Built Heritage Statement

Hampton Waterworks

JCH01486
Hampton Waterworks
Waterfall Planning Ltd
October 2023

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CONTENTS

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CONTENTS

1.0 INTRODUCTION

This Built Heritage Statement has been prepared by RPS on behalf of Waterfall Planning Limited in relation to the proposed redevelopment of Hampton Waterworks, Upper Sunbury Road, Hampton TW12 2DS, henceforth referred to as 'the Site'.

The Site is located near the road junction between Upper Sunbury Road and Lower Sunbury Road in the London Borough of Richmond upon Thames (Fig. 1). It is situated west of Hampton's historic village core, north of the River Thames, and south of Hampton Station. The Site consists of the historic nucleus of Hampton Waterworks, which today extends over a very large area between the west of Hampton to Sunbury-upon-Thames.

The Site is located within the Hampton Village Conservation Area. The Site contains three statutorily listed buildings. These are: '*Ruston*' (Grade II), henceforth referred to as the 'Ruston Building'; '*Hampton Waterworks The Beam and Store Buildings to the west of The Beam'* (Grade II), henceforth referred to as the 'Karslake Building'; and '*Cast Iron Railings between corner of Lower Sunbury Road and east end of The Beam linking with the Cast Iron Gate Piers east of Ruston Building*' (Grade II), henceforth referred to as the 'Cast Iron Railings'. The Ruston and Karslake buildings were originally built in 1853-55 as water-pumping engine houses for the Southwark & Vauxhall and Grand Junction water companies.

The Site also contains nos. 3 & 4 Upper Sunbury Road, also known as Waterworks Cottages, and a small L-shaped storage/workshop building. These two buildings, located in-between the two listed engine houses, are identified by Richmond upon Thames Council as Buildings of Townscape Merit (non-designated heritage assets). Additionally, the Site is located in close proximity to 6 other statutorily listed buildings and 3 other Buildings of Townscape Merit.

In accordance with paragraph 194 of the National Planning Policy Framework (NPPF), this report assess the significance of these heritage assets, including any contribution made by their setting, and subsequently assesses the likely impacts of the development proposals on this significance. The level of detail that is provided is proportionate to each heritage asset's significance and no more than sufficient to understand the impact of the development proposals on their significance.

This Statement makes reference to the relevant legislation contained within the Planning (Listed Buildings and Conservation Areas) Act 1990 and both national and local planning policy. In addition, relevant Historic England guidance has been consulted to inform the judgements made. The conclusions reached in this report are the result of detailed historic research, a walkover survey of the Site, historic map studies and the application of professional judgement.

This document should be read in conjunction with the submitted application documentation, schedule of alteration and retention and architectural drawings (LOM Architects).

Figure 01: Site location outlined in red

Figure 02: A view of the Site from Lower Sunbury Road, Hampton, showing Karslake Building (left), Nos. 3-4 Upper Sunbury Road (centre), and Ruston Building (right)

2.0 LEGISLATIVE & PLANNING POLICY FRAMEWORK

2.1 LEGISLATION & NATIONAL PLANNING POLICY

The current national legislative and planning policy system identifies, through the National Planning Policy Framework (NPPF), that applicants should consider the potential impact of development upon 'heritage assets'. This term includes: designated heritage assets which possess a statutory designation (for example listed buildings and conservation areas); and non-designated heritage assets, typically compiled by Local Planning Authorities (LPAs) and incorporated into a Local List or recorded on the Historic Environment Record.

Legislation

Where any development may affect certain designated heritage assets, there is a legislative framework to ensure proposed works are developed and considered with due regard to their impact on the historic environment. This extends from primary legislation under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The relevant legislation in this case extends from Section 16 of the 1990 Act which states that special regard must be given by the decision maker, in the exercise of planning functions, to the desirability of preserving listed buildings and their setting.

Section 69(1) of the Act requires LPAs to '*determine areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*' and to designate them as conservation areas. Section 69(2) requires LPAs to review and, where necessary, amend those areas '*from time to time'*.

For development within a conservation area Section 72 of the Act requires the decision maker to pay '*special attention […] to the desirability of preserving or enhancing the character or appearance of that area'*. The duty to give special attention is considered commensurate with that under Section 66(1) to give special regard, meaning that the decision maker must give considerable importance and weight to any such harm in the planning balance.

National Planning Policy

National Planning Policy Framework (Ministry of Housing, Communities and Local Government, September 2023)

The NPPF is the principal document that sets out the Government's planning policies for England and how these are expected to be applied.

It defines a heritage asset as a: *'building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'*. This includes both designated and non-designated heritage assets.

Section 16: Conserving and Enhancing the Historic Environment relates to the conservation of heritage assets in the production of local plans and decision taking. It emphasises that heritage assets are '*an irreplaceable resource, and should be conserved in a manner appropriate to their significance*'.

For proposals that have the potential to affect the significance of a heritage asset, paragraph 194 requires applicants to identify and describe the significance of any heritage assets that may be affected, including any contribution made by their setting. The level of detail provided should be proportionate to the significance of the heritage assets affected. This is supported by paragraph 195, which requires LPAs to take this assessment into account when considering applications.

Under '*Considering potential impacts*' paragraph 199 states that '*great weight*' should be given to the conservation of designated heritage assets, irrespective of whether any potential impact equates to total loss, substantial harm or less than substantial harm to the significance of the heritage assets.

Paragraph 201 states that where a development will result in substantial harm to, or total loss of, the significance of a designated heritage asset, permission should be refused, unless this harm is necessary to achieve substantial public benefits, or a number of criteria are met. Where less than substantial harm is identified paragraph 202 requires this harm to be weighed against the public benefits of the proposed development.

2.2 NATIONAL PLANNING GUIDANCE

National Guidance

Planning Practice Guidance (MHCLG)

The Planning Practice Guidance (PPG) has been adopted in order to aid the application of the NPPF. It reiterates that conservation of heritage assets in a manner appropriate to their significance is a core planning principle.

Key elements of the guidance relate to assessing harm. It states that substantial harm is a high bar that may not arise in many cases and that while the level of harm will be at the discretion of the decision maker, generally substantial harm is a high test that will only arise where a development seriously affects a key element of an asset's special interest. It is the degree of harm, rather than the scale of development, that is to be assessed.

Conservation Principles, Policies and Guidance (English Heritage, April 2008)

Conservation Principles outlines Historic England's approach to the sustainable management of the historic environment. While primarily intended to ensure consistency in Historic England's own advice and guidance, the document is recommended to LPAs to ensure that all decisions about change affecting the historic environment are informed and sustainable.

The guidance describes a range of heritage values which enables the significance of assets to be established systematically, with the four main heritage values being: evidential value; historical value; aesthetic value; and communal value.

Historic Environment Good Practice Advice in Planning (GPAs)

The PPS5 Practice Guide was withdrawn in March 2015 and replaced with three Good Practice Advice in Planning Notes (GPAs) published by Historic England. *GPA1: The Historic Environment in Local Plans* provides guidance to local planning authorities to help them make well informed and effective local plans. *GPA2: Managing Significance in Decision-Making* includes technical advice on the repair and restoration of historic buildings and alterations to heritage assets to guide local planning authorities, owners, practitioners and other interested parties. *GPA 3: The Setting of Heritage Assets* replaces guidance published in 2011.

GPA1: The Historic Environment in Local Plans (March 2015)

This advice note focuses on the importance of identifying heritage policies within Local Plans. The advice echoes the NPPF by stressing the importance of formulating Local Plans based on up-to-date and relevant evidence on economic, social and environmental characteristics and prospects of the area, including the historic environment.

GPA2: Managing Significance in Decision-Taking in the Historic Environment (March 2015)

This document provides advice on numerous ways in which decision making in the historic environment could be undertaken, emphasising that the first step for all applicants is to understand the significance of any affected heritage asset and the contribution of its setting to that significance. In line with the NPPF and PPG, the document states that early engagement and expert advice in considering and assessing the significance of heritage assets is encouraged. The advice suggests a structured, staged approach to the assembly and analysis of relevant information:

1) Understand the significance of the affected assets;
2) Understand the impact of the proposal on that significance;
3) Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF;
4) Look for opportunities to better reveal or enhance significance;
5) Justify any harmful impacts in terms of the sustainable development objective of conserving significance balanced with the need for change; and
6) Offset negative impacts to significance by enhancing others through recording, disseminating and archiving archaeological and historical I interest of the important elements of the heritage assets affected.

GPA3: The Setting of Heritage Assets (Second Edition; December 2017)

This advice note focuses on the management of change within the setting of heritage assets. This document replaces GPA3: The Setting of Heritage Assets (March 2017) and Seeing History in the View (English Heritage, 2011) in order to aid practitioners with the implementation of national legislation, policies and guidance relating to the setting of heritage assets found in the 1990 Act, the NPPF and PPG. The guidance is largely a continuation of the philosophy and approach of the 2011 and 2015 documents and does not present a divergence in either the definition of setting or the way in which it should be assessed.

As with the NPPF the document defines setting as 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve'. Setting is also described as being a separate term to curtilage, character and context. The guidance emphasises that setting is not a heritage asset, nor a heritage designation, and that its importance lies in what it contributes to the significance of the heritage asset, or the ability to appreciate that significance. It also states that elements of setting may make a positive, negative or neutral contribution to the significance of the heritage asset.

While setting is largely a visual term, with views considered to be an important consideration in any assessment of the contribution that setting makes to the significance of an asset, and thus the way in which an asset is experienced, setting also encompasses other environmental factors including noise, vibration and odour. Historical and cultural associations may also form part of the asset's setting, which can inform or enhance the significance of a heritage asset.

This document provides guidance on practical and proportionate decision making with regards to the management of change within the setting of heritage assets. It is stated that the protection of the setting of a heritage asset need not prevent change and that decisions relating to such issues need to be based on the nature, extent and level of the significance of a heritage asset, further weighing up the potential public benefits associated with the proposals. It is further stated that changes within the setting of a heritage asset may have positive or neutral effects.

The document also states that the contribution made to the significance of heritage assets by their settings will vary depending on the nature of the heritage asset and its setting, and that different heritage assets may have different abilities to accommodate change without harming their significance. Setting should, therefore, be assessed on a case-by-case basis.

Historic England recommends using a series of detailed steps in order to assess the potential effects of a proposed development on significance of a heritage asset. The 5-step process is as follows:

1) Identify which heritage assets and their settings are affected;
2) Assess the degree to which these settings and views make a contribution to the significance of a heritage asset(s) or allow significance to be appreciated;
3) Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it;
4) Explore ways to maximise enhancement and avoid or minimise harm; and
5) Make and document the decision and monitor outcomes.

Historic England Advice Notes (HEANs)

The GPAs are complemented by the Historic England Advice Notes in Planning which include *HEAN1: Understanding Place: Conservation Area Designation, Appraisal and Management (February 2019, 2nd Edition) and HEAN2: Making Changes to Heritage Assets (February 2016).*

2.2 NATIONAL PLANNING GUIDANCE

HEAN1: Conservation Area Appraisal, Designation and Management (2nd Edition) (February 2019)

The purpose of this advice note is to provide information on conservation area appraisal, designation and management and how historic environment legislation, the NPPF and the related guidance given in the PPG can be implemented. The second edition updates advice following the publication of the 2018 NPPF (now superseded by the 2019 NPPF). In particular, it provides additional information on the relationship between conservation areas and local and neighbourhood plans and policies and highlights the staged approach to the appraisal, designation and management of conservation areas. It has also been updated to give more information on innovative ways of producing conservation area appraisals, particularly community involvement beyond consultation, character assessment and digital presentation

The advice note emphasises that evidence required to inform decisions affecting a conservation area should be proportionate to the significance of the asset. It further gives attention to identifying opportunities where conservation areas can help to deliver wider social, cultural, economic and environmental benefits, particularly in the light of the statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

The document sets out how to manage change in a way that conserves and enhances the character and appearance of historic areas and stresses that conservation areas can contribute to sustainable development as outlined in the NPFF.

Conservation Area Management is described as a staged approach following the sequence of 'Appraisal', 'Designation', 'Management' and 'Review'. It deems the appraisal process as the vehicle of understanding both the significance of an area and the threat of unsympathetic changes that may harm its significance. The identification of an area's significance is seen as a precursor to the appraisal process and the guidance proposes key elements in aid of defining the special interest of a conservation area. These include:

- Still-visible effects of the area's historic development on its plan form, townscape and architectural style;
- Architectural built form and quality;
- The contribution to the special interest by its setting (it thereby refers to 'The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (2nd Edition).;
- Elements of local distinctiveness that makes the area unique;
- How a place is experienced by people;
- The design and use of green and open spaces;

Designated and other heritage assets and their contribution to the townscape, which includes the identification of unlisted buildings that make an important contribution to the character of the conservation area.

