



**STATEMENT OF COMMUNITY INVOLVEMENT**

**HAMPTON WATERWORKS**

**UPPER SUNBURY ROAD**

**HAMPTON**

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**NOVEMBER 2023**

**Polity**  
ENGAGING LOCAL COMMUNITIES

## **1. Background**

- 1.1 Polity Communications Ltd, specialists in community involvement in regeneration and development proposals, was asked by Waterfall Planning Ltd ("Waterfall") to organise community Involvement activities relating to their redevelopment proposals at a key site in Hampton.
- 1.2 The application site relates to the Karslake Building and Ruston & Ward Building (both Grade II Listed) which form part of the of the Thames Water Hampton Waterworks complex located on the south side of Upper Sunbury Road to the west of the junction with Lower Sunbury Road. The application site falls within the Hampton Ward of the London Borough of Richmond upon Thames. It is also within the Hampton Village Conservation Area (CA12).
- 1.3 The monumental brick pumping houses found at the site date back to the mid 1850's and remained operational until they were decommissioned towards the end of the last century. The buildings have been listed for over fifty years and are a prominent and attractive landmark at the entry to Hampton. As such their redevelopment requires listed building consent as well as planning permission.
- 1.4 Thames Water sold the 0.57 ha site in early 2017 and vacated in December 2019. Due to the significant deterioration of the internal fabric of the existing buildings which will only worsen as they stand vacant, significant investment is required to restore the buildings.
- 1.5 The new owners, Waterfall employed leading architectural practice LOM to bring forward a proposal which sought to sympathetically restore the existing listed buildings, address local housing needs, provide a high quality architectural design in keeping with the area and ensure that neighbouring residential amenity is protected.

## Original proposals 2019 - 2021

- 1.6 The mixed-use scheme comprised residential and commercial uses. The pre-application scheme originally presented to the public in late 2019 proposed 37 new homes comprising 17 x 1-bed units, 11 x 2-bed units and 9 x 3-bed units. The Ruston & Ward workshop accommodated some 297.6 sq. m of commercial space.
- 1.7 Separate pre-application consultation took place with the local authority prior to the public presentation of the original draft proposals. This began in August 2017, some six months after the site had been acquired.
- 1.8 The original proposed redevelopment included a new roof extension level over the single story element of the Karslake building, a small extension to the rear of the car park, the conversion of the existing storehouse to a detached house and a new roof extension level over the single story element of the Ruston & Ward building.
- 1.9 Following a number of rounds of pre-application dialogue with the local authority various changes were made and reflected in a planning application (validated in early July 2020) which included:
- An increase in retained commercial floorspace from 280sqm to 318.8sqm;
  - Extension to Karslake Building engine house reduced from three storeys to two and extension to Storehouse reduced from two storeys to one;
  - Extensions to Water Works Cottages withdrawn;
  - An increase in car parking spaces from 36 to 39 (36 residential, 3 commercial).
- 1.10 As described below, Waterfall carried out significant public engagement around the original plans, which we documented in a Statement of Community Involvement (May 2020). The programme undertaken revealed positive expressions of support for the restoration of the positive that the historic buildings would be restored and brought into active use. Many saw the design approach as sympathetic and we encountered no objections at all to the roof extensions. The mixed residential/commercial uses were broadly supported.

- 1.11 The relatively positive reaction from the local community discovered during the public engagement was underlined by the low level of objections (10) received by the local authority as a result of its statutory consultation on the 2020 planning application.
- 1.12 However, despite the dialogue and the revisions made to the proposals over the period concerned, the London Borough of Richmond issued a decision notice in August 2021 which refused the planning application (20/1744/FUL) and associated listed building consent (20/1742/LBC). The reasons for refusal were various but included an assessment that the less than substantial harm that would be caused to the setting of the site's listed buildings and conservation area would not be outweighed by the public benefits that would accrue from the redevelopment.

### **Revised proposals 2021 – 2023**

- 1.13 In the wake of the local authority's decision, Waterfall and its development team began a process of considering how a new revised proposal could be brought forward that addressed the reasons for refusal and the objections of key consultees such as Historic England which focussed on the harm to the listed buildings.
- 1.14 Further dialogue with the local authority and Historic England resulted in a revised approach which resulted in a reduction in the height of the proposed roof extension. This, in turn, has led to a reduction in the number of proposed residential units to 36 in total alongside the retention of the 318.8 sq. m of commercial space which formed an integral part of the original refused application.
- 1.15 39 car parking spaces are proposed (36 for the residential units and 3 for the commercial space), along with 85 cycle spaces.

- 1.16 The details of the proposed development at the site are set out in the Design and Access Statement and Planning Statement which form part of the planning submission, but the application description is:

*Conversion and extension of the site including Ruston and Karslake Buildings to provide 36 no. residential units (Use Class C3) and 318.8 sq. m flexible business space (Use Class E(g)), associated car parking, access and landscaping works.*

- 1.17 Further appropriate public engagement took place in 2022 on the revised proposal which is described below.

## **2. Community involvement programme – principles**

- 2.1 To ensure best practice was followed in community involvement around the new development proposals at the site, Waterfall asked Polity to organise and implement a pre-application consultation programme. This applied to both the original 2020 planning application and the revised 2023 planning application.
- 2.2 In doing so, Waterfall sought to follow national best practice in community involvement as well as The London Borough of Richmond upon Thames' requirements for local consultation prior to the submission of a planning application. Such early consultation is a key feature of current best practice in community involvement in planning and is fully supported by Waterfall.
- 2.3 Increased emphasis has been placed at national level on early engagement in the planning process in order to allow feedback to be fully taken on board before planning applications are finalised. This was a key guiding principle of the Localism Act (2011), and the importance of front-loaded community involvement is maintained in the most recent iteration of the National Planning Policy Framework (September 2023), which states at paragraph 39:
- Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.*
- 2.4 The importance of placing local communities at the heart of the planning system has also been emphasised by the Secretary of State for Levelling Up, Housing & Communities in a letter to Members of Parliament in early December 2022, setting out further changes to the Levelling Up and Regeneration Bill as well as future updates to the National Planning Policy Framework.

2.5 Waterfall and its development team reviewed the London Borough of Richmond upon Thames' Statement of Community Involvement (2006) and the emerging Statement of Community Involvement (Planning matters, 2019) in relation to the original application and the new Statement of Community Involvement (adopted December 2019) in relation to the revised application to ensure that the community involvement programme met the local authority's expectations.

2.6 At 3.2.4 of the local authority's adopted Statement of Community Involvement it is stated that:

*Developers are encouraged to consult neighbours and/or local amenity bodies before submitting an application, and some already carry out some promotional publicity. The Localism Act (2011) sets out requirements for pre- application consultation and the NPPF also encourages applicants who are not already required to do so by law to engage with the local community before submitting an application. The Local Validation Checklist requires all major developments to be accompanied with a Community Engagement Report. In addition, the Council strongly encourages applicants of all other schemes to engage with the local community prior to submission. Developers will then be able to submit a consultation statement with the application, setting out who has been consulted and how, responses that were received and changes to the scheme that were made as a result.*

2.7 In Section 3 below, we describe the community engagement activities which formed part of the pre-application community involvement programme for both the 2020 and 2023 proposals. In Section 4, we summarise the key feedback received from the programme and the response by Waterfall.

2.8 Overall, Waterfall considered how to ensure that residents, businesses and civic societies and elected representatives in the locality of the site could:

- Have access to information about the scheme;
- Put forward their own ideas and feel confident that there was a process for considering ideas;
- Comment on the formal proposals, and;
- Get feedback and be informed about progress and outcomes.



### 3. Community involvement programme – tactics

#### 2020 proposals

- 3.1 For the 2020 proposals, the programme involved a briefing of key members of the Hampton Society, a separate briefing of ward councillors (also attended by a local authority officer) and a one-day public exhibition to which neighbouring residents, businesses and local ward councillors were invited. The primary objective was to inform local people and stakeholders about the emerging plans and actively seek their views prior to the finalisation of a planning application.
- 3.2 The briefing of the Hampton Society took place on 11<sup>th</sup> September 2019 and involved William Redfern (Chair), Sylvia Bridge Le Cluse (Planning Advisor) and Iacapo Sassi (Deputy Chair). The format of the meeting involved a presentation of the emerging proposals and a question and answer session. Feedback was also recorded.
- 3.3 The briefing of the local ward councillors took place on 13<sup>th</sup> September 2019 and included Cllr Gareth Roberts and Cllr Suzette Nicholson. Chris Tankard, Team Leader in the Council's Planning Department was also present.
- 3.4 The public exhibition was held on Thursday 26<sup>th</sup> September between 3.30 pm and 7.30 pm at the Linden Hall Community Centre, Linden Hall, Linden Road, Hampton, TW12 2JG.
- 3.5 Publicity for the public exhibition was by means of an invitation letter (**see Appendix A**) that was hand delivered door to door on 18<sup>th</sup> September 2019 within an identified catchment area (**see Appendix B**). This catchment was selected by assessing the site and its locality and was formulated in such a way as to exceed statutory neighbour notification requirements. Some 900 leaflets were distributed. The delivery date was chosen in line with our normal practice to notify local residents and businesses just prior to the week preceding a consultation event as our long experience suggests that this is the best way to achieve optimum participation.

- 3.6 Individual email invitations to the exhibition were sent out to the ward councillors, and the Hampton Society.
- 3.7 The exhibition comprised 14 separate boards showing the history of the site, the process which the design team had followed in developing the emerging proposals and visuals illustrating how the development might look (**see Appendix C**).
- 3.8 There were 87 visitors to the exhibition. Feedback forms (**see Appendix D**) were made available and 31 were completed in situ at the exhibition, representing a 36% visitor/written feedback ratio (we normally experience around 20%). Further emails were received from local residents requesting further information and copies of the exhibition boards that were displayed.



## 2022 proposals

- 3.9 Given the extensive feedback received on the 2020 proposals and the nature of the revisions proposed for the 2022 proposals which related primarily to the re-design of the proposed roof extensions to the single storey central blocks and the extensions to the rear of the Karlake Building, the community involvement programme was appropriately formulated.
- 3.10 As in the previous programme, a community letter was produced (**see Appendix E**) and distributed door-to-door on 5<sup>th</sup> July 2022 to the same catchment as previously (**see Appendix B**). The letter contained an invitation to a live presentation (webinar) of the revised proposals via the Zoom platform.
- 3.11 In addition, the three local Hampton ward councillors were provided with a copy of the community letter prior to its distribution and were also offered the opportunity of a briefing if they would find this helpful.
- 3.12 The Hampton Society was similarly provided with the community letter and offered the opportunity of a briefing.
- 3.13 The webinar was held as planned on 12<sup>th</sup> July 2022 at 6.30pm. Apart from the team members present there were 14 participants including William Redfern, the Chair of the Hampton Society and Cllr Suzette Nicholson, Hampton ward councillor. The webinar involved an on-screen presentation by the architects LOM (**see Appendix F**) followed by a Q&A/feedback session. We also received follow-up feedback via email from the Hampton Society.
- 3.14 The following section focuses on the key issues highlighted in the feedback received and gives the responses of Cinch and its development team.

#### 4. Key issues emerging from the programme

4.1 The table below is a summary of the key issues and comments received in both 2019 and 2022 via face-to-face contacts and through direct virtual engagement as described in above.

4.2 We have separated out the feedback from the 2019 and 2022 community involvement activities. Many of the comments and issues raised by participants in the programme are similar. It is possible that more than one person or organisation may have raised the issues or made the comments set out. The order of the feedback does not reflect any weighting in terms of comments received.

2019 Programme	
Comment/viewpoint	Response
Development looks nice.	Noted.
Requires sensitivity with local residents in respect of parking.	The proposed parking is compliant with local planning policy and is sufficient to accommodate the proposed demand associated with the new development.
3 car spaces for 40 workers is not sufficient.	Three parking spaces are based on the floor area of the workspace and is considered sufficient.
In principle the proposals look acceptable.	Noted.
Concerns over extra traffic.	The proposals will lead to a minor uplift in traffic movements.
Strongly object to proposals because of the proposed entrance/exit for vehicles.	The access complies with design standards and uses a historic access point. As a result, the proposed access is considered compliant and safe. A 'keep clear' box is provided in the egress onto Upper Sunbury Road.
The amount of extra traffic generated will have an adverse impact on the bus route.	The proposals will lead to a minor uplift in traffic movements. This is set out in the Transportation Assessment which forms part of the planning submission.
A308 is already busy and the extra traffic will cause many problems.	The proposals will lead to a minor uplift in traffic movements. This is set out in the Transportation Assessment which forms part of the planning submission.
Affordable housing is needed.	A viability assessment will be prepared for the development, which will outline the level of affordable housing provision whilst ensuring the financial viability of the project.
All in favour of the Zinc roof.	Zinc roof cladding is included in the application drawings.

