in considering proposals to extend or convert existing residential property.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 45.

Policy DM DC 1 Design Quality

New development must be of a high architectural and urban design quality based on sustainable design principles.

Development must be inclusive, respect local character including the nature of a particular road, and connect with, and contribute positively, to its surroundings based on a thorough understanding of the site and its context.

In assessing the design quality of a proposal the Council will have regard to the following:

- compatibility with local character including relationship to existing townscape and
- frontages, scale, height, massing, proportions and form
- sustainable development and adaptability,

- subject to aesthetic considerations
- layout and access
- space between buildings and relationship to the public realm
- detailing and materials

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

Policy DM DC 7 Shop fronts and shop signs

The Council will resist the removal of shop fronts of architectural or historic interest.

The Council will expect proposals for new shop fronts or alterations to existing shop fronts to demonstrate a high quality of design, which complements the original design, proportions, materials and detailing of the shop front, 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 shop-front and its setting; external security grilles will not normally be permitted; in sensitive areas, rigid and gloss finish blinds will generally be unacceptable;

Signage and illumination to shop fronts must demonstrate a high quality of design, which complements the character and materials of the shop front and surrounding streetscene, and does not compromise public safety. Large illuminated fascias will not normally be permitted, even if these are in the "house style" of a particular store.

New shop fronts must be designed to allow equal access for all users, and can incorporate flood protection measures where appropriate. Proposals should take account of the Councils SPD on Shop fronts and Shop Signs.

The Council will welcome proposals from groups of shops to add character to the street scene by the use of harmonious high quality design, colours and materials for their shop fronts.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 1.

The emerging Local Plan contains the following Policy, LP16, on Trees and Landscape:

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 landscapes, 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 DM OS 2 Metropolitan Open Land

The borough's Metropolitan Open Land will be protected and retained in predominately open use. Appropriate uses 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.

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

1. Does not harm the character and openness of the metropolitan open land; and
2. Is linked to the functional use of the

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 metropolitan open land.

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

When considering developments on sites outside Metropolitan Open Land, any possible visual impacts on the character and openness of the Metropolitan Open Land will be taken into account.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 13.

Policy DM OS 11 Thames Policy Area

The special character of the Thames Policy Area (TPA), as identified on the Proposals Map, will be protected and enhanced by:

1. ensuring development protects the individuality and character, including the views and vistas, of the river and the identified individual reaches;
2. discouraging land infill and development which encroaches into the river and

its foreshore other than in exceptional circumstances, which may include where necessary for the construction of river dependent structures such as bridges, tunnels, jetties, piers, slipways etc.;

3. ensuring development establishes a relationship with the river and takes full advantage of its location, addressing the river as a frontage, opening up views and access to it and taking account of the changed perspective with tides;
4. encouraging development which includes a mixture of uses, including uses which enable the public to enjoy the riverside, especially at ground level in buildings fronting the river;
5. protecting and promoting the history and heritage of the river, including landscape features, historic buildings, important structures and archaeological resources associated with the river and ensuring new development incorporates existing features;
6. protecting and improving existing access points to the River Thames, its foreshore and Thames Path, including paths, cycle routes, facilities for launching boats, slipways, stairs etc. and encouraging opening up existing access points to the public, both for pedestrians and boats;
7. requiring public access as part of new developments alongside and to the River Thames, including for pedestrians, boats and cyclists, where appropriate;

8. increasing access to and awareness of the river including from the town centres.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 18.

Policy DM TP 6 Walking and the Pedestrian Environment

To protect, maintain and improve the pedestrian environment, the Council will ensure that:-

1. New development and schemes protect, maintain and, where appropriate, improve the existing pedestrian infrastructure, including the Rights of Way network.
2. New development does not adversely impact on the pedestrian environment and provides appropriate pedestrian access (see Policy DM TP 3 'Enhancing Transport Links').
3. New development and schemes improve the safety and security of the pedestrian environment where appropriate.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 44.

Policy DM TP 7 Cycling

To maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities, see Policy DM TP 3 'Enhancing Transport Links'

and Policy DM TP 8 'Off Street Parking - Retention and New Provision'.

Within the Pre-publication Local Plan the equivalent policy is Policy LP 44.

Relevant SPDs/SPGs

- Design Quality SPD Adopted Feb 2006 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
- Residential Development Standards March 2010 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
- Small and Medium Housing Sites SPD Feb 2006 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
- 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

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

Thames Landscape Strategy (2012 refresh). This can be viewed at www.thameslandscape-strategy.org.uk

The Council's policy on tree management is set out at: www.richmond.gov.uk/tree_policy.pdf