The advice note further stresses the importance of the contribution of twentieth century buildings and argues that the twentieth century is often the most undervalued and vulnerable period of building and landscaping.

Under Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 local planning authorities have a statutory duty to draw up and publish proposals for the preservation and enhancement of conservation areas. The guidance outlines mechanisms for the management of conservation areas. These include the production of generic plans, design guidance, managing areas of archaeological interest and applying building regulations.

It further refers to the PPG which requires local planning authorities to review their conservation areas (Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990). It recommends an interval of five years, but stresses that review frequency will vary according to the development pressures in the local area.

HEAN2: Making Changes to Heritage Assets (February 2016)

The purpose of this document is to provide information in respect of the repair, restoration and alterations to heritage assets. It promotes guidance for both LPAs, consultants, owners, applicants and other interested parties in order to promote well-informed and collaborative conservation.

The best way to conserve a building is to keep it in use, or to find an appropriate new use. This document states that 'an unreasonable, inflexible approach will prevent action that could give a building new life … A reasonable proportionate approach to owners' needs is therefore essential'. Whilst this is the case, the limits imposed by the significance of individual elements are an important consideration, especially when considering an asset's compatibility with Building Regulations and the Equality Act. As such, it is good practice for LPAs to consider imaginative ways of avoiding such conflict.

This document provides information relating to proposed change to a heritage asset, which are characterised as:

- Repair;
- restoration;
- addition and alteration, either singly or in combination; and,
- works for research alone.

HEAN7: Local Heritage Listing (May 2016)

Historic England also provides guidance on local heritage assets. The publication *Local Heritage Listing: Historic Advice Note 7* is relevant in this instance. This advice note supports local authorities and communities to introduce a local list in their area or make changes to an existing list, through the preparation of selection criteria, thereby encouraging a more consistent approach to the identification and management of local heritage assets across England.

HEAN12: Statements of Heritage Significance: Analysing Significance in Heritage Assets (October 2019)

The purpose of this advice note is to provide information on how to assess the significance of a heritage asset. It also explores how this should be used as part of a staged approach to decision-making in which assessing significance precedes designing the proposal(s).

Historic England notes that the first stage in identifying the significance of a heritage asset is by understanding its form and history. This includes the historical development, an analysis of its surviving fabric and an analysis of the setting, including the contribution setting makes to the significance of a heritage asset. To assess the significance of the heritage asset, Historic England advise to describe various interests. These follow the heritage interest identified in the NPPF and PPG and are: archaeological interest, architectural interest, artistic interest and historic interest.

To assess the impact to the significance of a heritage asset Historic England state that it is necessary to understand if there will be impacts to built fabric or the setting of a heritage asset and how these contribute to the heritage asset's overall significance. Where the proposal affects the setting, and related views, of a heritage asset, or assets, it is necessary to clarify the contribution of the setting to the significance of the asset, or the way that the setting allows the significance to be appreciated.

This enables an assessment of how proposals will affect significance, whether beneficial or harmful. It also states that efforts should be made to minimise harm to significance through the design process, with justification given to any residual harm.

2.3 LOCAL PLANNING POLICY & GUIDANCE

Many local planning policies (not only those for design and conservation) can affect development with regard to heritage assets. For instance polices on sustainable development, meeting housing needs, affordable housing, landscape, biodiversity, energy efficiency, transport, people with disabilities, employment and town centres can all have an influence on development and the quality of the environment. However, policies concerned with design quality and character generally take greater importance in areas concerning heritage assets. As aforementioned these policies, along with other matters, will figure in the on-going management of development in the given area.

The Site falls within the administrative boundary of the **London Borough of Richmond upon Thames**. Hence, the Local Plan for this borough and the overarching strategic planning policies for London apply.

Local Strategic Policy

The London Plan: The Spatial Development Strategy for London (March 2021)

Policy SD1 Opportunity Areas

[…] B Boroughs, through Development Plans and decisions, should:

1) clearly set out how they will encourage and deliver the growth potential of Opportunity Areas

2) 2) support development which creates employment opportunities and housing choice for Londoners

3) 3) plan for and provide the necessary social and other infrastructure to sustain growth and create mixed and inclusive communities, working with infrastructure providers where necessary

4) 4) recognise the role of heritage in place-making […]

Policy D1 London's form, character and capacity for growth

Defining an area's character to understand its capacity for growth

A Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. Area assessments should cover the elements listed below:

1) demographic make-up and socio-economic data (such as Indices of Multiple Deprivation, health and wellbeing indicators, population density, employment data, educational qualifications, crime statistics)

2) housing types and tenure

3) urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density)

4) existing and planned transport networks (particularly walking and cycling networks) and public transport connectivity

5) air quality and noise levels

6) open space networks, green infrastructure, and water bodies

7) historical evolution and heritage assets (including an assessment of their significance and contribution to local character)

8) topography and hydrology

9) land availability

10) existing and emerging Development Plan designations

11) land uses

12) views and landmarks

Policy D3 Optimising site capacity through the design-led approach

The design-led approach

A All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D Development proposals should:

Form and layout

1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions

2) encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area

3) be street-based with clearly defined public and private environments

4) facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users Experience

5) achieve safe, secure and inclusive environments

6) provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest

7) deliver appropriate outlook, privacy and amenity

8) provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity

9) help prevent or mitigate the impacts of noise and poor air quality

10) achieve indoor and outdoor environments that are comfortable and inviting for people to use Quality and character

11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character

12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well

13) aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy

Policy HC1 Heritage conservation and growth

A Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B Development Plans and strategies should demonstrate a clear

understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

1) setting out a clear vision that recognises and embeds the role of heritage in place-making

2) utilising the heritage significance of a site or area in the planning and design process

3) integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place

4)delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and reuse.

Local Planning Policy

Borough of Richmond Upon Thames Local Plan (adopted July 2018)

Policy LP 1 Local Character and Design Quality

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

1. compatibility with local character including the relationship to existing townscape, development patterns, views, local grain and frontages as well as scale, height, massing, density, landscaping, proportions, form, materials and detailing;

2. sustainable design and construction, including adaptability, subject to aesthetic considerations;

3. layout, siting and access, including making best use of land;

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

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

6. suitability and compatibility of uses, taking account of any potential adverse impacts of the colocation of uses through the layout, design and management of the site. All proposals, including extensions, alterations and shopfronts, will be assessed against the policies contained within a neighbourhood plan where applicable, and the advice set out in the relevant Village Planning Guidance and other SPDs relating to character and design. Shopfronts

B. The Council will resist the removal of shopfronts of architectural or historic interest. Shopfronts, including signage and illumination, should complement the proportions, character, materials and detailing, surrounding streetscene and the building of which it forms part. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shopfront and the context within which it is located. External security grilles and large illuminated fascias will only be allowed in exceptional circumstances. In sensitive areas, such as Conservation Areas and relevant Character Areas as identified in the Village Planning Guidance SPDs, rigid and gloss finish blinds will generally be unacceptable. Advertisements and hoardings

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

Policy LP 3 Designated Heritage Asset

A. The Council will require development to conserve and, where possible, take opportunities to make a positive contribution to, the historic environment of the borough. Development proposals likely to adversely affect the significance of heritage assets will be assessed against the requirement to seek to avoid harm and the justification for the proposal. The significance (including the settings) of the borough's designated heritage assets, encompassing Conservation Areas, listed buildings, Scheduled Monuments as well as the Registered Historic Parks and Gardens, will be conserved and enhanced by the following means:

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

2. 2. Resist the demolition in whole, or in part, of listed building. Consent for demolition of Grade II listed buildings will only be granted in exceptional circumstances and for Grade II* and Grade I listed buildings in wholly exceptional circumstances following a thorough assessment of the justification for the proposal and the significance of the asset.

3. 3. Resist the change of use of listed buildings where their significance would be harmed, particularly where the current use contributes to the character of the surrounding area and to its sense of place.

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

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

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

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

8. 8. Protect and enhance the borough's registered Historic Parks and Gardens by ensuring that proposals do not have an adverse effect on their significance, including their setting and/or views to and from the registered landscape.

9. 9. Protect Scheduled Monuments by ensuring proposals do not have

an adverse impact on their significance.

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

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

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

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

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

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

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

Policy LP 4 Non-Designated Heritage Assets

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

Supplementary Planning Documents and Guidance (SPDs)

A number of Supplementary Planning Guidance (SPGs) and Supplementary Planning Documents (SPDs) have been produced by the Council in order to aid interpretation of local planning policy. The following are the relevant SPGs and SPDs.

Buildings of Townscape Merit (May 2015)

This Supplementary Planning Document provides guidance on what the Council describes as 'Buildings of Townscape Merit'. These are buildings and structures that due to their historical associations, architectural style and visual interest, as well as possibly their siting within an area, are of significance to the history and character of the environment. However, they may not possess sufficient interest to warrant statutory listing as being of 'special architectural or historic interest' by the Secretary of State for Culture, Media and Sport.

The SPD details the Council's approach to such buildings. It highlights that, although the Council recognises that Buildings of Townscape Merit do not enjoy the same legal protection as listed buildings, the Council will endeavour to protect the character and setting of all such buildings through negotiation of a sympathetic scheme, as far as possible treating proposals for works to or close to them as if the were listed buildings.

Design Quality (February 2006)

This Supplementary Planning Document promotes the general principle of high quality inclusive design throughout the Borough in line with National Policy. The document is structured in order to: aid in the understanding of the planning process and the importance that design has in the determination of planning applications; guide in the creation of quality design by providing guiding principles whilst allowing room for creativity and innovation; and highlight the importance of the Borough's character in order to produce developments that reflect a well-designed, informed response to context.

Hampton Village Planning Guidance (March 2017)

The purpose of this Village Planning Guidance Supplementary Planning Document is primarily to establish a vision and planning policy aims for maintaining and enhancing the character of Hampton Village and to provide guidance in this regard.

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

The Guidance identifies Hampton Waterworks as Character Area 8. It highlights the threats from development and opportunities within the area.

Hampton Village Conservation Area Study

This study defines the character, appearance and special interest of Hampton Village Conservation Area. It explains the problems and pressures that exist within the conservation area and presents a set of proposals to enhance or preserve its character.

3.0 ARCHITECTURAL & HISTORICAL APPRAISAL

3.1 HISTORICAL DEVELOPMENT OF HAMPTON

Hampton has ancient origins. The area is believed to have been settled and farmed long before the Normans arrived in 1066. The name 'Hampton' is indeed Anglo-Saxon in origin, meaning 'settlement on the bend of the river'. In the Domesday Book of 1086, Hampton is recorded as 'Hamnstone Manor' and was owned by Sir Walter de Valery. The manor remained in the ownership of his family until 1217. Thereafter, the manor was leased to the Knight Hospitallers of St John of Jerusalem until 1514, when Cardinal Wolsey, Lord Chancellor to King Henry VIII, purchased the lease and began the construction of Hampton Court Palace. The palace was 'acquired' by the king in 1529 (The Hampton Riverside Trust & The Hampton Society, 2017).

The village of Hampton remained a small settlement throughout this early period. However, from the late-seventeenth century and particularly in the early-eighteenth century, Hampton became a fashionable place to live. The village grew around the parish church of Saint Mary and the triangle of roads that surround it, now known as Thames Street, Church Street, and High Street (The Hampton Riverside Trust & The Hampton Society, 2017).

During the nineteenth and early-twentieth centuries, Hampton grew rapidly and became a thriving town. Farms turned into market gardens and housing spread across the fields that surrounded it. Hampton Waterworks was established at the edge of the village in 1855 after the Metropolis Water Act 1852 decreed that no water company could extract its water for domestic use from the tidal reaches of the River Thames after 31 August 1855. In practical terms, this meant that water companies had to extract water above Teddington Lock and the first place above the lock with suitable land to accommodate waterworks was Hampton. As a result, by 1855, the Southwark & Vauxhall, the Grand Junction, and the West Middlesex water companies had all established waterworks infrastructure at Hampton.

The arrival of the Railway in 1864 fuelled further development and Hampton continued to grow rapidly throughout the rest of the nineteenth and early-twentieth centuries, particularly during 1920s and 1930s. In 1937, Hampton was absorbed by the Borough of Twickenham and in 1965 by the Borough of Richmond upon Thames. Today, the once isolated village at the bend of the River Thames, is one of the many suburbs of London.