<b>Comment/viewpoint</b>	<b>Response</b>
The general design is good and sympathetic to the 1850's look it already has.	Noted.
Interesting scheme which looks after the historical importance of the site.	Noted.
Would like to have seen more employment provision.	No parties have expressed interest to rent the existing buildings in their current dilapidated condition and configuration. The proposal, which provides appropriately 300sqm of employment space, would bring the vacant site back to active use.
Noise and traffic are a slight issue.	The proposals will lead to a minor uplift in traffic movements. This is set out in the Transportation Assessment which forms part of the planning submission.
If there was an option to create the access from Lower Sunbury Road this would be much safer.	Bringing the access close to the Upper Sunbury Road / Lower Sunbury Road signalised junction would be a worse option. A queue of only 20m would have an adverse impact on the development access.
Brilliant proposal.	Noted.
Need the new residents and water works.	Noted.
A priority should be a pedestrian crossing.	There are currently sufficient pedestrian facilities to cross on Upper Sunbury Road, to the east of the site. There is a pedestrian crossing on Lower Sunbury Road at its junction with Upper Sunbury Road, with dropped kerbs and tactile paving being provided. Further to the east at a distance approximately 25m from the junction, a pedestrian refuge island is provided with dropped kerbs and tactile paving, enabling safe crossing between the two sides of Upper Sunbury Road.
Concerned about more people coming into the area.	Section 106 and Community Infrastructure Levy contributions will be paid by the applicant to Royal Borough of Richmond upon Thames to go towards improving local infrastructure.
Lack of School places, doctors and dentists	Section 106 and Community Infrastructure Levy contributions will be paid by the applicant to Royal Borough of Richmond upon Thames to go towards improving local infrastructure.
A very comprehensive and informative display.	Noted.

<b>Comment/viewpoint</b>	<b>Response</b>
Please make sure residents don't use our parking areas.	The proposed parking provision is compliant with local planning policy and is sufficient to accommodate the proposed demand associated with the new development.
Noise pollution in the area is a concern.	The impact from noise pollution has been thoroughly assessed as part of the application submission.
Vehicle movements in the area is the only negative.	The proposals will lead to a minor uplift in traffic movements. This is set out in the Transportation Assessment which forms part of the planning submission.
Pleased to see that there are plans to bring these beautiful buildings back to life.	Noted. A key objective of the proposal is to restore and renovate the buildings on the site.
Display material was informative.	Noted.
Why could the staff not answer the question about the provision for affordable housing.	At the time of the exhibition the viability assessment which informs the level of affordable housing that can be provided had not been finalised.
I live and work in the area and a mixed use development would be supported.	Noted.
Can the development include an archive room?	We are not entirely sure what the archive room is for but there are no plans for such a facility at present. However, we are aware that the local museum has images of the pump house which can be augmented with additional elements that may become available from the site if and when the development takes place.
Not losing the history of the site is important.	The heritage of the site has been a central consideration in the design process.
I think things look good; however, I am concerned about the lack of knowledge in regard to the infrastructure.	Section 106 and Community Infrastructure Levy contributions will be paid by the applicant to Royal Borough of Richmond upon Thames to go towards improving local infrastructure.
Will the 216 bus route be affected?	No.
Not enough parking spaces, 37 units and only 39 spaces.	The proposed parking provision is compliant with local planning policy and is sufficient to accommodate the proposed demand.
Already too much development in the area.	This is a previously developed site with substantial disused buildings on it. There are only some minor additions to the existing buildings which will be restored and protected for the future.
Hopefully scope to include Social Housing.	A viability assessment will be prepared for the development, which will outline the level of affordable housing provision whilst ensuring the financial viability of the project.

<b>Comment/viewpoint</b>	<b>Response</b>
I love the proposals; I would live there.	Noted.
Controlled crossing would be good.	There are currently sufficient pedestrian facilities to cross on Upper Sunbury Road, to the east of the site. There is a pedestrian crossing on Lower Sunbury Road at its junction with Upper Sunbury Road, with dropped kerbs and tactile paving being provided. Further to the east at a distance approximately 25m from the junction, a pedestrian refuge island is provided with dropped kerbs and tactile paving, enabling safe crossing between the two sides of Upper Sunbury Road.
An admirable design concept for the building.	Noted.
The mix would be very vibrant of offices and workshops.	The objective is to animate what is currently a vacant and disused site. The residential and commercial mix will achieve vibrancy.
Looking forward to it be completed ASAP.	Noted.
If this goes through, I hope all affordable housing goes to Key Workers.	Noted.
Access to the site from Upper Sunbury Road could be a problem as it trails back to Kempton Park.	The access complies with design standards and uses a historic access point. As a result, the proposed access is considered compliant and safe. A 'keep clear' box is provided in the egress onto Upper Sunbury Road.
Be great to see the building in use again.	Noted.
Would have been good to have seen dimensions of the rooms.	The precise dimensions of the rooms are shown in the Design and Access Statement which forms part of the planning submission.
Worry for me is not enough street parking.	The proposed parking provision is compliant with local planning policy and is sufficient to accommodate the proposed demand. No parking overspill is anticipated.
Great to see this great building being regenerated.	Noted.
Make it a condition that only residents can park on the new development.	The submission includes a Servicing and Car Parking Management Plan which states how the parking will be managed only for residents to park.
Left only egress should be considered.	The egress complies with design standards and uses a historic access point. As a result, the proposed access is considered compliant and safe. A 'keep clear' box is provided in the egress onto Upper Sunbury Road.
Footway to the east of Library is currently signed "no right of way".	There are alternative pedestrian routes in the area.

<b>Comment/viewpoint</b>	<b>Response</b>
<p>Yellow Junction boxes near to the entrance/exit of the site is needed along with an extra Zebra Crossing.</p>	<p>The access complies with design standards and uses a historic access point. As a result, the proposed access is considered compliant and safe. A 'keep clear' box is provided in the egress onto Upper Sunbury Road. There are currently sufficient pedestrian facilities to cross on Upper Sunbury Road, to the east of the site. There is a pedestrian crossing on Lower Sunbury Road at its junction with Upper Sunbury Road, with dropped kerbs and tactile paving being provided. Further to the east at a distance approximately 25m from the junction, a pedestrian refuge island is provided with dropped kerbs and tactile paving, enabling safe crossing between the two sides of Upper Sunbury Road.</p>
<p>I had not realised that the fabric of the buildings was in such poor condition but I'm sure the renovated and converted buildings will provide stunning accommodation.</p>	<p>The degradation of the buildings is not immediately apparent externally. The proposal seeks to renovate the historic buildings and ensure that they are protected for many years to come. Residential and commercial uses is a viable way to achieve this.</p>
<p>The A308 Upper Sunbury Road is an extremely busy road most of the day and is till busy through the night. I am concerned for the safety of vehicles turning right out of the development in the direction ok Kingston and also those turning right to enter the site from the A308 approaching from the Sunbury direction. If there was an option to create the access from Lower Sunbury Road this would be much safer.</p>	<p>The access complies with design standards and uses a historic access point. As a result, the proposed access is considered compliant and safe. A 'keep clear' box is provided in the egress onto Upper Sunbury Road.</p> <p>Bringing the access close to the Upper Sunbury Road/Lower Sunbury Road signalised junction would be a worse option. A queue of only 20m would have an adverse impact on the development access.</p>
<p>The Hampton Village area has been significantly over-developed in recent years leading to excessive pressure on parking spaces for residents.</p>	<p>The proposed parking provision is compliant with local planning policy and is sufficient to accommodate the proposed demand. No parking overspill on the local streets is anticipated.</p>
<p>Richmond Council seem only interested in the revenue from the Council Tax when they support all these developments.</p>	<p>This is a matter for Richmond Council.</p>
<p>Apart from the issues I have raised I think it is an admirable scheme and I wish you success with its implementation.</p>	<p>Noted.</p>



Comment/viewpoint	Response
I will oppose your proposals as they stand, as will my neighbours (we have a number who are good at drumming up support to oppose greedy developers) so I would strongly suggest that you revisit your plans as I predict widespread local opposition at the planning stages.	It is not clear what your objections are. The proposal has been formulated as a commercially viable way to restore the important heritage buildings at the site.
Insufficient parking spaces for the housing and business units proposed.	The proposed parking provision is compliant with local planning policy and is sufficient to accommodate the proposed demand. No parking overspill on the local streets is anticipated.
You need fewer units and more parking spaces. I know this affects your profits but plans such as these take no account of the impact on existing residents.	The proposed parking provision is compliant with local planning policy and is sufficient to accommodate the proposed demand. No parking overspill on the local streets is anticipated. The viability study, submitted with the application, confirms that the development comprises the minimum level of enabling development to secure the future of the Grade II listed buildings and the associated Buildings of Townscape Merit. The proposals therefore provide the optimum viable use to secure the revitalisation of these currently derelict buildings.
Buildings in good repair are good for the community.	Noted.
Good to have employment uses as there has been a loss of businesses in the village. Employees are also consumers and bring spending power.	The design team wanted to incorporate a mix of uses as it was felt that this would achieve a vibrancy at the site and meet the need for flexible office space in the village. The estimated jobs associated with the employment space will exceed that which was provided previously by the waterworks uses.
Affordable housing is needed locally and is important.	Council policy recognises that affordable housing provision will be subject to viability. A development appraisal has been conducted which demonstrates it is not viable to provide affordable housing on site.
Would like reassurances on the safety of the road junction.	The access complies with design standards and uses a historic access point. As a result, the proposed access is considered compliant and safe. A 'keep clear' box is provided in the egress onto Upper Sunbury Road.

<b>Comment/viewpoint</b>	<b>Response</b>
Additions to roof are minimal and are similar to those undertaken on other listed buildings.	Noted and appreciated – we have designed them to be ‘minimal’ elegant contemporary interventions that are deferential to the existing building.
Pity to lose the roof trusses but understand the constraints.	The roof trusses are attractive structures and would have been retained if at all possible. Extensive works has been undertaken to establish whether they could be integrated but for technical and spatial reasons this has not been possible.
How many trees will be lost? Important to have replacement trees.	Four trees will be removed as part of the works. Twelve new trees will be planted.
Will the car parking spaces be designated to individual properties?	We do not know at this stage whether these will be allocated to individual properties.
What steps have been taken to market the site for employment uses?	A robust and active marketing campaign commenced in January 2018. Despite generating over 41 enquires, there were no offers received to rent the site.
Will the development be gated?	No.
How will the security of the reservoirs be assured?	Reservoir boundary security will be maintained or improved as part of the development. Any defects to the boundary fence to the south of the site will be remedied as part of the proposals. The proposed residential units will increase passive surveillance of this boundary and improve security.
Could there be some function/community space?	The Ruston & Ward warehouse is being retained for commercial use. It is hoped that this could provide a community space in the form of a co-working facility or as a space that can be hired out for functions or rented by community organisations.
<b>2022 Programme</b>	
39 car parking spaces for cars at the proposed development is insufficient and will result in impact on neighbouring residential streets.	Please see response given above which remains applicable to the revised scheme.
Will the proposal include a Section 106 legal agreement that will provide financial contributions which will benefit the residents of Hampton?	Please see response given above which remains applicable to the revised scheme.

<b>Comment/viewpoint</b>	<b>Response</b>
Has there been any discussion/feedback on the impact of the 39 cars plus visitors on the traffic situation on Upper Sunbury Road? A road that is already very busy.	The impact in traffic terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.
What will the proposed roof extensions be used for?	To provide residential accommodation.
Overall looks excellent and much needed given the deterioration of the buildings. Where will pedestrians safely cross the road to get to Hampton Village, train station etc?	Noted. Please see response given above on the crossing of the main road.
Any plans to work with the Council to provide a traffic light controlled pedestrian crossing to the village?	Following consultation with TfL and Richmond Council, it is proposed that an informal pedestrian crossing facility will be provided at the junction of Upper Sunbury Road and Beards Hill.
What provision for renewable energy, solar panels and solar storage batteries are included in these plans?	Solar PV panels would have a detrimental effect to the character and appearance of the listed building. The scheme would utilise Air Source Heat Pumps to provide low carbon heating for the development.
Could you explain where the pedestrian access is to the site?	There are two pedestrian entrances on the central part of the Upper Sunbury Road and one at the top of Lower Sunbury Road.
What about parking for visitors?	There will be 16 cycle parking spaces for visitors.
Car parking: will there be a vehicle charging space? Will there be a deliveries/tradesman's space?	20% of the car parking spaces ( 8 spaces) will have active EV Charging points. Servicing/loading will take place within the site's internal access road.
I live in Station Road Hampton, and I can assure you that there are no spare on-street car parking spaces around here.	The impact in traffic and parking terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.
We live in Plevna Road and there is not sufficient parking for existing residents.	The impact in traffic and parking terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.
1 parking space for a 4 bed unit in Hampton is insufficient.	The impact in traffic and parking terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.