Figure 03: An aquatint showing a view of Thames Street in Hampton in the late-eighteenth century (J.W. Edy, 1796)

Figure 04: The 1826 Tithe Map of Hampton showing the parish church of St Mary and the triangle of roads that surround it (Richmond upon Thames Local Studies Library and Archive, 1826).

Figure 05: An engraving showing a riverside view from Garrick's Villa to the centre of Hampton village in 1839 (C. Marshall & W. Floyd, 1839).

Figure 06: An illustration of Hampton Waterworks showing the engine pump houses owned by the Southwark & Vauxhall, the Grand Junction, and the West Middlesex water companies, published in *Illustrated London News* in1855 (UCLA School of Public Health, 2008)

3.2 HISTORICAL DEVELOPMENT OF HAMPTON WATERWOKRS

Prior to the mid-nineteenth century, very little abstracted water was filtered before being distributed to consumers. This changed after the Westminster doctor John Snow (1813-1858) established the link between cholera and foul water in 1850. Parliament sprang into action and enacted the Metropolis Water Act 1852 which declared that all abstracted water had to be filtered before being distributed for domestic use. This spurred a new era of investment in waterworks infrastructure and technology.

The 1852 Act also decreed that in London no water company could extract its water from the tidal reaches of the River Thames after 31 August 1855. This meant that Thames river water had to be extracted above Teddington Lock and in practical terms the first place above the lock with suitable land available for accommodating waterworks was Hampton. As a result, Hampton Waterworks was established in 1855 by the Southwark & Vauxhall (refer to Note A), the Grand Junction (refer to Note B), and the West Middlesex water companies, by building impressive waterworks buildings (The Hampton Riverside Trust & The Hampton Society, 2017).

At Hampton, in 1853-55, Engineer Joseph Quick designed and built a water -pumping engine house for the Southwark & Vauxhall Water Company on a site located at the corner between Upper Sunbury Road and Lower Sunbury Road (figs. 07-08). This engine house, now known as Ruston Building, was extended in 1881-82 by Engineer James William Restler (Historic England, 2017).

Also in 1853-55, Joseph Quick designed and built another water-pumping engine house for the Grand Junction Water Company on a site located next to the one owned by Southwark & Vauxhall (figs. 07-08). This engine house, now known as Karslake Building, housed a type of engine known as 'the Bull'. It was extended in 1881-82 by Alexander Frazer to house another engine known as 'The Beam' (Historic England, 2017).

The West Middlesex Water Company built another water-pumping engine house, located to the west of that owned by the Grand Junction Water Company (figs. 07-08). This was also built in the early 1850s in a similar style as the other engine pump houses at Hampton (Richmond upon Thames Local Studies Library and Archive, 1955).

In 1867-70, Engineer Joseph Quick designed and built another engine house, the Morelands Building, for Southwark & Vauxhall on a site located just to the east of Ruston Building. This was completed in 1885-86 by James Restler. In 1898-1900, the Southwark & Vauxhall Water Company expanded even more by building yet another engine house, the Riverdale Building (Historic England, 2017).

Apart from these buildings, the water companies at Hampton built various reservoirs and filter beds. By the end of the nineteenth century, there were four reservoirs and forty filter beds at Hampton (The Hampton Riverside Trust & The Hampton Society, 2017).

Figure 07: 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

Figure 08: The 1865 Ordnance Survey Map showing the Southwark & Vauxhall Waterworks (in red), the Grand Junction Waterworks (in blue) and the West Middlesex Waterworks (in green)

At the beginning of the twentieth century, after a series of water shortages in London and increased pressure by the London County Council and the District Councils, the Metropolitan Water Act 1902 was enacted to bring London's water companies under public control. The 1902 Act forced the merger of the eight private water companies in London, including the Southwark & Vauxhall, the Grand Junction and the West Middlesex, into the Metropolitan Water Board (MWB). The MWB established a new era in London's water supply history by replacing private enterprise with public responsibility. This made it easier and more practical to make more connections between the systems of the various former companies so that a temporary water deficiency in one source of supply could be made good from another.

The new era saw the Hampton Waterworks being upgraded and modernised with new technology. Eventually, the coal-fired pumping engines, housed within the engine pump houses, were replaced by diesel engines and the large chimneys were thus made redundant. In the late twentieth century, the older chimneys fronting Upper Sunbury Road, seen in Figures 06 and 07, were eventually demolished down to the level of the engine pump houses' parapet. The former West Middlesex Water Company's water-pumping engine house became redundant and was completely demolished in c.1948.

In a letter written in 29 March 1956, S.D. Askew, a clerk of the Metropolitan Water Board, described Hampton Waterworks as follows:

"...the original pumping plant at Hampton consisted of three pairs of Cornigh 'Bull' engines completed by Messrs. Harvey & Co. of Hayle in 1855. They were accommodated in three small engine houses with square towers which can still be seen on the south side of the Upper Sunbury Road. They were designed in the office of Joseph Quick the Engineer of the Grand Junction Water Works Company and of the Southwark and Vauxhall Water Company, and were constructed by John Aird.

The new pumping station was designed by the Board's architect Mr. A.F. Johnson, F.R.I.B.A and was completed during the war." (Richmond upon Thames Local Studies Library and Archive, 1960)

Later, in the 1970s, Hampton Waterworks was passed from the MWB to the Thames Water Authority, which was established by the Water Act 1973. The Victorian engine pump houses were eventually decommissioned and closed down in the late-twentieth century.

Note A: Southwark & Vauxhall Water Company

The Southwark & Vauxhall Water Company was formed after the merger of the Southwark Water Company[1] and the Vauxhall Water Company[2] in 1845. Immediately thereafter, the new company bought land at Battersea (where Battersea Power Station is now located). On this land, the Southwark & Vauxhall Water Company built large filter beds, a settling

reservoir, and a new engine and boiler house to pump water from the River Thames. However, all was not well. In 1850, the microbiologist Arthur Hassall described the company's water as the most disgusting he had ever seen. In 1855, after the Metropolis Water Act 1852, the Southwark & Vauxhall Water Company was forced to move again to its new site in Hampton, next to the premises of the Grand Junction Water company. (UCLA School of Public Health, 2008).

1 The Southwark Water Company had its origins in the Borough Waterworks Company and the London Bridge Waterworks Company. In the late-eighteenth and early-nineteenth centuries, the Borough Waterworks Company owned a water house between the Southwark and London bridges, which it had taken over in 1770. It supplied Thames river water to a nearby brewery. On the other hand, the London Bridge Waterworks Company had a licence to extract water from the River Thames by means of two waterwheels under the arches of London Bridge and supply it to Southwark residents living near the brewery. In 1822, an a Act of Parliament dissolved the London Bridge Waterworks Company and its licence was eventually bought by John Edwards Vaughn, the owner of the Borough Waterworks Company, who merged the operations of the two companies to form the Southwark Water Company (UCLA School of Public Health, 2008).

2 The Vauxhall Water Company had its origins in the South London Waterworks Company. This was established in 1805, following an Act of Parliament, to supply water to residents south of the River Thames who were not being supplied by either the Lambeth Waterworks Company or the Southwark Water Company. The new company extracted Thames river water from the River Effra into two reservoirs located next to Kennington Oval. The South London Waterworks Company was renamed the Vauxhall Water Company in 1834 (UCLA School of Public Health, 2008).

Note B: The Grand Junction Water Company

The Grand Junction Water Company was established in 1811 at Paddington to take advantage of a clause in the Grand Junction Canal Company Act which allowed the extraction of water brought by the Grand Junction Canal from the River Colne, the River Brent, and from a reservoir in northwest Middlesex (now Ruislip Lido). Initially, it was thought that this water was of better quality that that of the River Thames. However, it turned out that this water supply was meagre and dirty, far different from the quality which was promised years earlier to company investors. Therefore, in 1820, the company moved its premises to a new site near Chelsea Hospital, by the River Thames. In 1853-55, after the Metropolis Water Act 1852, the Grand Junction Water Company moved again to its new site in Hampton, next to the premises of the Southwark & Vauxhall and West Middlesex water companies (UCLA School of Public Health, 2008).

Figure 09: A aerial photo of Hampton Waterworks taken in July 1950 showing the engine pump houses before the demolition of their chimneys and Karslake Building's large nineteenth century rear extension (Richmond upon Thames Local Studies Library and Archive, 1950)

3.2 HISTORICAL DEVELOPMENT OF HAMPTON WATERWOKRS

Figure 10: A aerial photo of Hampton Waterworks taken in July 1950 showing the engine pump houses before the demolition of their chimneys and Karslake Building's large nineteenth century rear extension (Richmond upon Thames Local Studies Library and Archive, 1950)

3.3 HISTORIC MAP PROGRESSION

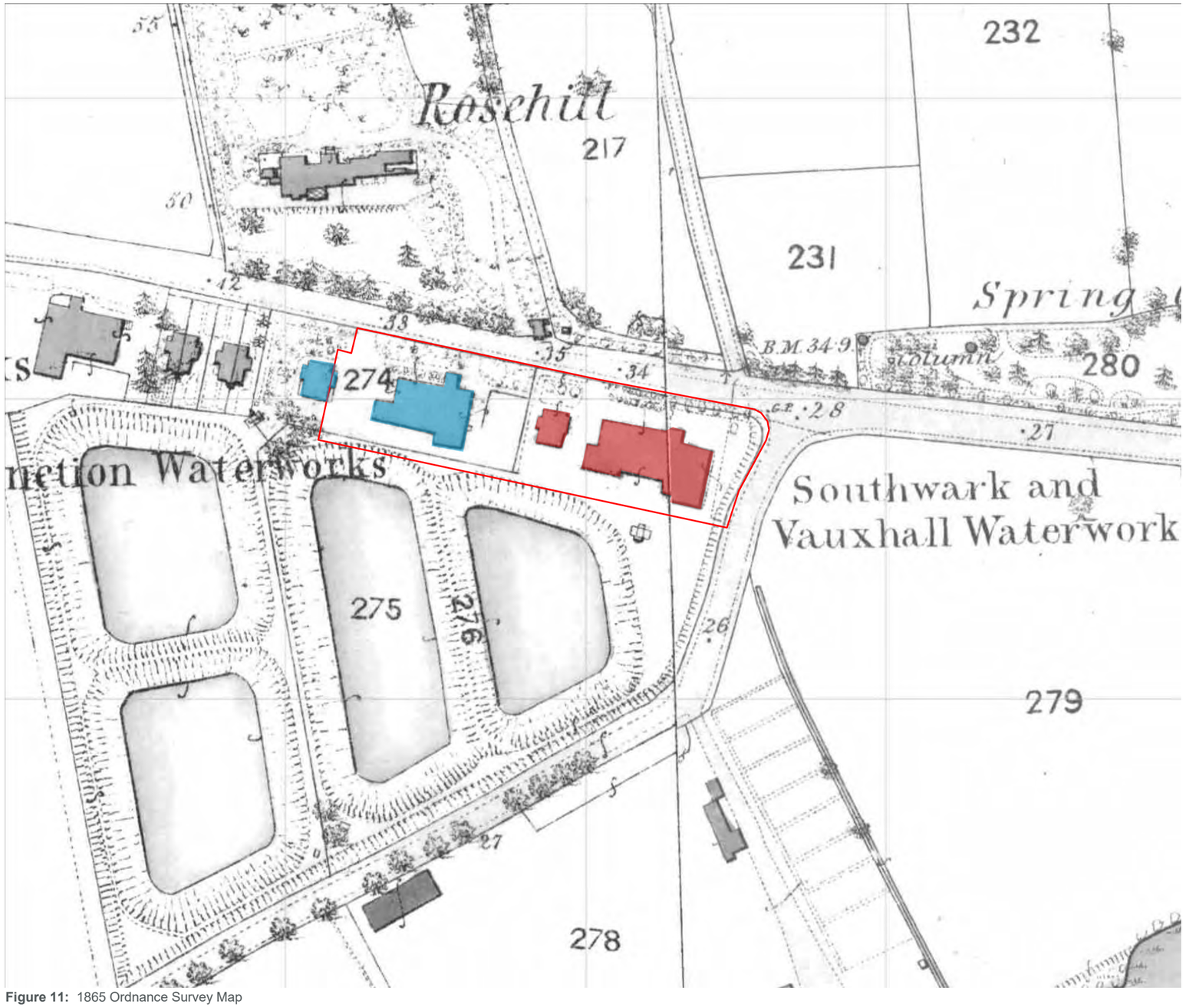


Figure 11: 1865 Ordnance Survey Map

1865 Ordnance Survey Map

In 1853-55, Engineer Joseph Quick designed and built the waterworks buildings for the Southwark & Vauxhall and Grand Junction water companies, respectively highlighted in red and blue in Figure 11. Each complex included an engine pump house, a cottage (known today as Waterworks Cottages), a filter bed and a reservoir, sited to the south of the Site. The waterworks buildings for the West Middlesex Water Company, which also included an engine pump house and two pairs of semi-detached cottages, was also built to the west of the Site. These developments are first shown on the 1865 Ordnance Survey Map.

3.3 HISTORIC MAP PROGRESSION

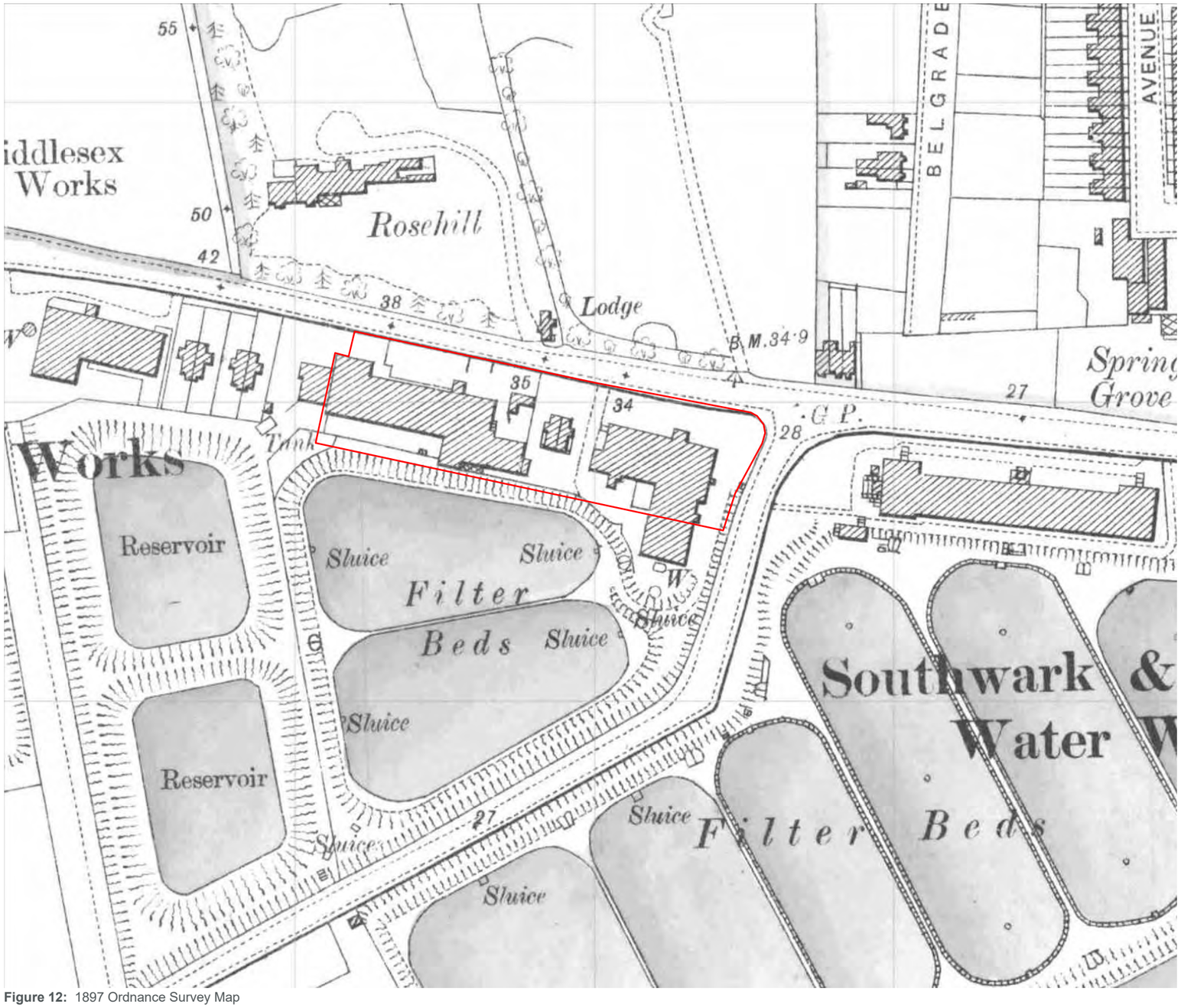


Figure 12: 1897 Ordnance Survey Map

1897 Ordnance Survey Map

In 1881-82, Southwark & Vauxhall's engine pump house (Ruston Building) was extended by Engineer James William Restler. At the same time the Grand Junction Water Company extended their engine pump house (Karslake Building) by adding another engine house to the west of the first one (The Beam). These works were carried out by Alexander Frazer. They also added an extension to the rear of the building (now demolished) and constructed a small L-shaped storage/workshop building to the front.

By the end of the nineteenth century, the Southwark & Vauxhall Water Company also completed the construction of the Morelands Engine House (1867-70) and the Riverdale Engine House (1898-1900), located to the east of the Site. The company also completed the construction of several filter beds.

3.3 HISTORIC MAP PROGRESSION

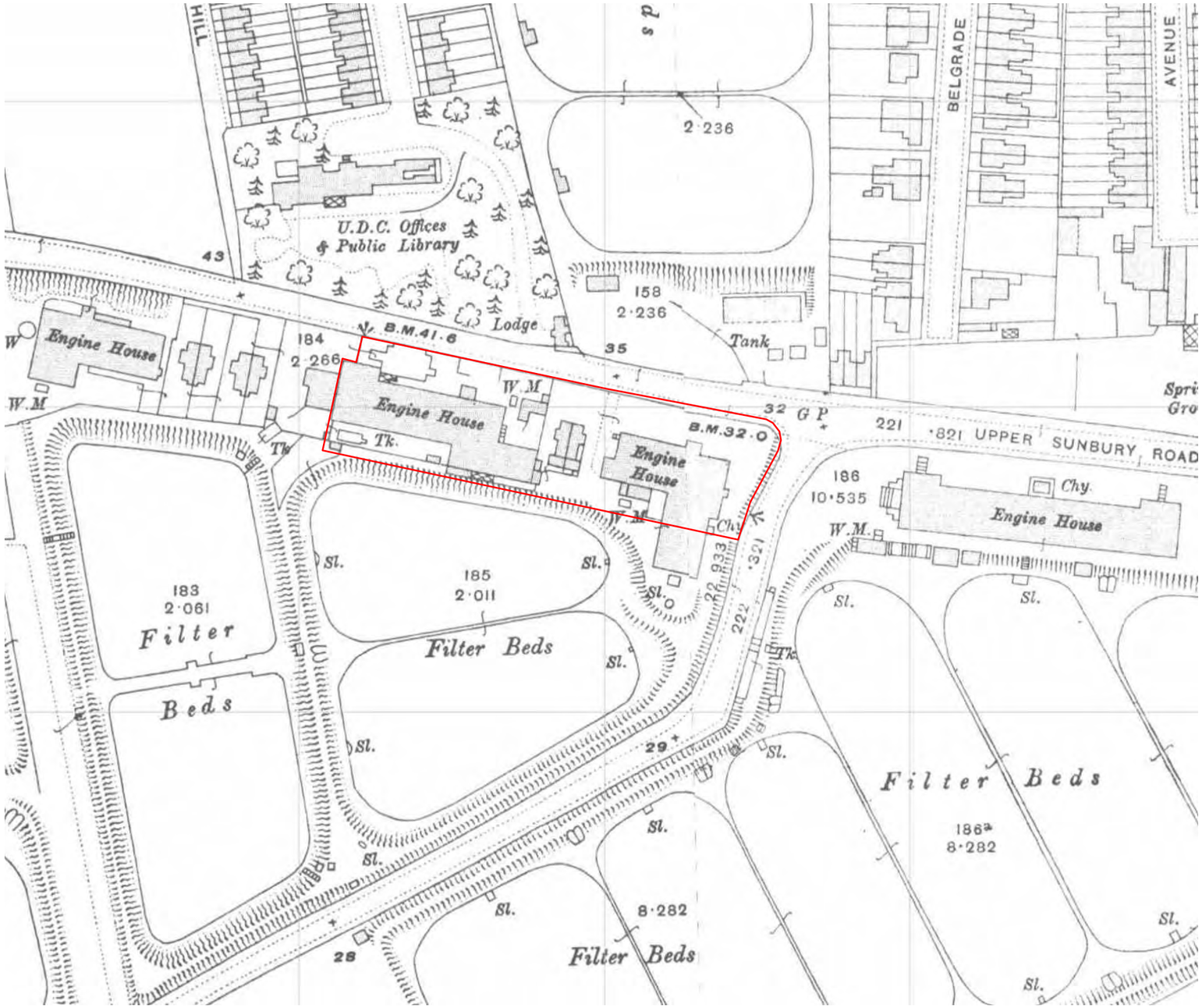


Figure 13: 1914-15 Ordnance Survey Map

1914-15 Ordnance Survey Map

In 1902, the ownership of Hampton Waterworks passed to the Metropolitan Water Board after the Metropolitan Water Act 1902 brought all the eight private water companies in London, including the Southwark & Vauxhall and Grand Junction water companies, under public control.

By 1915, the waterworks buildings within the Site remained practically as they were prior to the merger. The cottages that were formerly owned by Southwark & Vauxhall were extended at the rear.

3.3 HISTORIC MAP PROGRESSION

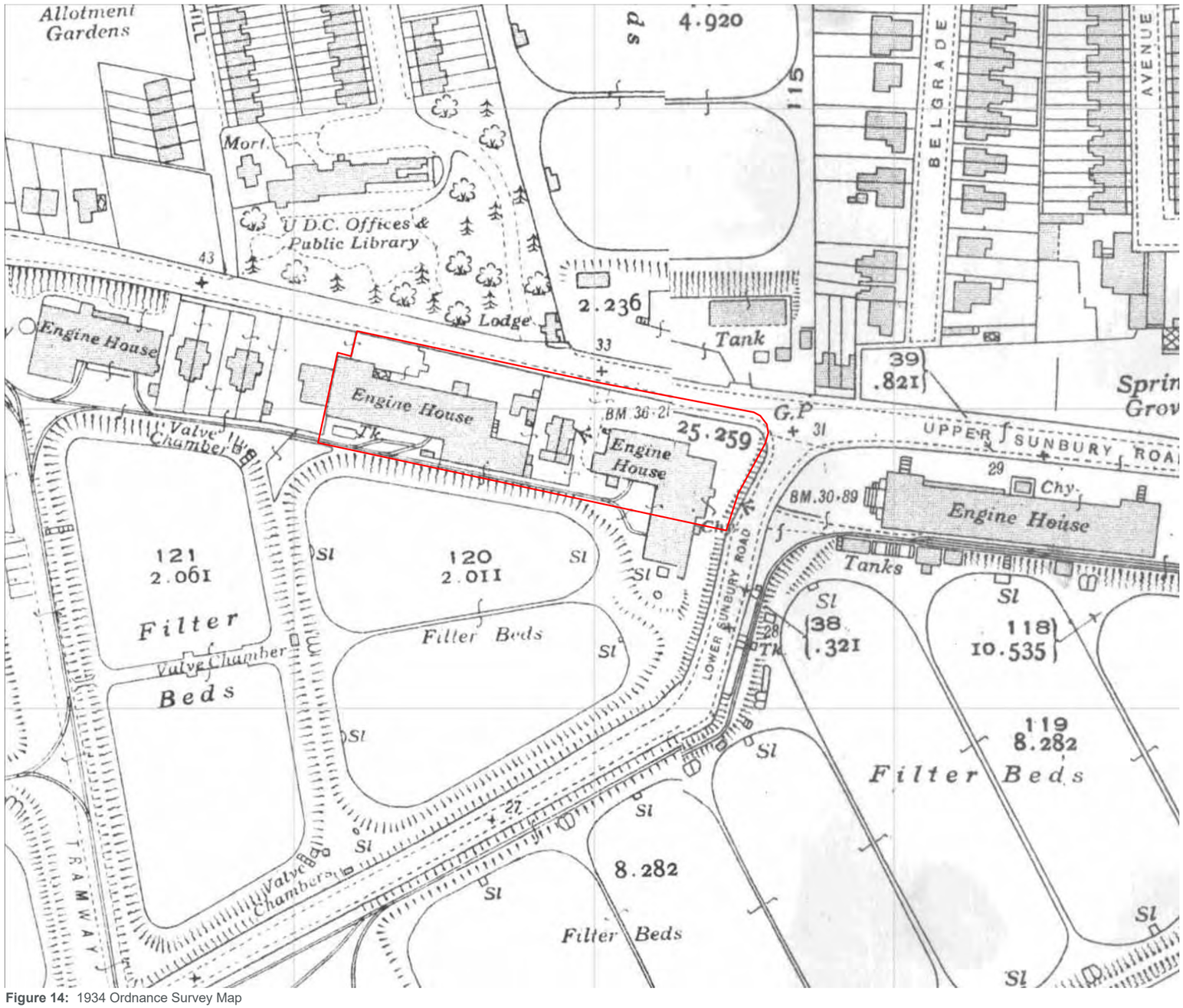


Figure 14: 1934 Ordnance Survey Map

1934 Ordnance Survey Map

By 1934, the morphology of the Site remained unchanged.