<b>Comment/viewpoint</b>	<b>Response</b>
We live in Percy Road, where there is hardly any capacity. You must remember that people will have visitors who need to park, and businesses will have clients visiting for business purposes. I'm disturbed that this hasn't been factored in your calculations	The impact in traffic and parking terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.
There is no current vehicle use at the site so the proposed development must create an increase in vehicle movements.	It is true that there will be an increase in traffic movements as this is a vacant site at present. The impact in traffic terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.
How did you determine there was spare capacity for parking on local streets? I live on a local street and have challenges parking every day.	The impact in parking terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.
Having just driven around the surrounding streets for 15 minutes trying to find a space, I am intrigued as to where the transportation consultant thinks there is 'spare' parking on nearby streets?	The impact in parking terms is analysed in detail in a Transportation Assessment which forms part of the planning submission.
Can you expand more on 'Gateway to Hampton' description of this site/proposed development?	This simply signifies that the site is at a prominent entry point to Hampton.
Will there be any covered cycle parking spaces?	There will be 69 long stay cycle parking spaces and 16 short stay cycle spaces.
Heating... are air source heat pumps being used as gas is being phased out as a domestic heating source?	Yes. The scheme will have Air Source Heat Pumps.
Are there any proposals to open up access in some way to public as part of any wider master plan?	The development does not form part of a wider masterplan.
The proposed extension for the office space looks like a 'lowest-common denominator solution' - matching the London Stock brick and long windows but not much else?	The use of material has been carefully designed to reflect the character and appearance of the listed buildings on site.
Is the parking allocated to individual houses or communal parking?	We do not know at this stage whether these will be allocated to individual properties.

Comment/viewpoint	Response
<p>It was good to be part of the webinar last week. I feel that there is a level of pragmatism required here. Something needs to be done and any new development in such a compressed suburban area like Hampton is going to have an impact on resident parking. Let's hope that these models are a realistic as they think.</p>	<p>Noted.</p>
<p>I'm extremely disappointed by the lack of renewables included with this scheme and the indifference shown by the architects. This seems like a real misstep – especially during the current energy price hike – not to include at least solar within this scheme. With such large south facing new roofs being constructed, I would imagine there would be enough power generation to serve the entire scheme, not just the units beneath them.</p> <p>This an old pumping station, after all. Wouldn't it be a great opportunity to promote energy generation in a grand former industrial setting?</p> <p>I would like to have a full explanation on why this is not being given the due consideration it demands before any further presentation of the plans.</p>	<p>Solar PV panels would have a detrimental effect to the character and appearance of the listed building. The scheme would utilise Air Source Heat Pumps to provide low carbon heating for the development.</p>

## **5. Conclusions**

- 4.1 The two separate community involvement programmes organised and implemented by us in 2019 and 2022 used a variety of methods to provide information to community stakeholders and gather feedback.
- 4.2 Many of the visitors which attended the exhibition in 2019 expressed the view that it was very positive that the historic buildings would be restored and brought into active use. Many saw the design approach as sympathetic and we encountered no objections at all to the roof extensions. The concern in relation to the roof extensions came primarily from local authority officers and statutory consultees.
- 4.3 The mixed residential/commercial uses were broadly supported. Several visitors expressed the desire to see affordable housing included in the scheme along with a pedestrian controlled crossing of the Upper Sunbury Road.
- 4.4 The main concerns of the visitors to the exhibition were related to the operation of the access/egress and the sufficiency of parking and the latter issue was expressed again in 2022 when the revised proposals were presented. A particular concern was around the potential for displaced parking in surrounding residential streets. There were also comments received regarding the need to make the new building as environmentally sustainable as possible.
- 4.5 Section 3 of this statement has set out all of the principal feedback received in both 2019 and 2022 and the responses of the development team.
- 4.6 After the community involvement exercise was undertaken in 2019 and prior to the submission of the finalised planning application, further dialogue took place with the local authority on the proposals and this resulted in certain changes to the scheme, namely:
- Removal of 3 parking spaces changing the provision from 42 to 39 spaces;
  - The Storehouse extension reduced to one storey but remaining as a 3-bed unit;

- The floor levels of the Karslake and Ruston & Ward lowered to allow reduction in eaves height; and
- Further setback of the roof extension from the street elevation to reduce visibility from street level and associated slight changes in floorspace.

4.7 The revised proposals which were the subject of further community involvement in 2022 were primarily driven by the need to address heritage considerations but other key pieces of community feedback were also addressed as noted in Section 3 of this Statement. The revisions included:

- lowering the roof extension height;
- a proposal for an informal pedestrian crossing at the junction of Upper Sunbury Road and Beards Hill;
- the introduction of Air Source Heat Pumps in place of a gas boiler;
- the provision of affordable housing as part of the scheme; and
- a reduction in the number of residential units from 37 to 36.

4.8 Waterfall is open to continued dialogue with the local community and stakeholders during the planning decision-making process should the need arise.

4.9 Polity would like to express our thanks to all stakeholders that participated in the process in both 2019 and 2022 and we feel that the participation in the programme successfully revealed community views on the emerging proposals as they evolved during the four-year period.

**APPENDIX A: Invitation Letter (2019)**





**polity**

**Public Affairs**

Level 1, Devonshire House  
One Mayfair Place  
London W1J 8AJ

T: 020 7242 0170

**18<sup>th</sup> September 2019**

Dear Resident/Neighbour,

**INVITATION TO VIEW PROPOSED PLANS FOR THE FORMER HAMPTON WATERWORKS,  
UPPER SUNBURY ROAD, HAMPTON, TW12 2ES**

I write to invite you to come and find out more about the development and restoration proposals at the above site (approximately outlined in red).

An exhibition will take place on **Thursday 26<sup>th</sup> September 2019 between 3.30pm and 7.30pm at the Linden Hall Community Centre, Linden Hall, Linden Road, Hampton, TW12 2JG**. Draft plans will be available and the development team will be present to answer any questions you may have.

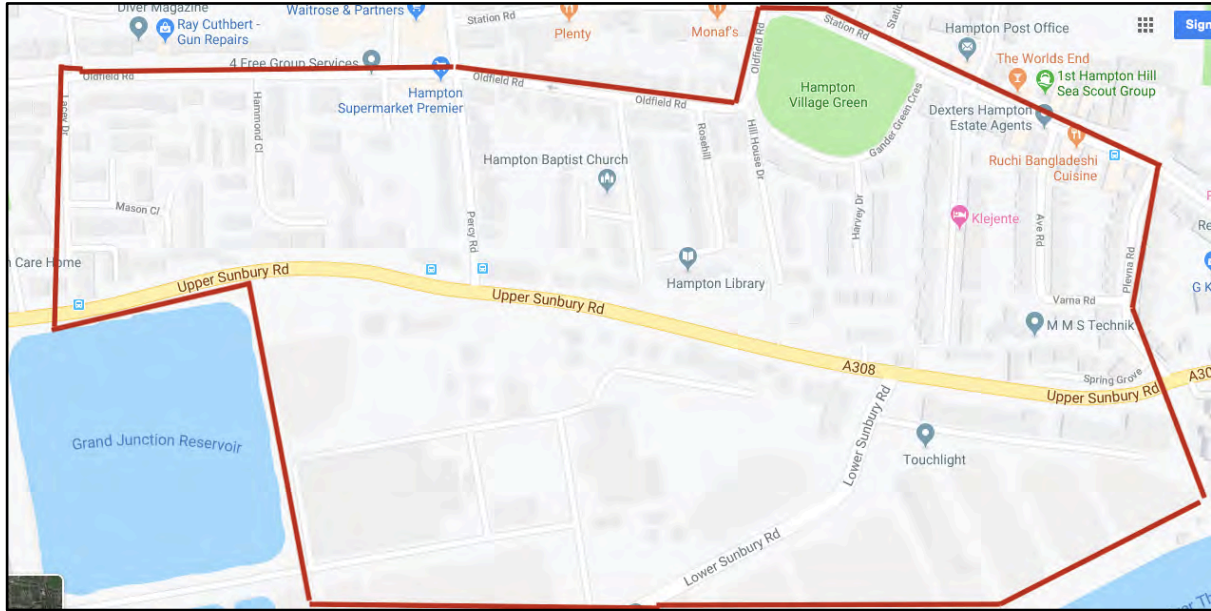
This is a good opportunity for local residents to view the plans and give feedback prior to their finalisation and submission to the London Borough of Richmond.

If you cannot make the exhibition, you can find out more by contacting me or my colleague Lee Jameson on **0207 242 0170** or by emailing [lee@polityuk.com](mailto:lee@polityuk.com) I do hope that you will be able to make the session next Thursday.

Yours sincerely,

**Martin Hughes**  
Director

## **APPENDIX B: Catchment for Invitation Letter**



## **APPENDIX C: Exhibition Boards (2019)**

## Hampton Waterworks history

The Hampton Waterworks, monumental mid-Victorian gault brick pumping houses, are a local landmark at the entrance to Hampton Village. Planning should 'conserve heritage assets in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of this and future generations.' (National Planning Policy Framework principle)

Grade II listings are given to the Ruston, Beam & Store (Karslake) Buildings and the cast iron railing.

- The modern day waterworks, engine-houses, filter beds and reservoirs that today dominate the western end of Hampton came as a result of the Metropolitan Water Act of 1852.
- Hampton Waterworks were designed and built in 1853-55 by Joseph Quick, an engineer specialising in water supply.
- The turn of the 19th c. saw the labour-intensive coal-fired pumping engines, housed within the engine pump houses, replaced by diesel engines and the large chimneys were thus made redundant.
- Buildings listed in 1968.
- In 1973 the buildings passed from the Metropolitan Water Board to the Thames Valley Water Authority. Under the stewardship of the large utility providers there was little pressure to develop the vast buildings and they remained largely unaltered since removal of the engines, bar a few small offices formed within the buildings.
- Victorian engine pump houses were decommissioned and closed down in the late-twentieth century.
- Thames Water sold site in 2017.
- Buildings currently empty, 2019.



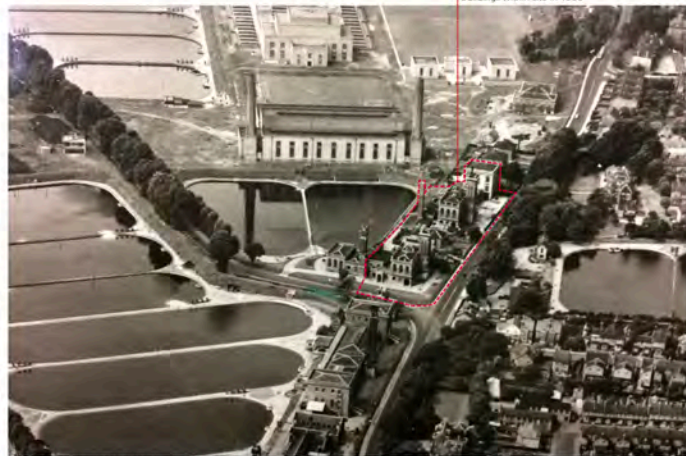
© 1855 Architectural Illustration, 'Waterworks at Hampton' (1855) The Architectural Illustration, showing the engine pump house, owned by the Corporation of London, the filter beds, and the two large reservoirs, situated in the Hampton Water Works in the City of London, 1855.



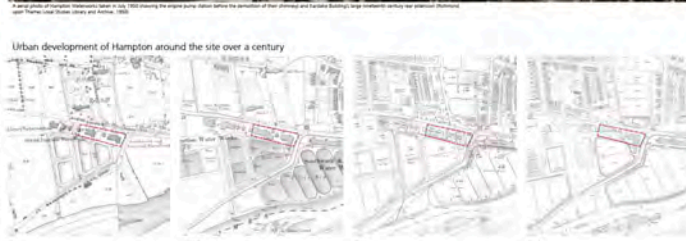
A historical illustration of the Hampton Waterworks, showing the engine pump house, owned by the Corporation of London, the filter beds, and the two large reservoirs, situated in the Hampton Water Works in the City of London, 1855.



Internal spaces built for large scale engines. The original pump houses were constructed essentially as large, tall rooms to house the engines.



Buildings within site in 1950



Urban development of Hampton around the site over a century

## Existing site challenges & opportunities

This unique and complex site sits in between the fine residential fabric of Hampton and the larger scale Thames Water reservoirs and treatment works. There are many opportunities to bring it back to life along with some critical challenges to overcome.

The site is bounded by Upper and Lower Sunbury Roads along the north and east edges, with residential houses to the west and a large open space with reservoirs and Thames River to the south.