3.3 HISTORIC MAP PROGRESSION

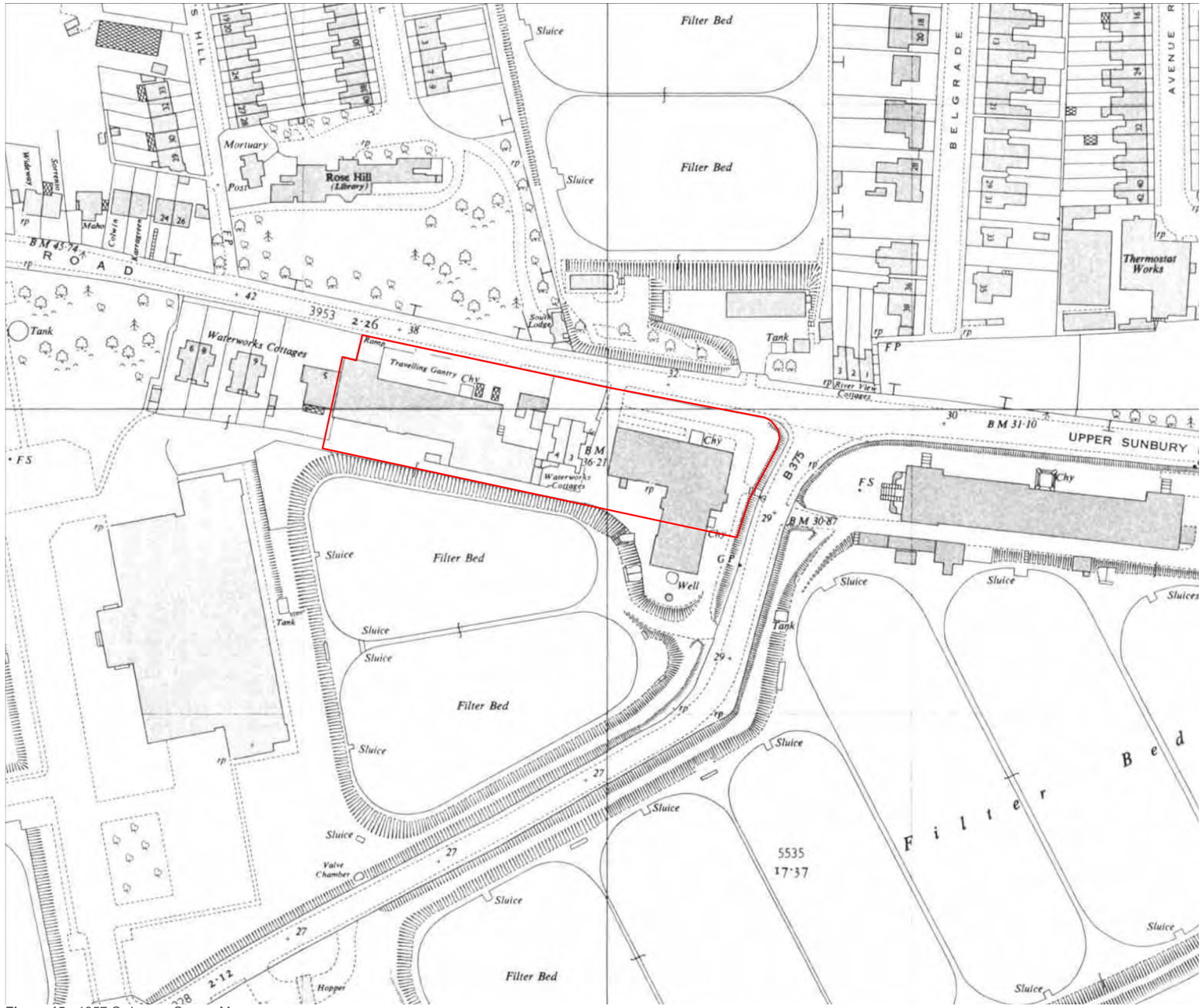


Figure 15: 1957 Ordnance Survey Map

1957 Ordnance Survey Map

By 1957, the morphology of the Site remained practically unchanged. Some filter beds to the southwest of the Site were replaced by the Stilgoe Building.

3.3 HISTORIC MAP PROGRESSION

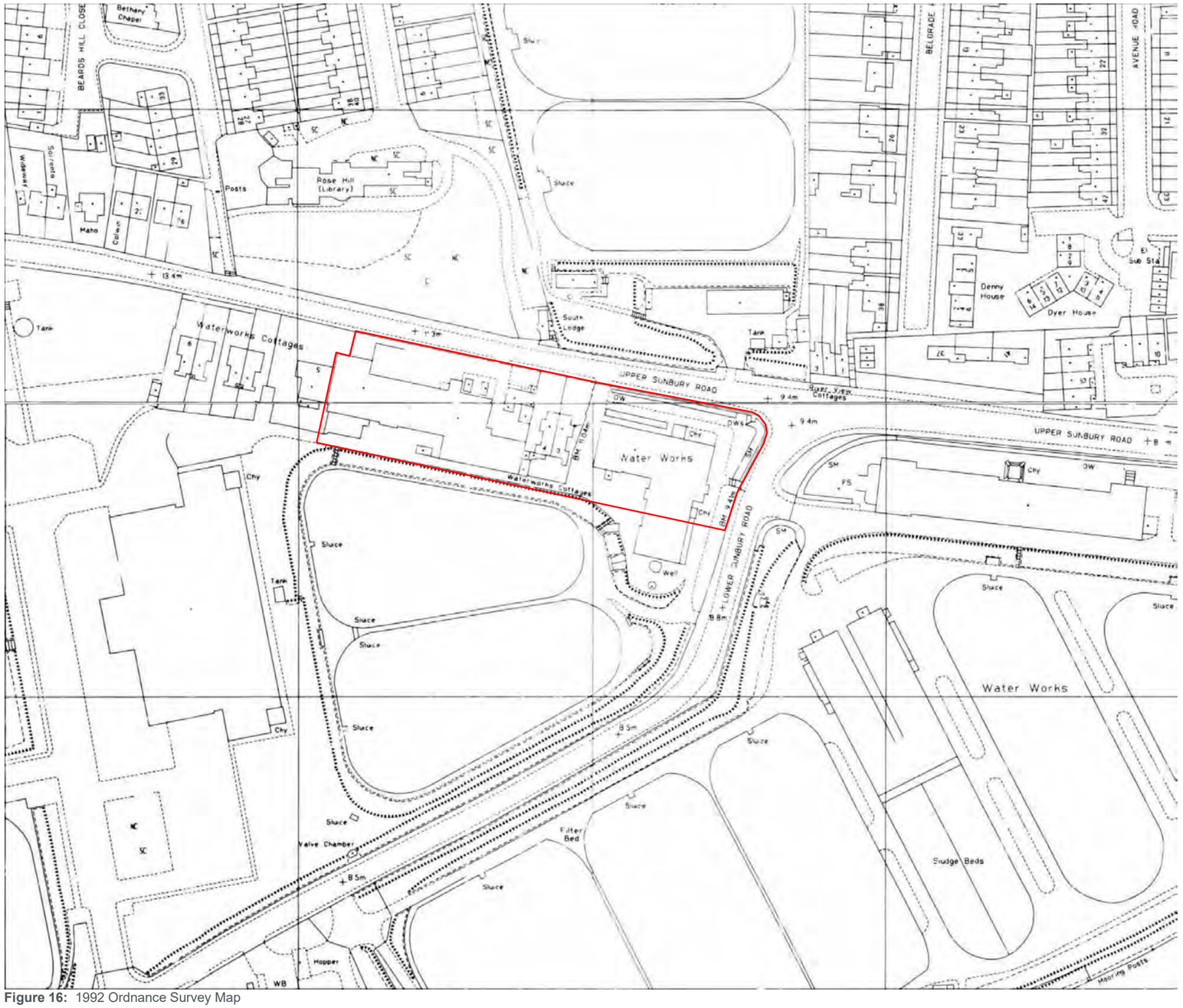


Figure 16: 1992 Ordnance Survey Map

1992 Ordnance Survey Map

In 1973, the ownership of Hampton Waterworks passed to the Thames Water Authority, which was established by the Water Act 1973. By 1992, the morphology of the Site remained practically unchanged. However, in 1977, the late-nineteenth century rear extension of Karslake Building was demolished. This is not being shown on this map.

4.0 ASSESSMENT OF SIGNIFICANCE

4.1 SITE ASSESSMENT & IDENTIFICATION OF HERITAGE ASSETS

Site Description

The Site is located on Upper Sunbury Road, Hampton, in the London Borough of Richmond upon Thames and is roughly situated west of Hampton's historic village centre, north of the River Thames, and south of Hampton Station. It is bounded by Upper Sunbury Road to the north, Lower Sunbury Road to the east, two reservoirs to the south, and No. 5 Upper Sunbury Road to the west. The Site consists of the historic core of Hampton Waterworks, which today extend over a very large area between west of Hampton to Sunbury upon Thames.

Identification of Heritage Assets

The Site is located entirely within Hampton Village Conservation Area. It contains three statutorily listed buildings. These are the following:

1) Grade II listed Ruston (Ruston Building);

2) Grade II listed Hampton Waterworks, The Beam and Store Buildings to the west of The Beam (Karslake Building); and

3) Grade II listed Cast Iron Railings between corner of Lower Sunbury Road and east end of The Beam linking with the Cast Iron Gate Piers east of Ruston Building.

The Site also contains Nos. 3 & 4 Upper Sunbury Road (4), known as Waterworks Cottages and a small L-shaped storage/workshop building (5), located just to the east of the Karslake Building. Richmond upon Thames Borough Council considers both of these as Buildings of Townscape Merit.

Other heritage assets lie in close proximity to the Site. No. 5 Upper Sunbury Road (6) lies to the west of the Site. As this is physically attached to the Grade II listed Karslake Building it is also considered statutorily listed. The Grade II listed Hampton Waterworks Morelands Building Engine House (Morelands Building) (7), the Grade II listed Riverdale Gate and Railings (Riverdale Building) (8), and the Grade II listed Cast Iron Railings between (and including) the Gateway to Thames Close and the west end of Morelands Building (9) lie to the east of the Site. The Grade II listed Rose Hill House (10), the Grade II listed Entrance Gates to Rose Hill House (11), and Rose Hill's Lodge House (12), which is a Building Of Townscape Merit, lie to the north of the Site. Nos. 6-9 Upper Sunbury Road (13) (also known as Waterworks Cottages), which are also Buildings of Townscape Merit, lie to the west of the Site.

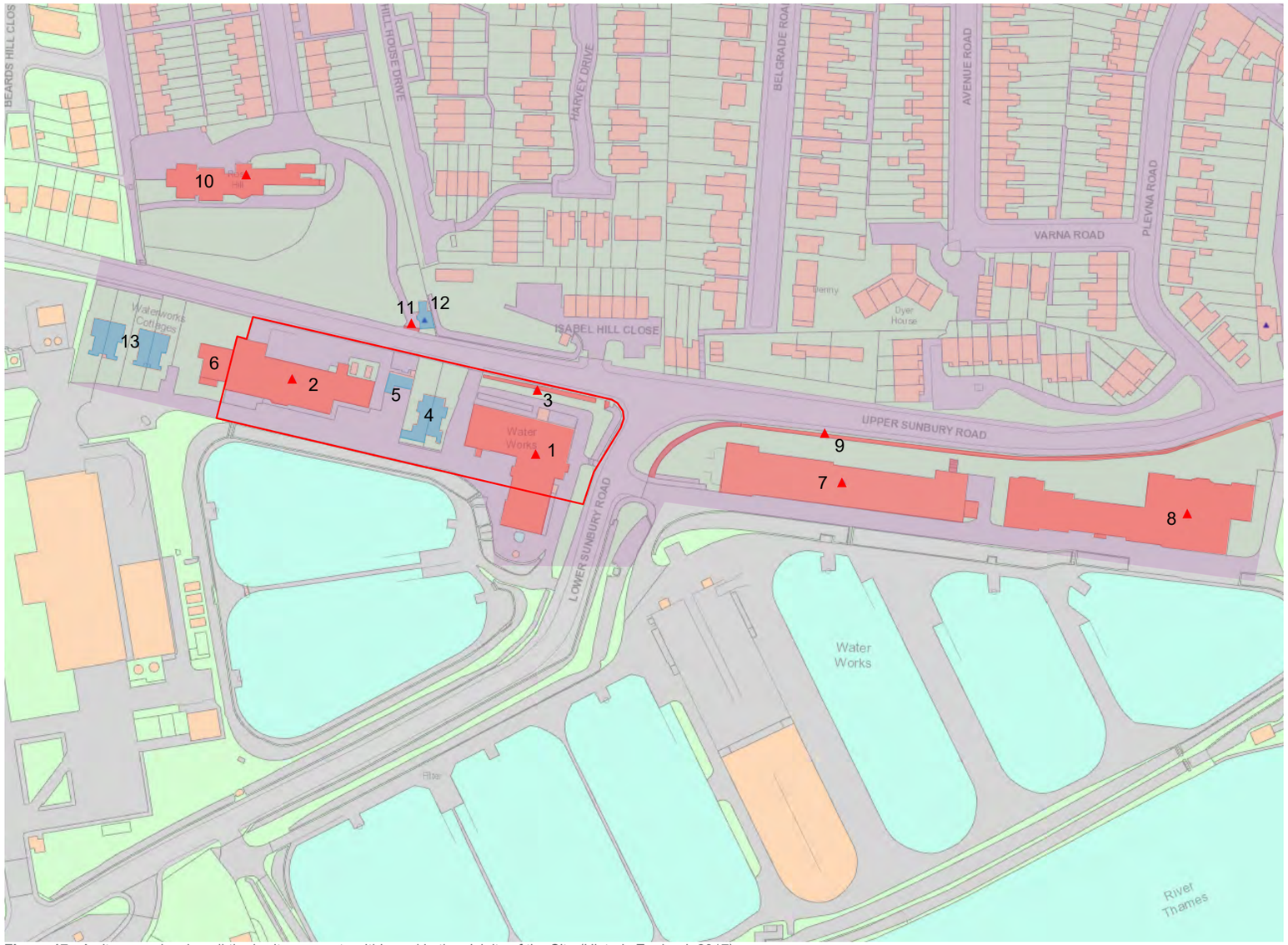


Figure 17: A site map showing all the heritage assets within and in the vicinity of the Site (Historic England, 2017)

Key

Conservation area

Building of Townscape Merit

Statutorily Listed Building

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

This section assesses the significance of the statutorily listed buildings that lie within the Site. Historic England's *Conservation Principles, Policies and Guidance* (Historic England, April 2008), desk-based and archival research, and a site walkover, has enabled their assessment.

Ruston Building (Grade II) (NHLE: 1261979)

Description

The Ruston Building was listed as '*Ruston*' on 24 December 1968 (Appendix A and figs. 23 to 46). It was designed and built in 1853-55 by Engineer Joseph Quick for the Southwark & Vauxhall Water Company and, according to Historic England's listing description, it was extended to the south in 1881-82 by Engineer James William Restler. Figures 18 and 20 show and indication of Ruston Building's historical development. This is based on historical mapping, an on-site assessment of the building, and historical descriptions and images.

The Italianate water-pumping engine house sits prominently near the junction between Upper Sunbury Road and Lower Sunbury Road. The engine house (central block) is two storeys high. The ground floor is rusticated with segmental-headed openings and the first floor is in gault brick with large round-headed windows. The block is finished with a perforated balustrade at parapet level. All the windows are fitted with non-original steel frames, dating from the twentieth century. This block used to have a campanile-styled chimneystack attached to its north elevation. However, this was demolished down to parapet level in the late-twentieth century. Internally, the block is clad in white and green Victorian tiles up to ground-floor level. The roof structure is composed of composite wrought-iron trusses with timber sarking boards and slate roofing.

The boiler house (western block) is a single-storey, rectangular (eight-bay by five-bay), structure in gault brick. It has segmental-headed windows, punctuated by pilasters. Internally, the boiler house has been subdivided with concrete block and aluminium partitions in the late-twentieth century. The roof structure is composed of composite wrought-iron trusses with timber sarking boards and slate roofing. A glass lantern sits along the ridge. All the windows are fitted with non-original timber frames, dating from the twentieth century.

The southern block, dating from the 1880s, is treated in a similar way as the western block. It is a double-height, single-story, rectangular structure in gault brick with segmental-headed doors and windows. It has a tall gault-brick campanile-styled chimneystack embellished with pilasters and relieving arches to its eastern elevation and a central portico with a segmental-headed doorway to its western elevation. Internally, this block is clad in white and green Victoria tiles. The roof structure is composed of steel trusses with polished timber sarking boards and slate roofing. A glass lantern stands along the ridge. Below the roof structure lies a large steel gantry crane by The Vaughan Crane Co Ltd of Manchester. The windows in this block are fitted with cast-iron frames, dating from the 1880s.

Relevant Planning History

Planning Application 73/2336

Approved: 19/12/1973

Description: Erection of single-storey switchgear and transformer house.

Listed Building Consent 80/1254

Approved: 23/12/1980

Description: Insertion of new windows and doorway with ancillary brickwork, to improve workshop facilities.

Setting

The Ruston Building stands prominently near the junction between Upper Sunbury Road and Lower Sunbury Road, two major historic routes that connect Sunbury upon Thames to Kingston upon Thames through Hampton. It is one of a series of Victorian water-pumping engine houses located next to each other, the others being Karslake Building, Morelands Building and Riverdale Building. To the south of Ruston Building lie two filter beds and further south flows the River Thames. To the west of Ruston Building lies Nos. 3-4 Upper Sunbury Road, also known as Waterworks Cottage. These cottages were built at the same time as Ruston Building and were most probably intended to serve as lodgings for the keepers or engineers that managed and maintained the engine pump house.

Significance

The Ruston Building is considered to have a high architectural/aesthetic interest. The engine pump house, designed by Engineer Joseph Quick in the early 1850s and extended by Engineer James William Restler in the early 1880s, has handsome Italianate architectural details, a rhythmic composition and last-remaining campanile-style chimneystack. It still retains many original Victorian architectural and structural details, such as composite wrought-iron or steel roof trusses, glass roof lanterns, and Victorian wall tiles. The southern block also has a steel gantry crane. However, many of the window frames were replaced in the twentieth century and have little significance. The twentieth-century concrete and aluminium internal partition walls in the boiler house are of no significance.

The use of the wrought-iron trusses in the engine and boiler houses and the use of steel trusses in the southern block is reflective of the periods in which these structures were built. Wrought-iron trusses started to be manufactured and used from c.1850 until the 1890s. The use of wrought-iron started to be phased out from c.1885 when steel was introduced. Steel had much better structural properties than wrought or cast iron and its use completely displaced the latter two materials by 1914 (Bussell, 2012).

Ruston Building is also considered to have high historical interest. It has a strong historical association with the development of the process of filtering abstracted water for domestic use, a legal requirement after the mid-1850s when the link between cholera and foul water was established. It also has a historical association with the idea of universal access to potable water, a phenomenon that garnered increased appeal from the mid-nineteenth century onwards.

According to Historic England Guidance, engine pump houses in England that date from before 1860 are rare. There are about half-a-dozen from before 1850 and around twenty from the 1850s, the critical early period that saw an increased development of waterworks infrastructure. Almost all of them are listed (Historic England, 2017). This further emphasises Ruston Building's historical value.

The prominent location of Ruston Building near the junction between Upper Sunbury Road and Lower Sunbury Road, two historic routes, contributes to its significance. Waterworks buildings, such as Ruston Building, were public symbols of the investment of both local authorities and private companies in a water sanitation. They reflected the high value placed on the activity of filtering and distributing water for domestic use and were associated with health and town improvement. Therefore, prominent locations were chosen to build such infrastructure. The filter beds, the River Thames, and Nos. 3-4 Upper Sunbury Road (Waterworks Cottages) are also considered to positively contribute to its significance as they have a historical and functional association.

Ruston Building has group value with the adjacent Karslake Building as both buildings were designed by Engineer Joseph Quick and have an almost identical architectural design. It also has group value with the other engine pump houses on Upper Sunbury Road (Morelands and Riverdale). All the engine pump houses form an impressive display of Victorian waterworks buildings.

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Karslake Building (Grade II) (NHLE: 1253019)

Description

The Karslake Building was listed as '*Hampton Waterworks, The Beam and Store Buildings to the west of The Beam'* on 24 December 1968 (Appendix A and figs. 47 to 76). Like the Ruston Building, it was designed and built in 1853-55 by Engineer Joseph Quick for the Grand Junction Water Company and, according to Historic England's listing description, it was extended to the west in 1881-82 by Engineer Alexander Frazer. Figures 18, 21 and 22 show and indication of Karslake Building's historical development. This is based on historical mapping, an on-site assessment of the building, and historical descriptions and images.

The Italianate engine pump house sits prominently along Upper Sunbury Road. The eastern engine house (eastern block) is nearly identical to Ruston Building's engine house. It is two-storeys high but its is slightly elongated. The ground floor is rusticated with segmental-headed openings and the first floor is in gault brick with large round-headed windows. The block is finished with a perforated balustrade at parapet level. All the windows are fitted with non-original steel frames, dating from the twentieth century. Like the Ruston Building, this block also used to have a campanile -styled chimneystack attached to its north elevation. However, this was demolished down to parapet level in 1977. Another engine house with a tall central chimney, built in the late-nineteenth century, was originally attached to the eastern engine house's south elevation. This can be observed in the 1897 Ordnance Survey map, shown in Figure 12, and in aerial photographs taken in July 1950, shown in Figures 09 and 10. This was also demolished in 1977. Internally, the eastern engine house is completely derelict. The roof structure could not be inspected as its hidden above a false ceiling. However, it is likely to be composed of composite wrought-iron trusses, similar to those found in the Ruston Building.

The Karslake Building's boiler house (central block) is treated similarly as Ruston Building's boiler house. It is a single-storey, rectangular (nine-bay by five-bay), structure in gault brick. It has segmental-headed windows, punctuated by pilasters. Internally, the boiler house has been subdivided with concrete block and aluminium partitions in the late-twentieth century. The roof structure is composed of composite wrought-iron trusses with timber sarking boards and slate roofing. But does not have a glass lantern along the ridge like the one found at the Ruston Building. This might have been removed at some point. All the windows and doors are fitted with non-original timber frames, dating from the twentieth century, although there are some Victorian cast-iron windows to the rear.

The western engine house, known as 'The Beam', was designed and built in 1881-82 by Engineer Alexander Frazer. It is a three-storey rectangular structure in gault brick with segmental-headed windows at first-floor level and round-headed windows at second-floor level. Internally, The Beam has many original architectural features. Four Tuscan-order cast-iron columns hold up the second floor's large steel beams. Dog-tooth mouldings decorate the walls, windows are fitted with Victorian cast iron frames, and steel staircases with decorative perforated treads lead up to a mezzanine level and the second floor. The roof structure is composed of steel trusses with timber sarking boards and slate roofing. Below the roof structure lies a large steel gantry crane. To the rear of The Beam is a single-storey brick extension with a timber-framed roof structure, probably dating from the early-twentieth century. Recently, The Beam has undergone repair works.

Relevant Planning History

Listed Building Consent 77/0435

Approved: 09/08/1977

Description: Demolition of Karslake chimney and adjoining structure.

Planning Application 77/0435/DD01

Approved: 23/03/1978

Description: Demolition of Karslake chimney and adjoining structure. (Detailed drawings - treatment of exposed wall and gable). Condition No. (a) of planning permission 77/0435 dated 9/8/77.

Listed Building Consent 07/0650/LBC

Approved: 11/04/2007

Description: Internal and external alterations to Karslake House to house electrical switch gear.

Planning Application 07/0649/FUL

Approved: 12/04/2007

Description: Internal and external alterations to Karslake House to house electrical switch gear.

Listed Building Consent 09/2355/LBC

Approved: 08/01/2010

Description: Repairs to crane beam and replacement of cast iron stair treads and timber flooring at Karslake Beam & Store Building, Hampton Advanced Water Treatment Works

Setting

Karslake Building stands prominently on Upper Sunbury Road. It is one of a series of Victorian engine pump houses located next to each other, the others being Ruston Building, Morelands Building and Riverdale Building. To the south of Karslake Building lie two filter beds and further south flows the River Thames. To the west of Karslake Building lies No. 5 Upper Sunbury Road, also known as Waterworks Cottage. This cottage was built at the same time as Karslake Building and was most probably intended to serve as lodgings for the keeper or engineer that managed and maintained the engine house. To the east of the engine pump house lies an ancillary L-shaped storage building, built in the late-nineteenth century.