### Opportunities

- (+) Sufficient distance from surrounding buildings - no overlooking or overshadowing
- (+) Neglected site landscape overgrown
- (+) Residential surroundings to north & west
- (+) Heritage buildings provide industrial character

### Constraints

- (-) Constrained vehicle entry point to site
- (-) Constrained site access for vehicle parking & manoeuvring
- (-) Vehicle access to be maintained for Thames Water access
- (-) Busy road & intersection / vehicle traffic noise
- (-) Extensive work required to upgrade existing buildings
- (-) Heritage listing requires additional work for reuse of buildings



Existing view from Lower Sunbury Rd

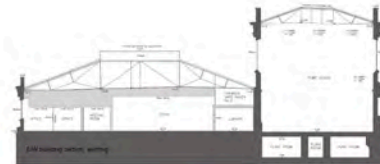
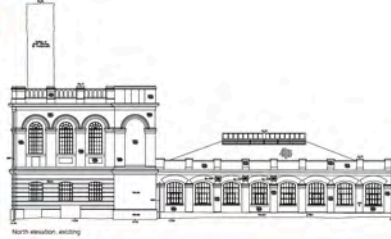


Grade II Listed Buildings: (+) Heritage listing requires extensive work for reuse (+) Heritage provides industrial character. Site edges: (+) Upper Sunbury Rd is busy & intersection with Lower Sunbury Rd = vehicle traffic noise. Site landscape: (+) Neglected site hard and soft landscaping. Surroundings: (+) Open space with extensive south facing views towards Thames. T-Access: (+) Constrained vehicle entry points to site. T-Access: (+) Constrained site for vehicle parking & manoeuvring. Surroundings: (+) Sufficient distance from surrounding buildings - no overlooking or overshadowing.

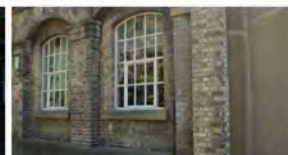
Hampton Waterworks

## Ruston & Ward building

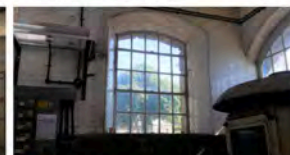
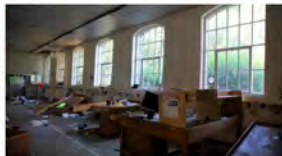
The Ruston & Ward building sits prominently along the junction of Upper and Lower Sunbury Roads. It consists of an Italianate engine pump house at the NE corner, a single storey block on the west edge, and a double height workshop space on the south edge.



External photographs



Internal photographs



Hampton Waterworks

## Karslake building

The Karslake building, known as The Beam and Store Buildings in its listing, is located at the western end of the site. The eastern pump house and central block are similar to those at Ruston & Ward. The western block, known as 'The Beam' and built later in 1881 contains many original architectural features.



External photographs



Internal photographs



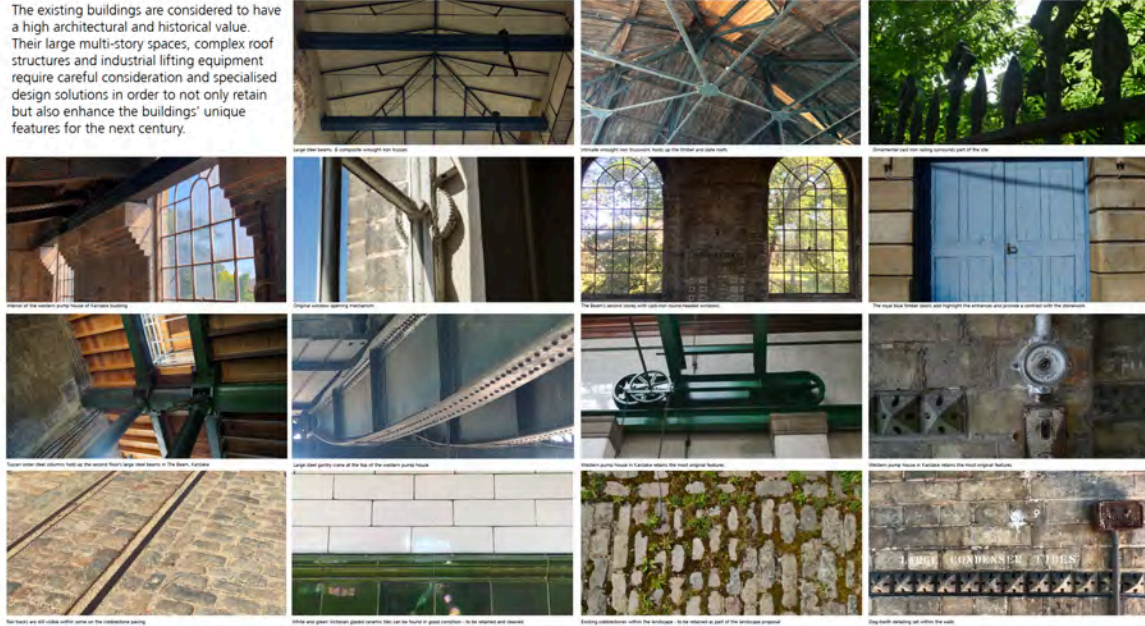
Hampton Waterworks

# Highlight Victorian industrial heritage



The site is full of exposed, Industrial details that tell of the buildings' history as Victorian engine houses, such as: steel connections, heavy beams and gears, glossy ceramic tiles, and cast iron fencing.

The existing buildings are considered to have a high architectural and historical value. Their large multi-story spaces, complex roof structures and industrial lifting equipment require careful consideration and specialised design solutions in order to not only retain but also enhance the buildings' unique features for the next century.



Hampton Waterworks

# Our design approach

The project aims to create a unique gateway for Hampton, bringing new life to the existing Waterworks site & creating a high quality place full of historic character for people to live & work.



**Enhance setting of Listed Structures**  
Minimal, light contemporary architecture will act as a foil to the intricate existing, heavy Victorian industrial architecture.

**Minimal visual impact**  
Extensions designed to have minimum visual impact from the street level. Retain the important listed historic building at the foreground.

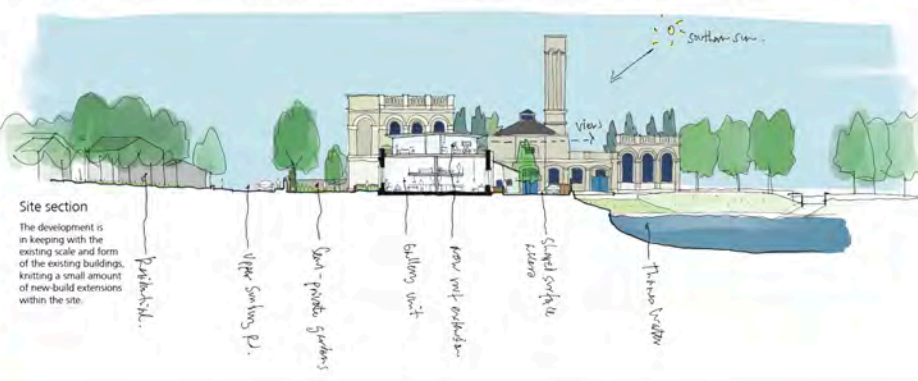
**Retain existing fenestration detail**  
Incorporate double height spaces and mezzanines to allow majority of windows to remain uninterrupted by floor sections.

**Highlight Victorian industrial details**  
Retain and highlight the industrial Victorian details found throughout the existing Waterworks buildings.

**Existing buildings**  
Very expensive to retain & convert the heritage Grade II listed Waterworks buildings to a high quality which enhances their architectural qualities and significance. Complex and difficult site.

**Proposed development**  
Optimise the site, retain & sensitively restore the heritage buildings, and add new elements to help fund the complete restoration and stunning renewal of the Waterworks buildings for decades to come.

Project team	
<b>Waterfall Investment Ltd</b> Client	<b>Markides Associates</b> Landlord
<b>LOM Architecture &amp; Design</b> Architecture & Project Management	<b>Martin Campbell &amp; Co</b> Marketing Agent
<b>RPS Group</b> Planning & Heritage	<b>Polity</b> Consultants
<b>Hydrotek</b> Engineering, Civil, Structural, MEP	<b>U.L.L. Property</b> Valuers

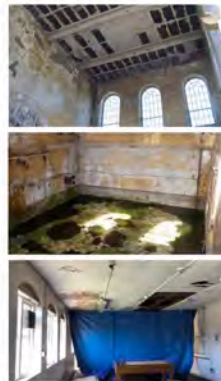


Hampton Waterworks

## Heritage challenges

Sensitively considered design & significant investment will be required to restore & bring the Hampton Waterworks buildings fully back into use.

**Deterioration of the heritage fabric**  
The buildings are no longer occupied, and some areas have significant internal deterioration - this will continue to worsen the longer they remain empty



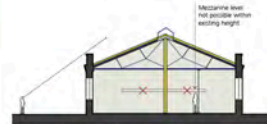
Single storey blocks

### Options explored for sensitively creating additional floorspace

Due to the significant investment required to upgrade the listed buildings, the proposal must maximise the constrained site to create a viable development. A variety of options for inserting additional floorspace were explored, ranging in scale from a new build block replacing the cottages, extensions on all of the existing roofs, and settling on the minimum viable approach with roof extensions over single storey blocks only.

#### Option A Build within existing envelope

Existing internal height does not allow for addition of a mezzanine level - thus not a viable project.



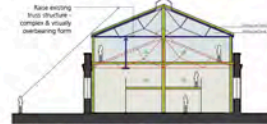
Section diagram - Central block roof in existing position



Perspective view from Upper Surrbury Rd - Existing

#### Option B Raise existing roof & truss

Additional floor area is provided, but overly complex structurally & visually overbearing external form outweighs benefits of retaining heritage trusses.



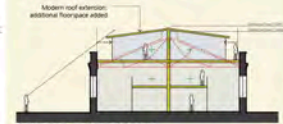
Section diagram - Central block's existing roof & truss raised up by 3m



Perspective view from Upper Surrbury Rd - Existing roof truss raised by 3m

#### Option C New roof extension

Provides additional floor area within a similar visual scale to the existing building. Addition is set back from store parapet in deference to heritage building.



Section diagram - New roof extension over central block



Perspective view from Upper Surrbury Rd - Proposed new roof extension over central block

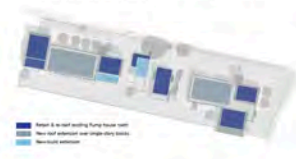
### Poor modern construction additions

A number of poor quality twentieth century additions have been made throughout the buildings. The proposal seeks to strip these additions away and restore the buildings.



### Majority of the existing roofs retained

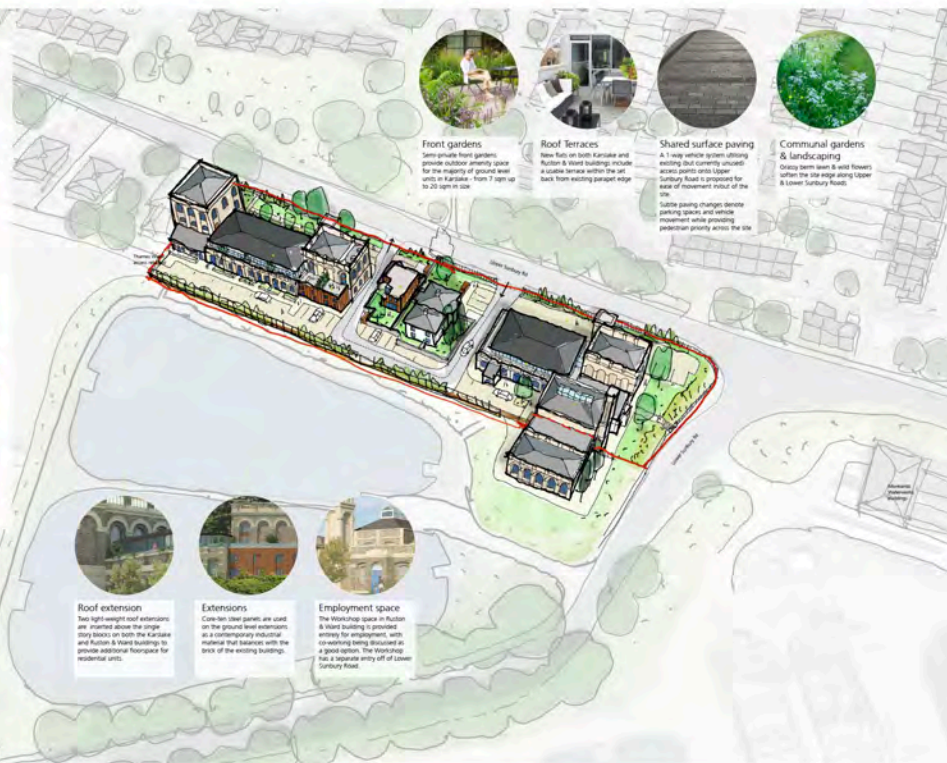
With Option C above, a majority of the existing roof structures across the site are to be retained - these will still require structural supporting. New roof extensions are proposed for the central single storey blocks only.



Hampton Waterworks

## A new life for Hampton Waterworks

The proposal reconnects the Waterworks buildings with the Hampton. A one-way vehicular system, quality landscaping with shared-surface permeable paving, and contemporary extensions are all integrated neatly with the site's heritage buildings.





Hampton Waterworks

## Movement

The proposal has been carefully tested to demonstrate that it can accommodate vehicle movement without any significant adverse impacts on the existing road network. Sustainable transport methods such as cycle parking, electric vehicle charging points, and public transport options will be promoted.

**Vehicular Access**

Vehicular access will be via a currently unused simple priority junction on Upper Sunbury Road. The junction is located approximately 50m from the proposed access.