Significance

The significance of Karslake Building is very similar to that of Ruston Building. Karslake Building is also considered to have a high architectural/ aesthetic interest. The engine pump house, designed by Engineer Joseph Quick in the early 1850s and extended by Engineer Alexander Frazer in the early 1880s, also has handsome Italianate architectural details and a rhythmic composition. It still retains many original Victorian architectural and structural details, such as, some cast-iron windows frames, and composite wrought-iron roof trusses. The Beam, although somewhat plain externally, compensates amply with delicate architectural details internally, such as, Tuscan order cast-iron columns, dog-tooth mouldings, and steel staircases with decorative perforated treads. The Beam also has a large steel gantry crane. However, many of the window frames were replaced in the twentieth century and have little significance. The twentieth-century concrete and aluminium internal partition walls in the boiler house are of no significance.

The use of the wrought-iron trusses in the engine and boiler houses and the use of steel trusses in The Beam is reflective of the periods in which these structures were built. Wrought-iron trusses started to be manufactured and used from c.1850 until the 1890s. The use of wrought-iron started to be phased out from c.1885 when steel was introduced. Steel had much better structural properties than wrought or cast iron and its use completely displaced the latter two materials by 1914 (Bussell, 2012).

Like Ruston Building, Karslake Building is also considered to have high historical interest. It has a strong historical association with the development of the process of filtering abstracted water for domestic use, a legal requirement after the mid-1850s when the link between cholera and foul water was established by the Westminster doctor John Snow. It also has a historical association with the idea of universal access to potable water, a phenomenon that gained increased appeal from the mid-nineteenth century onwards.

According to Historic England Guidance, engine pump houses in England that date from before 1860 are rare. There are about half-a-dozen from before 1850 and around twenty from the 1850s, the critical early period that saw an increased development of waterworks infrastructure. Almost all of them are listed (Historic England, 2017). This further emphasises Karslake Building's historical value.

The prominent location of Karslake Building along Upper Sunbury Road, an important historic route, contributes to its significance. Waterworks buildings, such as Karslake Building, were public symbols of the investment of both local authorities and private companies. They reflected the high

value placed on the activity of filtering and distributing water for domestic use and were associated with health and town improvement. Therefore, prominent locations were chosen to build such infrastructure. The filter beds and the River Thames to the south of the Karslake Building, No.5 Upper Sunbury Road to the west, and the L-shaped storage building to the east are also considered to positively contribute to the engine pump house's significance as they have a historical and functional association.

Karslake Building has group value with the adjacent Ruston Building as both buildings were designed by Engineer Joseph Quick and have an almost identical architectural design. It also has group value with the other engine pump houses on Upper Sunbury Road (Morelands and Riverdale). All the engine pump houses form an impressive display of Victorian waterworks buildings.

Cast Iron Railings between corner of Lower Sunbury Road and east end of The Beam linking with the Cast Iron Gate Piers east of Ruston Building (Grade II) (NHLE: 1261980)

Description

The cast iron railings that extend from the east of Ruston Building to the east of Karslake Building consist of spearheaded iron rods with decorated posts at intervals. Their design is identical to the cast iron railings bounding the Morelands and Riverdale site. They were Grade II listed on 24 December 1968 (Appendix A and Figure 27).

Setting

The cast iron railings mainly front Ruston Building and Nos. 3-4 Upper Sunbury Road. They provide a physical separation between these buildings and the road.

Significance

The significance of the cast iron railings is considered to lie in the aesthetic interest of their design and in the evidential value of their fine nineteenth-century craftsmanship. They also have a historical association with Ruston Building and Waterworks Cottages and are associated through their design with the cast iron railings that bound the Morelands and Riverdale site.

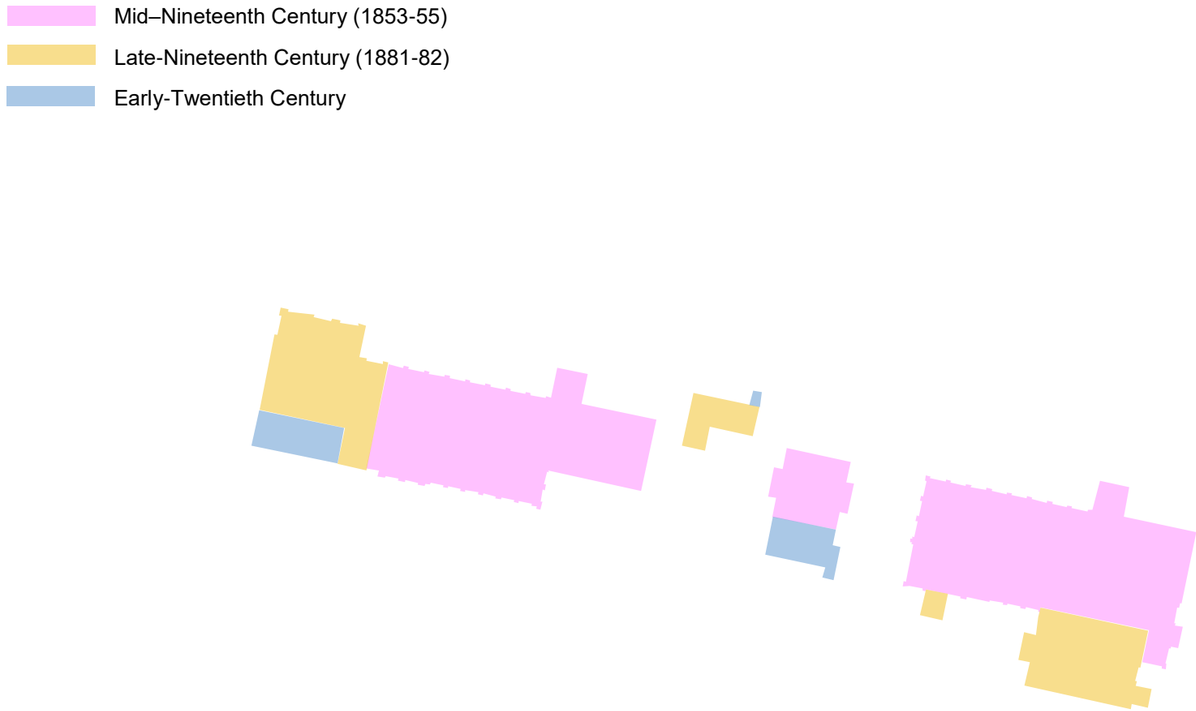
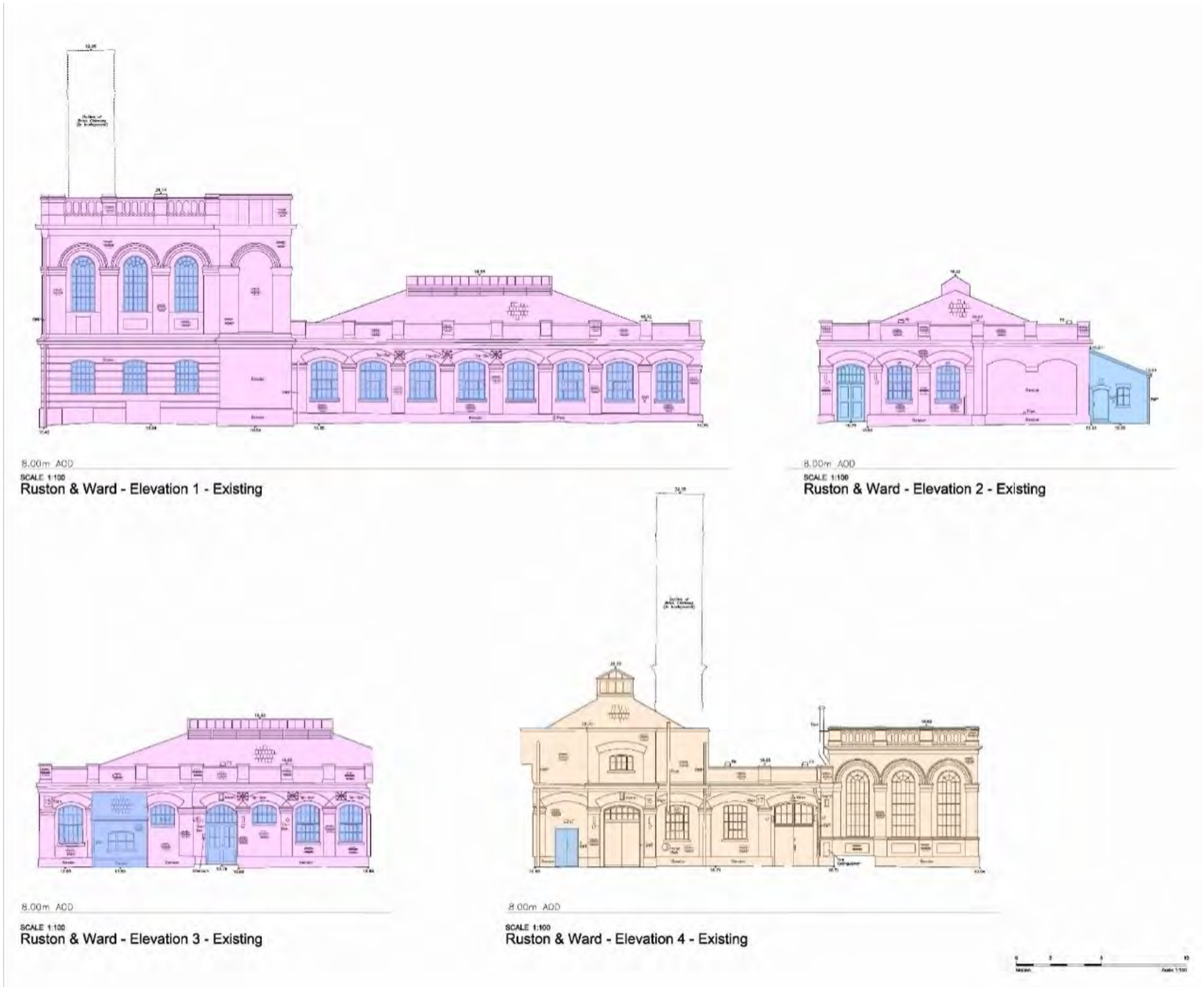