To remove central pier at existing vehicle entry for provide sufficient width for vehicles to enter

**Vehicular Egress**

A new vehicular egress is introduced with appropriate visibility splays. The junction is located approximately 80m from the proposed egress.

Height of brick wall reduced to provide acceptable vehicle visibility splay upon exiting onto Upper Sunbury Rd

**Trip Generation**

- Development expected to generate less than 10 vehicle movements in the peak hours
- On this basis, it is expected the development can be accommodated without any significant adverse impact on surrounding road network

**Parking**

- 42 parking spaces provided on site
- Split with 39 spaces assigned to residential units and 3 spaces assigned to offices, to be marked to indicate allocation
- 61 cycle parking spaces will be provided

**Proposed site plan, key**

- Autosharing/leasing lots
- 3 way vehicular movement
- 2 way joined surface parking area
- 1. Karaoke - engine house - existing pitched roof retained
- 2. Karaoke - new roof extension over main single story block
- 3. Karaoke - new extension
- 4. Storehouse with new extension - connected to detached house
- 5. Cottages - retained & renovated
- 6. Ruston & Ward - new roof extension over two level house
- 7. Ruston & Ward - engine house - existing pitched roof retained
- 8. Ruston & Ward - workshop - existing pitched roof retained
- 9. Gardens
- 10. Thames Water gated access
- 11. Existing tree removed

Hampton Waterworks

## Proposed layout

The proposed floorplans illustrate internal layouts of the Waterworks buildings. Residential units and commercial space have been inserted within the restored external heritage facade.

The residential units follow the London housing standards, and are designed for contemporary living. Many of the units include a mezzanine level pulled back from the existing fenestration, locating bedrooms above kitchen space.

**Proposed design**

**Mixed use development**

Residential + Employment with roof extensions over single storey blocks

Residential - Total 37 units

- 1-Bed, 17 units
- 2-Bed, 11 units
- 3+ Bed, 9 units

Commercial employment / office 299 sqm

**Affordable housing**

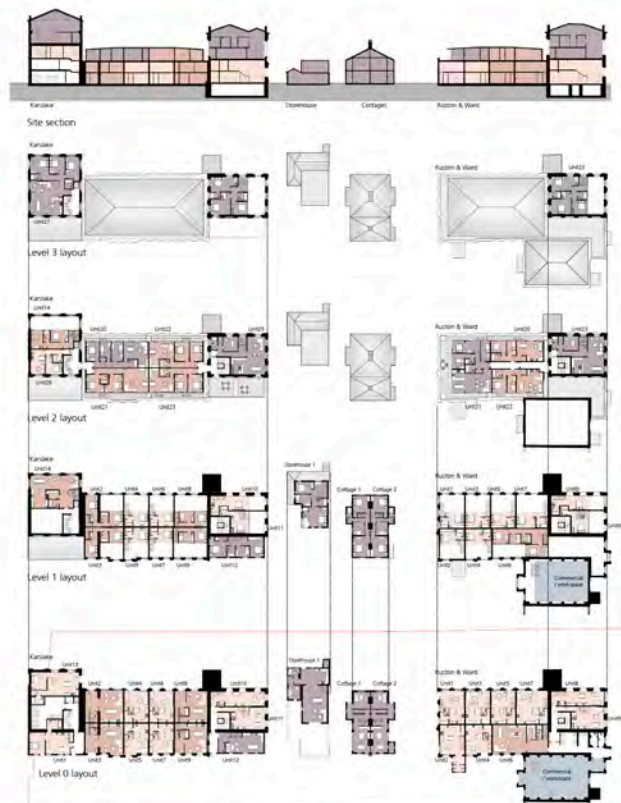
The team is working to maximise affordable housing within the site. A detailed visibility assessment is currently underway, which will determine the quantity of affordable housing to be provided. This will be independently assessed by the Council.

What's the best use to bring the buildings back to life?

At the start of the process, the Client asked the design team to determine the best use for the site through a detailed analysis. There is no perfect use for these existing waterworks buildings, today as they were designed over a century ago for use with large scale, coal-fired engines.

Each use was reviewed based on the below categories. The greater number of green dots of 5, the most appropriate the use.

	Site constraints	Local planning policy	Financial viability	Suitability of existing buildings
<p>12 / 20</p> <p>Light industrial / workshop</p>	<p>Large (existing / vehicle movement) constraints, structural issues to suit residential neighbours</p>	<p>Planning uses (see also Local Plan) are not in favour of industrial floorspace</p>	<p>High investment required to restore the listed building. Low return</p>	<p>Some changes required to listed building, large spaces suited to open workshop</p>
<p>13 / 20</p> <p>Office (B1)</p>	<p>Being vehicle movement and beginning / end of working hours means traffic onto Upper Sunbury Rd</p>	<p>Change of use requires with 2-year marketing period, more than 18 months through process</p>	<p>High investment required to restore the listed building. Low return</p>	<p>Some changes required to listed building, large spaces suited to open workshop</p>
<p>12 / 20</p> <p>Mixed use Community + Residential</p>	<p>A private school (existing street) full use of site through process</p>	<p>Change of use requires with 2-year marketing period, more than 18 months through process</p>	<p>High investment required to restore the listed building. Low return</p>	<p>Changes required to listed building to divide into units, residential living provided</p>
<p>16 / 20</p> <p>Mixed use Residential led + employment</p>	<p>Parking provided as part of street surface (vehicular access), 1-way vehicle movement</p>	<p>Change of use requires with 2-year marketing period, more than 18 months through process</p>	<p>High investment required to restore the listed building. Low return</p>	<p>Changes required to listed building to divide into units, residential living provided</p>



Hampton Waterworks

## Contemporary & heritage

Light and minimal contemporary architecture will act as a foil, playing off and enhancing the heavy stone existing Victorian industrial architecture.

The main Upper Sunbury Road elevation is shown as existing and proposed to illustrate the minimal visual changes to the heritage buildings.

### External material palette

The external materials are contrasted between the existing stone and brick of the historic facade, and a contemporary palette of large glass panes, zinc roofing and corten steel within the new elements.



Detail - Proposed elevation

### Existing materials



### Contemporary materials



Proposed materials

### Proposed street elevation



Rubin & Ward

Cottages

Workshop

Kennels

### Existing street elevation



Rubin & Ward

Cottages

Workshop

Kennels

Hampton Waterworks

## A gateway to Hampton

The Waterworks buildings will be reinstated as a key gateway into Hampton. These proposed street views illustrate the restored buildings with their sensitively considered modern extensions.



View down Upper Sunbury Road looking west



View down Upper Sunbury Road looking east



Existing view



Existing view



Existing view

Hampton Waterworks

## Industrial loft living

The industrial character is highlighted internally, creating unique residential units with great natural light for today's open-plan living style.

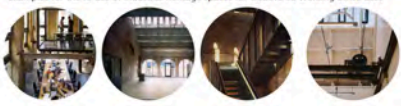


Hampton Waterworks

## Creating employment space

The separate workshop space in Ruston & Ward building provides 260 sqm of office area - accommodating potentially 25 to 40 people working in the space.

Examples for the re-use of industrial heritage spaces for creative co-working office uses



**APPENDIX D: Feedback Form (2019)**

## HAMPTON WATERWORKS

Thursday 26<sup>th</sup> September 2019

### FEEDBACK FORM

Please fill on your details and give us your views on the exhibition today. All feedback will be reviewed by the team in the ongoing design process and taken into account.

Name

---

Address

---

Email

---

*Your comments*

Thank you.

If not completed at the exhibition please return to Polity, Level 1, Devonshire House, One Mayfair Place, London, W1J 8AJ or email [penny@polityuk.com](mailto:penny@polityuk.com)

Your privacy is important to us. We will not share your personal information with any third parties and any feedback you give us will be anonymised, summarised in a report and used to consider changes to the proposals.

**APPENDIX E: Community letter (2022)**



**Public Affairs**

Level 1,  
Devonshire House,  
One Mayfair Place,  
London W1J 8AJ

T: 0800 246 5890



5<sup>th</sup> July 2022

Dear Resident/Neighbour,

**REVISED PLANS FOR THE FORMER HAMPTON WATERWORKS,  
UPPER SUNBURY ROAD, HAMPTON, TW12 2ES**

You may recall that there were some previous proposals in 2019 for restoration works and additional development to bring Hampton's Victorian Waterworks back to life. These proposals included new homes and employment space.

Work is currently underway on a revised scheme and prior to the submission of a new planning application to Richmond Council we are keen to get community feedback on the draft proposals. We will be holding a live video presentation (webinar) by the architects via Zoom at **6.30pm on Tuesday 12<sup>th</sup> July** and you would be most welcome to join this.

**Join our Webinar on 12<sup>th</sup> July at 6.30pm to find out more!**

It's very simple to join in. Enter [polityuk.co/hw](https://polityuk.co/hw) in your browser and you'll be taken to registration. You'll need to have the Zoom app on your computer, tablet or smart device – please go to [zoom.us/download](https://zoom.us/download) if you do not already have this.

You can also register by scanning the QR code below by using the camera on your mobile device.

If you need any assistance you can contact me or my colleague Lee Jameson on **0800 246 5890 (free to call)** or by emailing [lee@polityuk.com](mailto:lee@polityuk.com)

Yours sincerely,

**Martin Hughes**  
Director



Scan for webinar registration

## **APPENDIX E: Webinar presentation (2022)**





# Hampton Waterworks

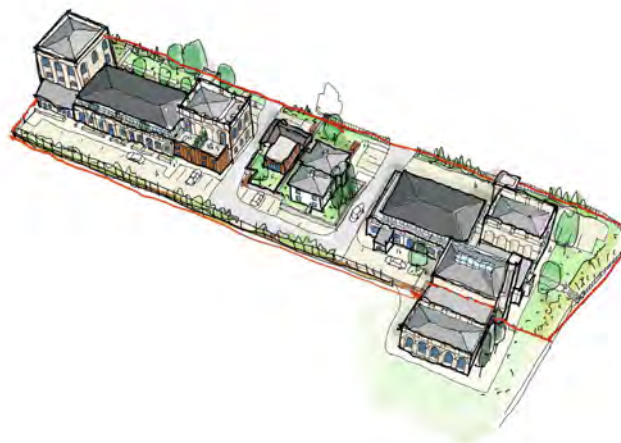
Public Consultation  
July 2022

LOM architecture and design

## Contents **Hampton Waterworks**

The presentation is a summary of the design proposals being developed for an imminent planning and listed building submission. Similar proposals have been presented previously and were generally well received. These proposals represent a refinement and improvement to the proposals.

- 0.0 Introduction
- 1.0 Existing site & heritage
- 2.0 Design approach
- 3.0 Heritage interventions
- 4.0 Summary of proposal
- 5.0 A place to live and work
- 6.0 Landscape & access
- 7.0 Summary of benefits



LOM architecture and design | Hampton Waterworks DRP presentation

1

# 00 Introduction

## Introduction **Vision**

The project aims to create a unique gateway for Hampton, bringing new life to the existing Waterworks site & creating a high quality place full of historic character for people to live & work.



Karslake building

Storehouse

Cottages

Ruston & Ward building

Introduction **Design Summary**

Retain and convert the Grade II listed Waterworks buildings to a high quality that enhances their architectural qualities and significance.

Residential led development consisting 36 units and 306m<sup>2</sup> B1 commercial space.

Interventions minimised whilst providing adequate space to create a viable development.

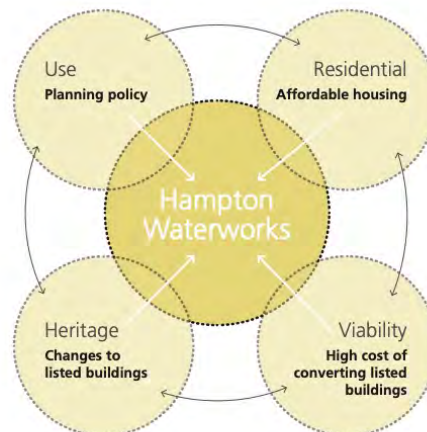
Design has been developed over numerous iterations following liaison with LPA, HE and public consultation.

Design is currently being developed in response to feedback from Historic England and LPA Conservation officer.

- Project team
- Waterfall Planning Ltd**  
Developer
- LOM Architecture & Design**  
Architecture
- RPS Group**  
Planning & Heritage
- Hydrock**  
Engineering - Civils, Structural, MEP
- Markides Associates**  
Transport
- Martin Campbell & Co**  
Marketing agent
- Polity**  
Communications
- U.L.L. Property**  
Viability
- Stace**  
Quantity Surveyor

Introduction **Key issues**

Creating a viable development which can bring these significant buildings back to life will require the planning authority to take a balanced view of benefits v necessary adaptation of heritage buildings.



# 01 Existing site & heritage

## Existing History

The Hampton Waterworks, monumental mid-Victorian gault brick pumping houses, are a local landmark at the entrance to Hampton Village. Planning should 'conserve heritage assets in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of this and future generations.' (National Policy Planning Framework principle)



An illustration of Hampton Waterworks in 1855 after completion of the first phase of building showing the engine pump houses owned by the Southwark & Vauxhall, the Grand Junction, and the West Middlesex water companies, published in Illustrated London News in 1855 (UCLA School of Public Health, 2008)



An illustration of Hampton Waterworks in 1855 after completion of the first phase of building showing the engine pump houses owned by the Southwark & Vauxhall, the Grand Junction, and the West Middlesex water companies



An aerial photo of Hampton Waterworks taken in July 1950 showing the engine pump station before the demolition of their chimneys and Karlake Building's large nineteenth century rear extension (Richmond upon Thames Local Studies Library and Archive, 1950)

Internal spaces built for large scale engines

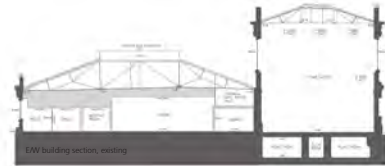
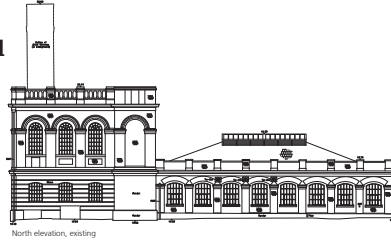
The internal pump houses were constructed specifically as large, tall volumes to house extensive pumping equipment.

<http://morelands-riverdale.com/history/>  
<http://www.easthampton.org.uk/>



## Existing Ruston & Ward

The Ruston & Ward building sits prominently along the junction of Upper and Lower Sunbury Roads. It consists of an Italianate engine pump house at the NE corner, a single storey block on the west edge, and a double height workshop space on the south edge.



External photographs

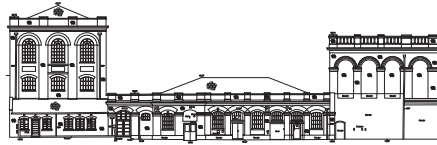
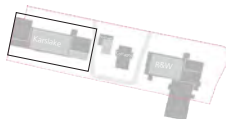


Internal photographs



## Existing Karslake

The Karslake building, known as The Beam and Store Buildings in its listing, is located at the western end of the site. The eastern pump house and central block are similar to those at Ruston & Ward. The western block, known as 'The Beam' and built later in 1881 contains many original architectural features.



External photographs



Internal photographs

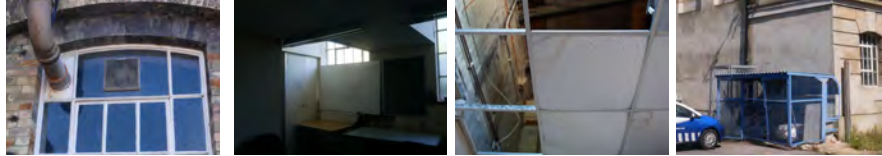


## Existing Deterioration

Significant investment will be required to restore and bring these historic buildings back into beneficial use.

### Poor modern additions

A number of poor quality twentieth century additions have been made throughout the buildings. The proposal looks to strip these intrusions away and restore the buildings.



### Basic industrial vestiges

The building interiors are basic with some attractive historic details to be uncovered and expressed.



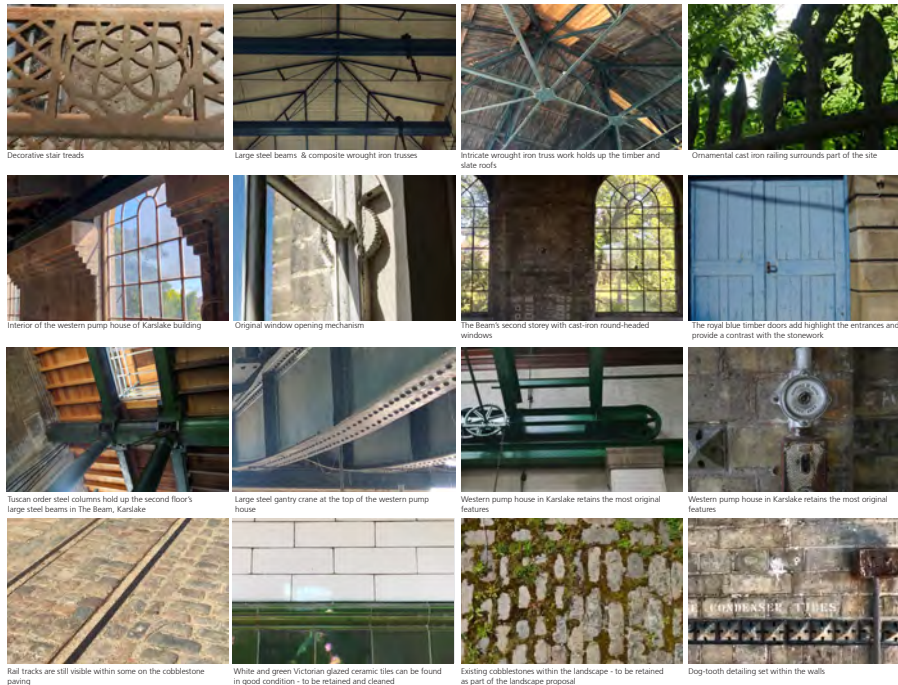
### Deterioration of historical fabric

The buildings are no longer occupied, and some areas have significant internal deterioration - this will continue to worsen the longer they remain empty.



## Existing Victorian industrial details

The existing buildings are considered to have a high architectural and historical value. Their large multistory spaces, complex roof structures and industrial lifting equipment require careful consideration and specialised design solutions in order to not only retain but also enhance the buildings' unique features for the next century.

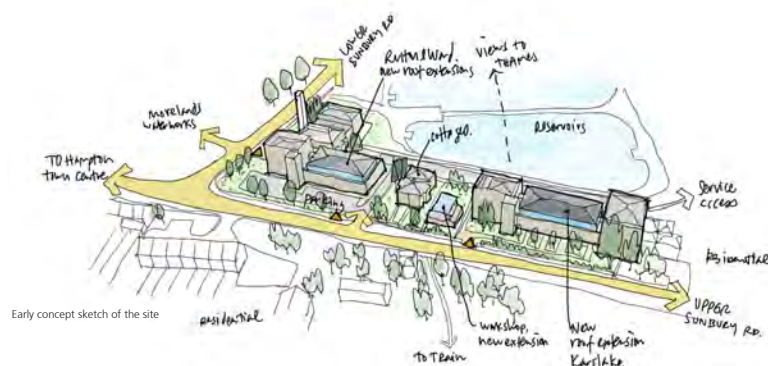


## 02 Design approach

### Design approach

In designing a response to the site and historic buildings we aimed to achieve the following objectives...

1. Retain and express the Victorian industrial heritage
2. Create the most viable future use for the site and heritage buildings
3. Design contemporary yet sensitive and considered interventions
4. Balance viable development and listed building alteration
5. Enhance the setting of the listed structures

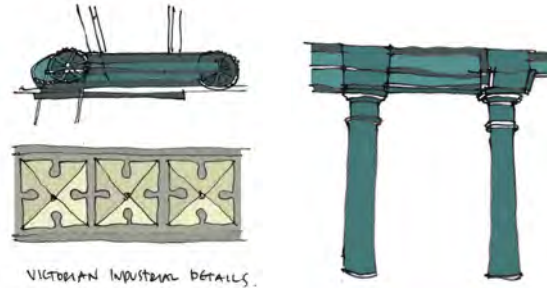


Early concept sketch of the site

Design approach **Retain Heritage details**

Heritage details  
**How can the Victorian industrial heritage best be highlighted?**

Retain and highlight the industrial Victorian details found throughout the existing Waterworks buildings in the proposed design. These unique features create distinctive spaces that link to the past.



Existing heritage details within the site, all are to be retained, restored and/or upgraded within the proposal

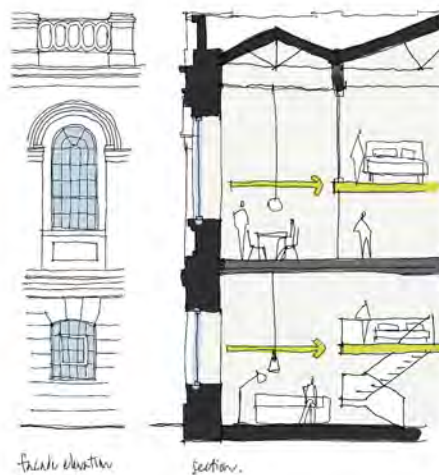


Reference project, Walthamstow Wetlands : A recent conversion and renewal of listed Waterworks buildings in London, with high quality design that restored heritage elements



Design approach **Considered interventions**

Incorporating double height spaces and mezzanines within the individual residential units allows the majority of large existing window fenestration to remain uninterrupted by floor sections.



The proposal looks to preserve the majority of large glazing with double height spaces alongside the existing windows and mezzanine levels pulled back internally from the facade.



Loft spaces within converted industrial buildings, incorporating mezzanine levels with large glazing.

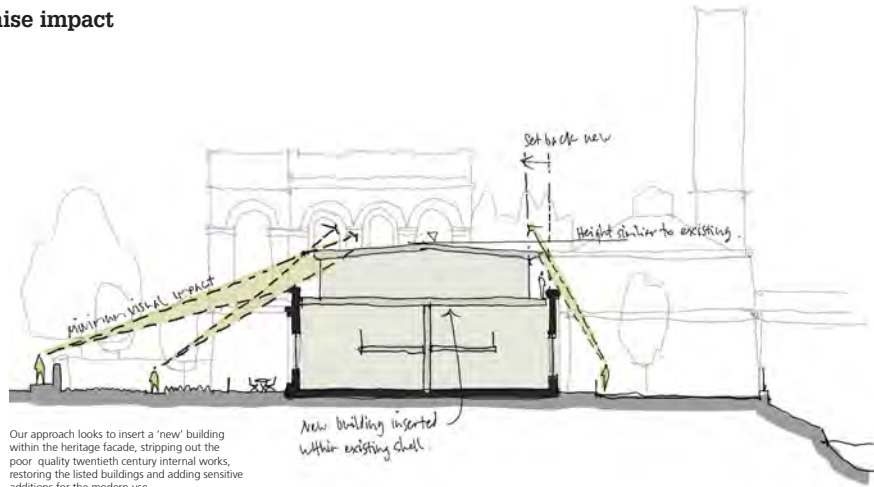


## Design approach **Minimise impact**

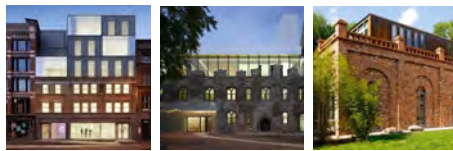
Rooftop extensions have been designed to reduce their impact when views from the Upper Sunbury Road and beyond.

The extensions are within the existing roof ridge height and are set back from the listed historic building facade in the foreground.

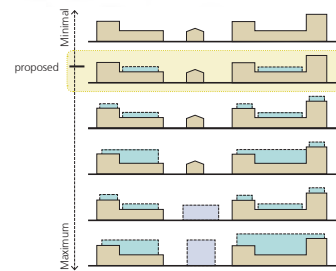
When viewed from street level the perceived extent of the new roof form is minimal and the impact is therefore minimised.



Our approach looks to insert a 'new' building within the heritage facade, stripping out the poor quality twentieth century internal works, restoring the listed buildings and adding sensitive additions for the modern use.



There is a wide range of well executed examples of adding a contemporary extension over a historic structure.



As the site is complex and available space to build additional area is limited, an exploration of new build / extension options was undertaken.


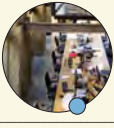

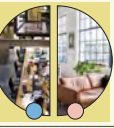
**The proposed intervention is modest in proportion to other options considered to make the scheme more viable.**

- Existing building
- + New build in place of cottages
- + Roof extensions

## Design approach **Viable future use**

In order to support the restoration of the heritage buildings in the appropriate quality it has become evident that a residential led scheme will provide the optimum viability to bring the buildings back into long term use and support the provision of some affordable residential provision.

Each use was reviewed based on the below categories. The greater number of points out of 5, the more appropriate the use.

	Site constraints	Local planning policy	Financial viability	Suitability of existing buildings
<p>● 12 / 20</p> <p>Light industrial / workshop</p> 	<p>●●●●○</p> <p>Large delivery / vehicle movement constrained; acoustic issues with residential neighbours</p>	<p>●●●●●</p> <p>Planning views site as Sui-Generis use class; Council policy is to protect industrial floorspace</p>	<p>●●●●○</p> <p>High investment required to restore the listed building; Low return</p>	<p>●●●●○</p> <p>Some changes required to listed building; large spaces suited to open workshops</p>
<p>● 13 / 20</p> <p>Office (B1)</p> 	<p>●●●●○</p> <p>Heavy vehicle movement at beginning / end of workday causes excess traffic; onto Upper Sunbury Rd.</p>	<p>●●●●●</p> <p>Change of use required with 3-year marketing exercise; more than 18 months through process</p>	<p>●●●●○</p> <p>High investment required to restore the listed building; Low return</p>	<p>●●●●○</p> <p>Some changes required to listed building; large spaces suited to open plan offices</p>
<p>● 12 / 20</p> <p>Mixed use Community + Residential</p> 	<p>●●●●○</p> <p>A private school showed interest, but lack of drop off &amp; play area made the site incompatible</p>	<p>●●●●○</p> <p>Change of use required with 2-year marketing exercise; more than 18 months through process</p>	<p>●●●●○</p> <p>High investment required to restore the listed building; Residential provides best return</p>	<p>●●●●○</p> <p>Changes required to listed building to divide into units / classrooms; industrial loft living provided</p>
<p>● 16 / 20</p> <p>Mixed use Residential led, + employment</p> 	<p>●●●●○</p> <p>Parking provided as part of shared surface landscape scheme; 1-way vehicle movement</p>	<p>●●●●○</p> <p>Change of use required with 2-year marketing exercise; more than 18 months through process</p>	<p>●●●●○</p> <p>High investment required to restore the listed building; Residential provides best return</p>	<p>●●●●○</p> <p>Changes required to listed building to divide into units; industrial loft living provided</p>

# 03 Heritage interventions

## Heritage changes **Material palette**

### Heritage changes - Victorian & contemporary

The contemporary interventions to the heritage fabric look to provide a contrast between the existing stone and brick of the historic facade and the modern palette of large glass panes, zinc roofing and cor-ten steel cladding.

Detail - Proposed elevation



### Material palette

#### Existing materials



White window frames & mullions



Blue timber doors

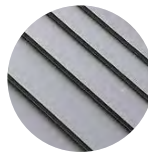


Stone



Brick

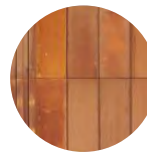
#### Contemporary materials



Zinc roofing



Contemporary Glazing



Cor-ten steel panels



Paving

### Heritage changes **Roofs**

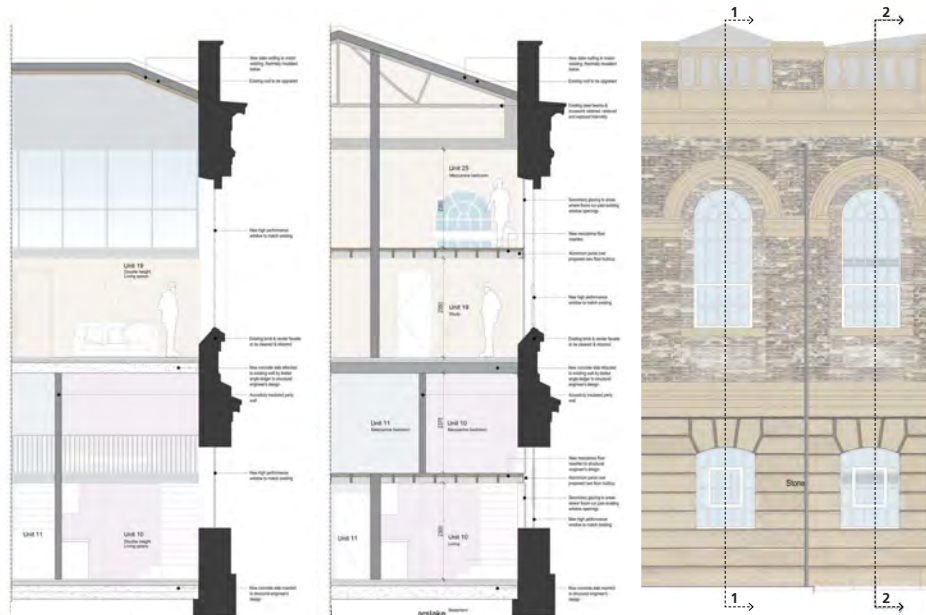
Most roofs across the site are to be structurally retained, thermally upgraded and reroofed to match existing. New roof extensions are proposed for the central single storey blocks only, as that location allows for the greatest addition of floor area to the development, thus creating a viable development.

- Retain & re-roof existing Engine house roofs
- New roof extension over single-storey blocks
- New-build extension



### Heritage changes **Enlarged elevation/section**

Enlarged section and elevation of the typical eastern engine house on both Karslake and Ruston & Ward buildings, illustrating the insertion of new floors within the existing large single volume.



Enlarged section 1  
Cut through double height living space

Enlarged section 2  
Cut through mezzanine floors

Enlarged elevation  
Engine house with mezzanines

Heritage changes **Enlarged elevation/section**

Enlarged section and elevation of the typical single story block with roof extension illustrating the insertion of new roof extension over the existing volume.



Heritage changes **Doors & window alterations**

Previous refused proposals



Traditional fenestration patterns have been adopted and proportion, materials and colour are aligned with the existing doors and windows



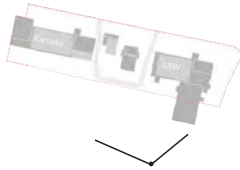
Updated design

**Proposal Key view**

Looking north from Lower Sunbury Rd



Proposed view, Artist rendering



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Existing view, Photograph

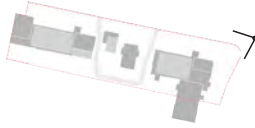
04  
Summary of proposal

**Proposal Key view**

Looking west from Lower and Upper Sunbury Rd junction



Proposed view, Artist rendering



Existing view, Photograph

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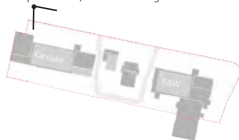
26

**Proposal Key view**

Looking east from Upper Sunbury Rd



Proposed view, Artist rendering

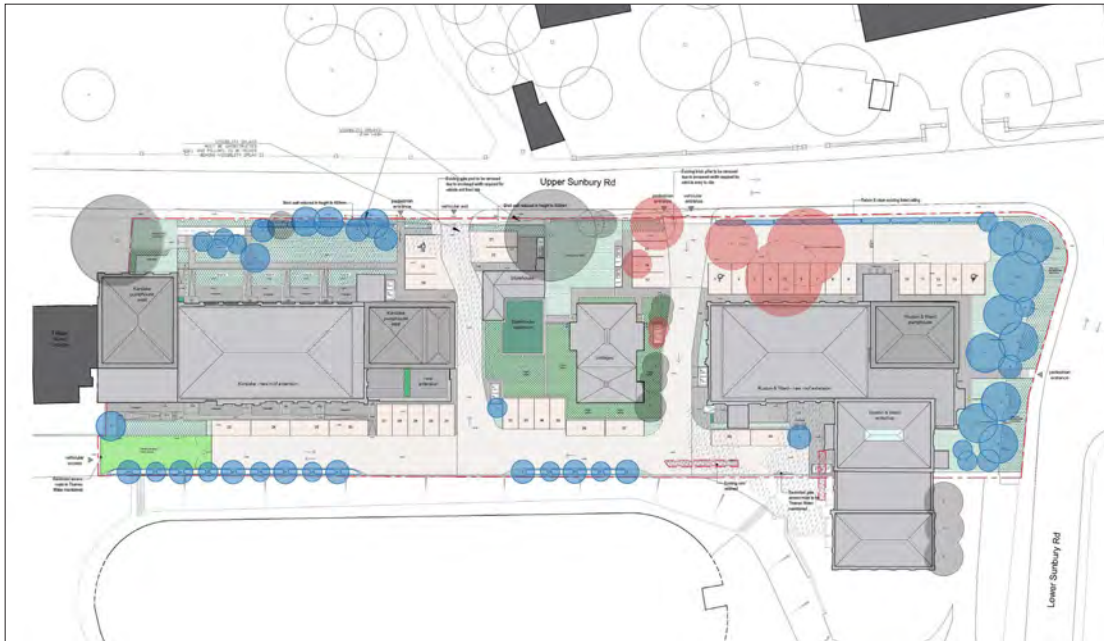


Existing view, Photograph

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**Proposal Site Plan**  
(Under development)



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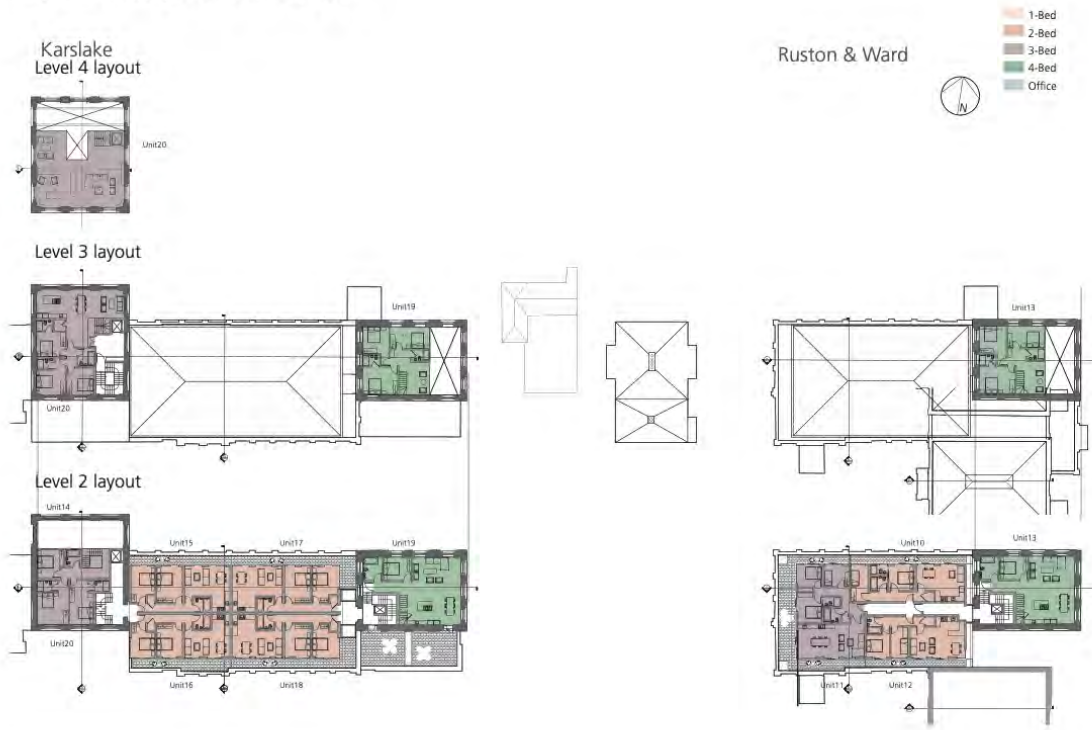
**Proposal Floor plans L0 & L1**



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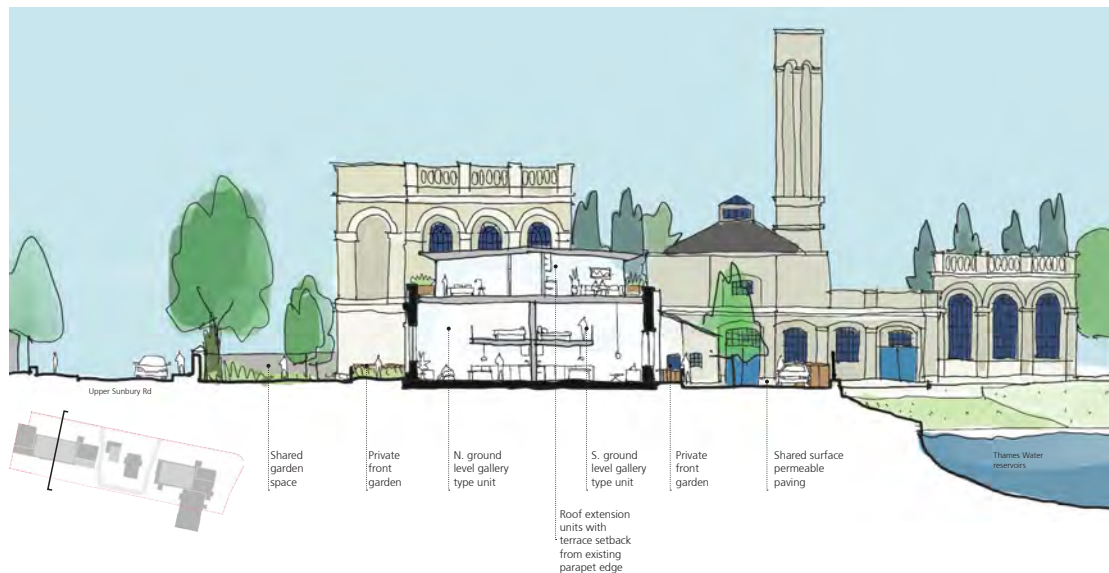
## Proposal Floor plans L2, L3 & L4



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## Proposal Site section



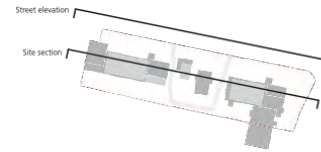
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Proposal **Site elevation & section**

From Upper Sunbury Road, the proposal retains and restores the existing envelope of the Waterworks buildings, with sensitive contemporary extensions visible over both single story blocks.



Street elevation (under development)



Site section (under development)



Design approach **Roof extension elevation**

The new extensions are within the existing roof ridge height and the material selection of timber and grey metal create a lighter colour palette that blends with the buff bricks and light stone of the existing building



Updated roof extension



Existing ridge height



Refused scheme

Design approach **Roof extension street view**

Looking east from Upper Sunbury Rd



Roof extension



Existing roof

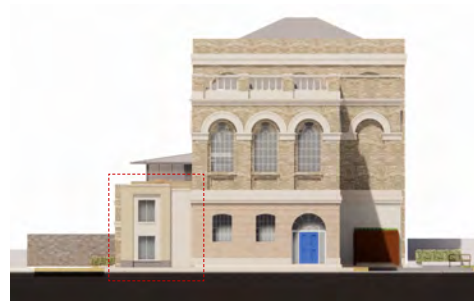
The rooftop has been cut back to create some relief and reveal more of the arched windows to expose to a similar level to the existing roof.

Design approach **Rear extension to Karslake**



The design of the rear extension has been refined in form to match the rhythm of the arched niches of the existing buildings.

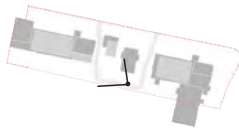
Cornice and coping heights have also been used as datum lines for cill and head heights.



Design approach **Rear extension to Karslake (brick cladding)**

Materials are being explored with the new forms...

Matching brick cladding offers a subtle response to the existing buildings



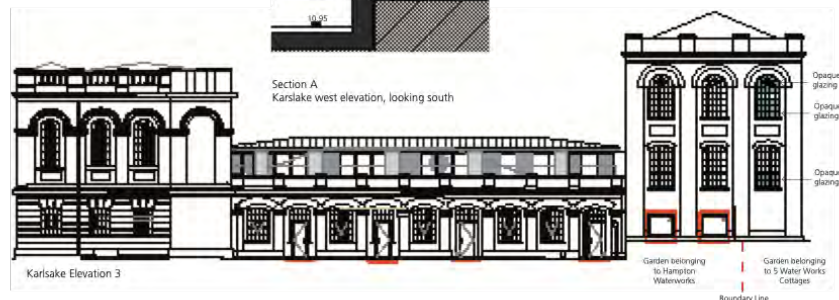
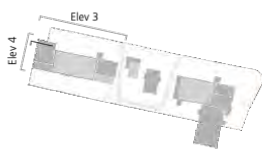
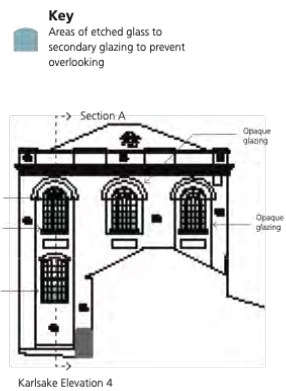
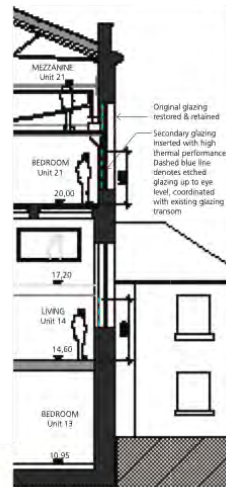
Design approach **Overlooking**

**Overlooking**

Several windows to the Karslake pumphouse west overlook the property at 5 Water Works cottages.

We have analysed sight lines and identified all windows where this applies.

To remedy this, window panes within eye level inside Karslake will be glazed with etched, opaque glass to prevent a view out up to eye level.



05  
A place to live and work

Living & working **Gallery + roof extension**



## Living & working **Gallery flat**



*Gallery flat.*

## Living & working **Roof extension flat**



*Roof extension living -  
Hampton Waterworks.*

## Living & working **Karslake East pump house**



## Living & working **Ground level unit, Pump house East**



## Living & working **Upper level, Pump House East**

Karslake Unit 19  
Ruston & Ward Unit 13



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## Living & working **Karslake West Pump House East**



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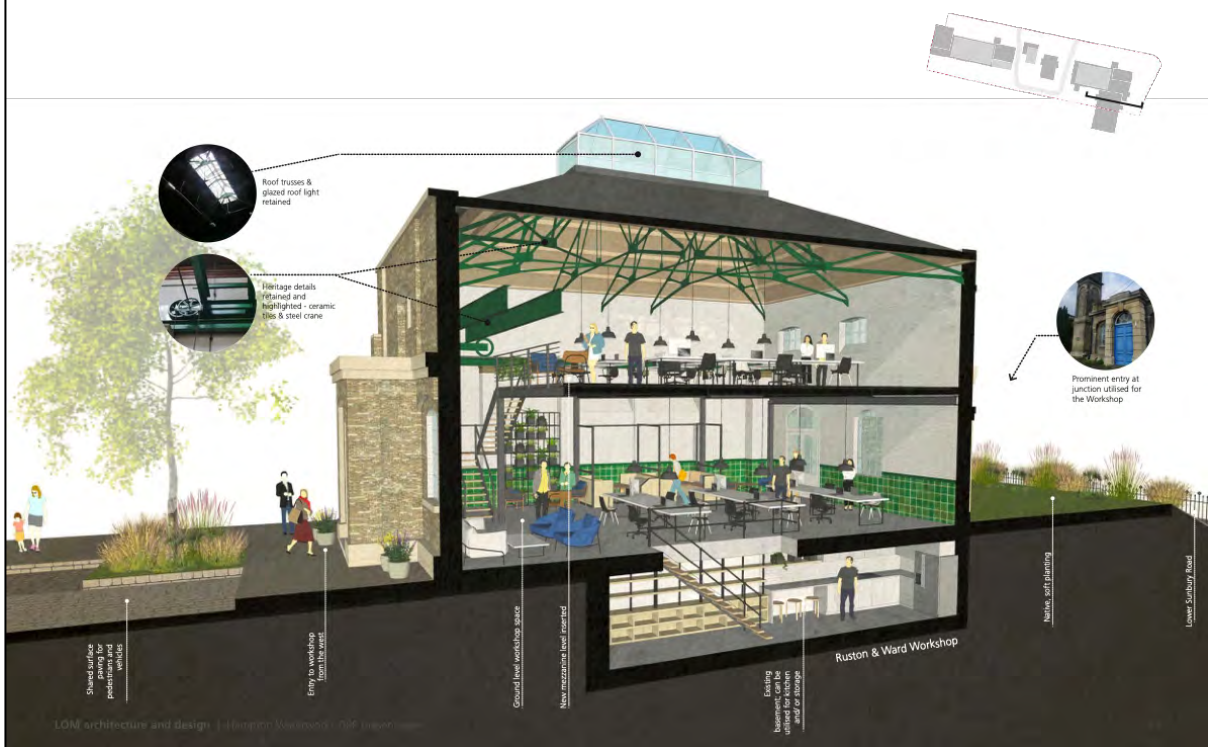
Living & working **Penthouse Unit 21, Pump House West**



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Living & working **Ruston & Ward workshop**



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# 06 Landscape & access

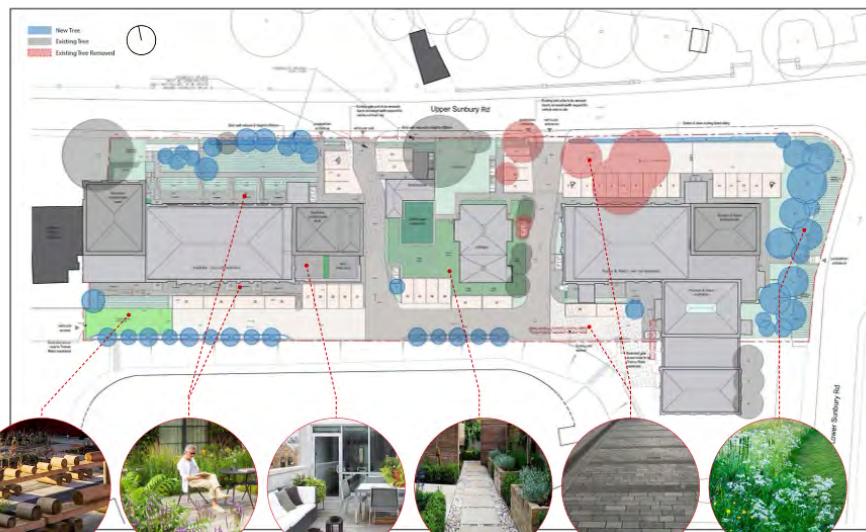
## Landscape & access **Amenity spaces**

7 trees will be replaced with 14 new semi mature trees specified to provide nesting and habitat in line with the ecology comments

Despite existing site and heritage building constraints, the design proposal accommodates a reasonable amount of high quality, green outdoor spaces while providing the required number of parking spaces.

The majority of the residential units have their own private outdoor amenity space as a front garden or terrace while occupants can also benefit from a shared roof terrace and a common garden space.

A children's play area will be integrated into the landscape design to the north. Shared surface, permeable paving throughout the site will prioritise pedestrians and slow vehicle movement.



**Children's play area**  
Located within the communal gardens to the north of Karslake. Natural play-space, protected from the street by the existing brick wall



**Front gardens**  
Private front gardens provide outdoor amenity space for the majority of ground level units in Karslake - from 7 sqm up to 20 sqm in size.



**Roof Terraces**  
New flats on both Karslake and Ruston & Ward buildings include a usable terrace within the set back from existing parapet edge



**Rear gardens**  
Private back gardens for the Cottages and Storehouse



**Shared surface paving**  
Subtle paving changes uses size, colour and texture of pavers to denote parking spaces and vehicle movement lines while providing pedestrian priority across the site.



**Communal gardens**  
Grassy berm lawn & wild flowers soften the site edge along Upper & Lower Sunbury Roads

**Landscape & access Vehicle movement**

The proposal has been carefully tested to demonstrate that it can accommodate vehicle movement without any significant adverse impacts on the existing road network. Sustainable transport methods such as cycle parking, electric vehicle charging points, and public transport options will be promoted.

**Parking**

- 39 parking spaces provided on site
- Split with 36 spaces assigned to residential units and 3 spaces assigned to offices; to be marked to indicate allocation
- 69 cycle parking spaces will be provided + 16 spaces for visitors

**Vehicular Access**

Vehicular access will be via a currently unused simple priority junction on Upper Sunbury Road. The junction is located approximately 50m from the proposed access.

**Vehicular Egress**

A new vehicular egress is introduced with appropriate visibility splays. The junction is located approximately 80m from the proposed egress.



**Vehicular Egress**



Height of brick wall will be reduced and existing gateposts removed to provide acceptable vehicle visibility splay upon exiting onto Upper Sunbury Rd

**Vehicular Access**



The central pier at existing vehicle entry will be removed to provide sufficient width for vehicles to enter

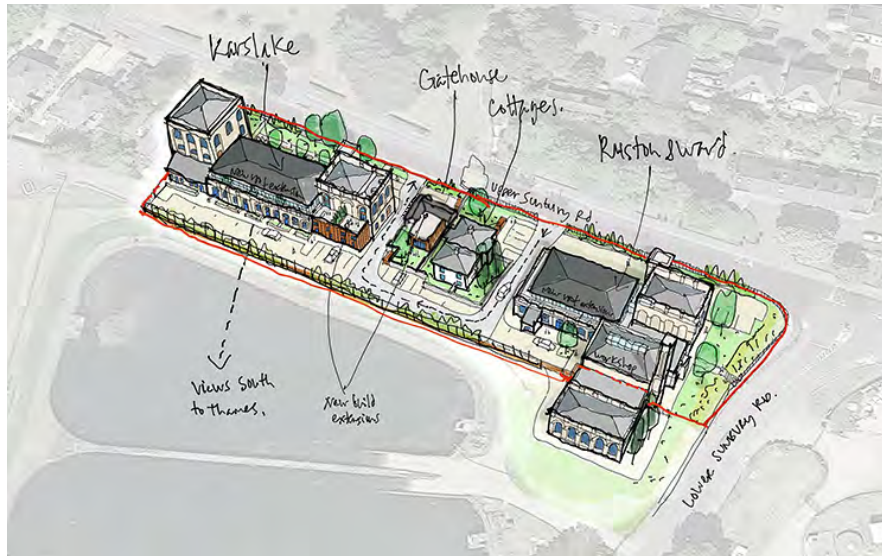
07  
Summary of benefits

**Summary Benefits**

This document aims to illustrate how thoughtful design interventions can unlock the benefits of this proposal such that we can bring restoration and new life these unique historic buildings.

The Hampton Waterworks site is a complex and difficult project that has demanded a careful balance of heritage, viability, use and architectural considerations.

- + End to the deterioration of the historic buildings
- + Restoration of listed heritage Waterworks buildings
- + 37 new high quality residential dwellings for Richmond
- + Employment space for job creation
- + Upgraded site landscaping
- + Appropriate landmark entry to Hampton
- + Considered contemporary architecture juxtaposed with the industrial Victorian buildings
- + Key heritage details retained, restored and highlighted within the proposal



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