Figure 18: Hampton Waterworks' Historical Development

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS



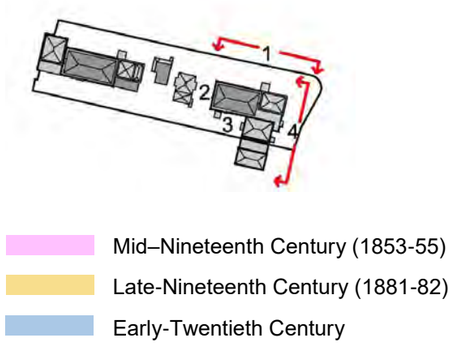


Figure 19: Ruston Building's Historical Development

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

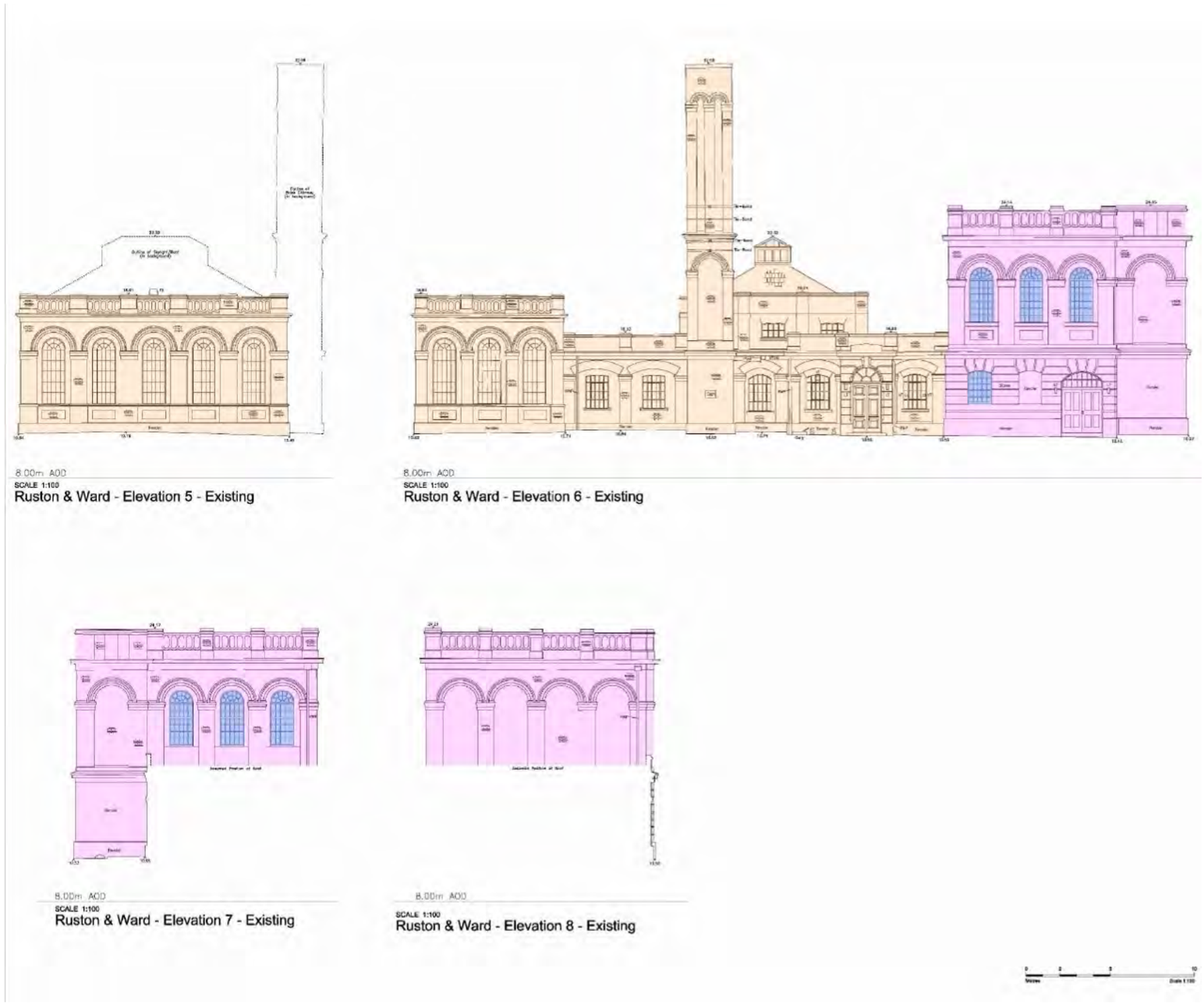
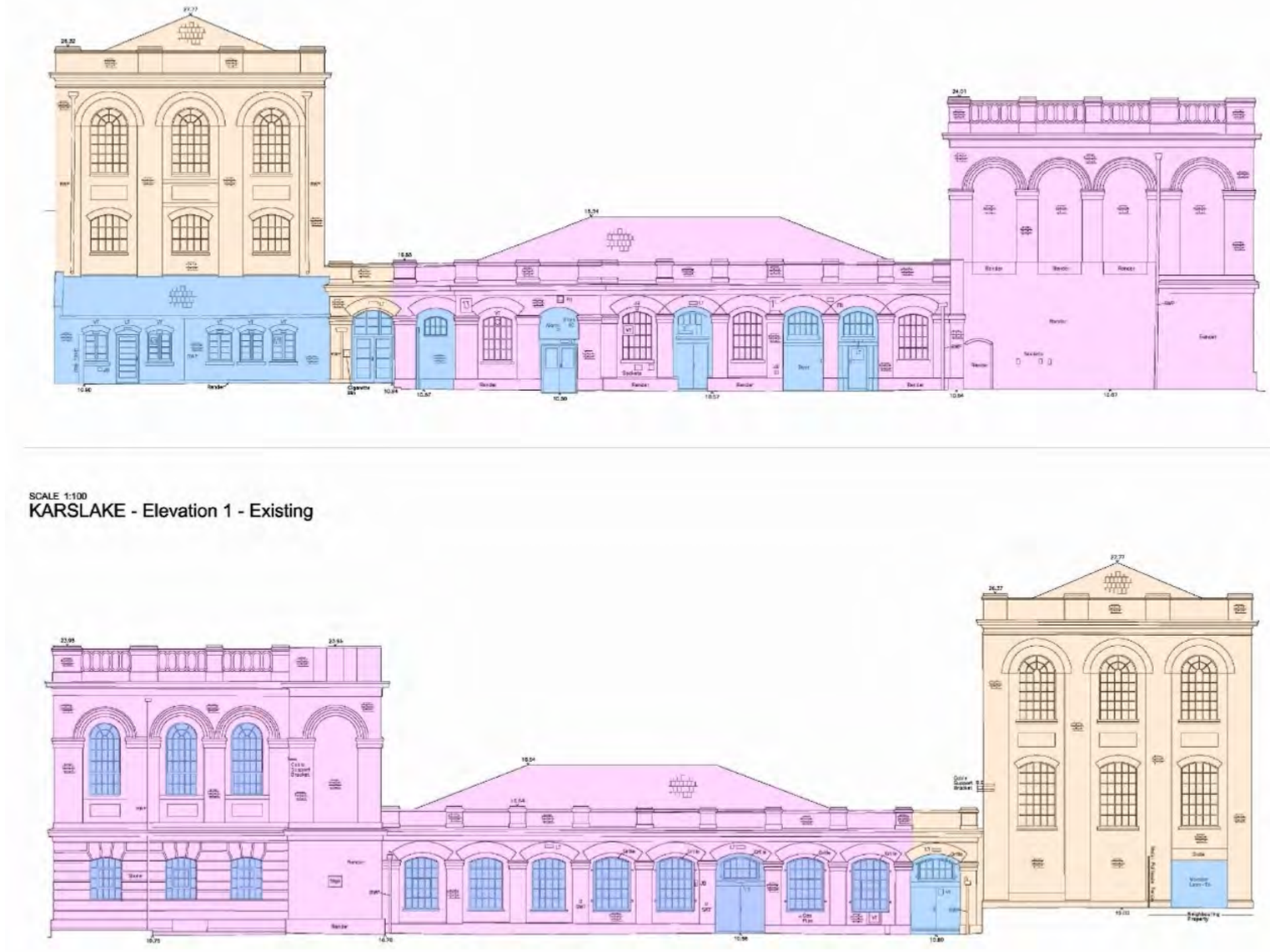
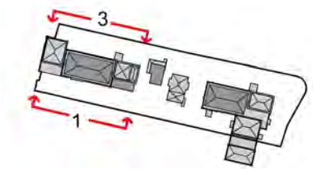


Figure 20: Ruston Building's Historical Development

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS





Mid–Nineteenth Century (1853-55)

Late-Nineteenth Century (1881-82)

Early-Twentieth Century

Figure 21: Karslake Building's Historical Development

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

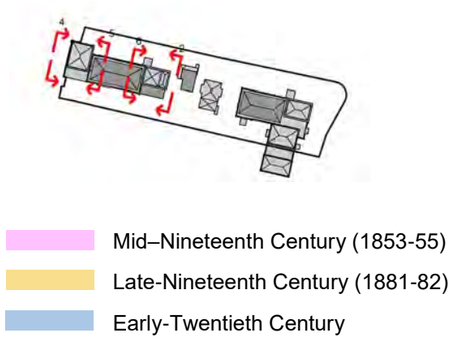


Figure 22: Karslake Building's Historical Development

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Ruston Building

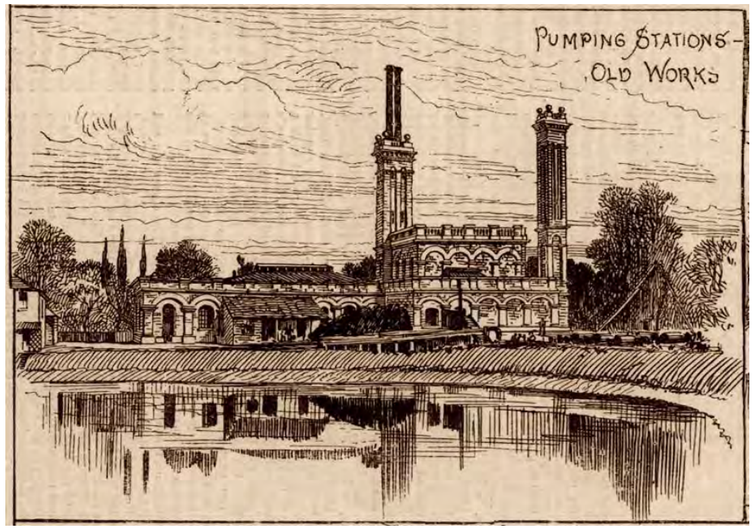


Figure 23: Ruston Building as viewed from Lower Sunbury Road in 1884 (UCLA School of Public Health, 2008)

Figure 24: Ruston Building as viewed from Lower Sunbury Road in 1970 (Richmond upon Thames Local Studies Library and Archive, 1970)

Figure 25: The Grade II listed Ruston Building as viewed from Lower Sunbury Road in 2017

Figure 26: The Grade II listed Ruston Building as viewed from Upper Sunbury Road

Figure 27: The Grade II listed cast iron railings that bound Ruston Building to the north and east

Figure 28: The rear of Ruston Building

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Ruston Building

Figure 29: The rear of Ruston Building with a late-nineteenth century lean-to extension

Figure 30: The interior of Ruston Building with twentieth-century concrete-block subdivisions and soffits

Figure 31: Concrete block subdivisions within Ruston Building's boiler house

Figure 32: The roof structure of Ruston Building's boiler house consists of composite wrought iron trusses with timber sarking boards and slate roofing . A glass lantern sits along the ridge.

Figure 33: The roof structure of Ruston Building's boiler house consists of composite wrought iron trusses with timber sarking boards and slate roofing

Figure 34: The interior of Ruston Building's two-storey engine house with round-headed non-original steel windows

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Ruston Building

Figure 35: The roof structure of Ruston Building's engine house consists of composite wrought iron trusses with timber sarking boards and slate roofing

Figure 36: The interior of Ruston Building's engine house with Victorian white and green wall tiles

Figure 37: The interior of Ruston Building's engine house with non-original steel windows and Victorian white and green wall tiles

Figure 38: The staircase leading down to the basement under Ruston Building's engine house

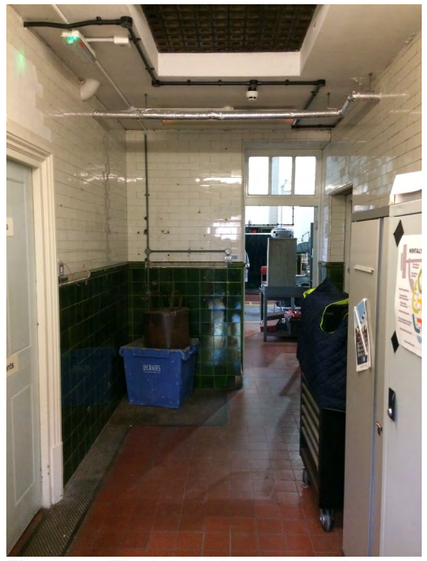


Figure 39: Tile-clad corridor connecting the central and southern block of Ruston Building

Figure 40: The tile-clad interior of Ruston Building's porch on Lower Sunbury Road which is currently being used as a kitchenette

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Ruston Building

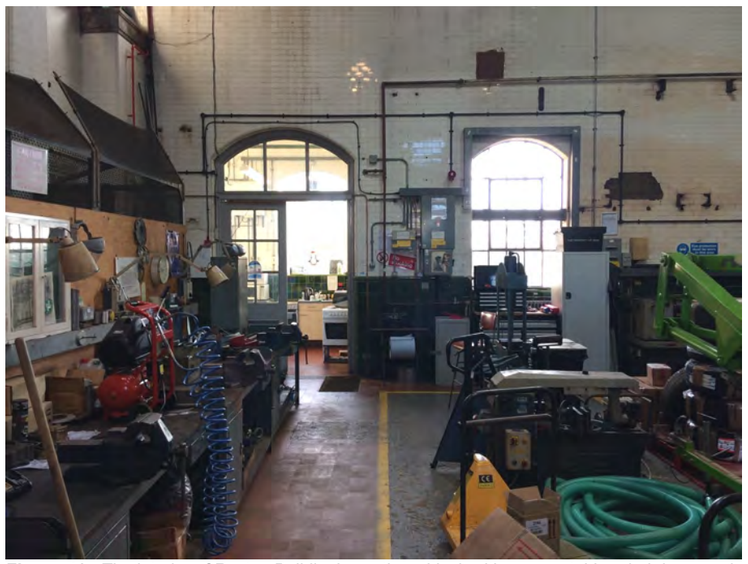


Figure 41: The interior of Ruston Building's southern block with segmental-headed doors and windows

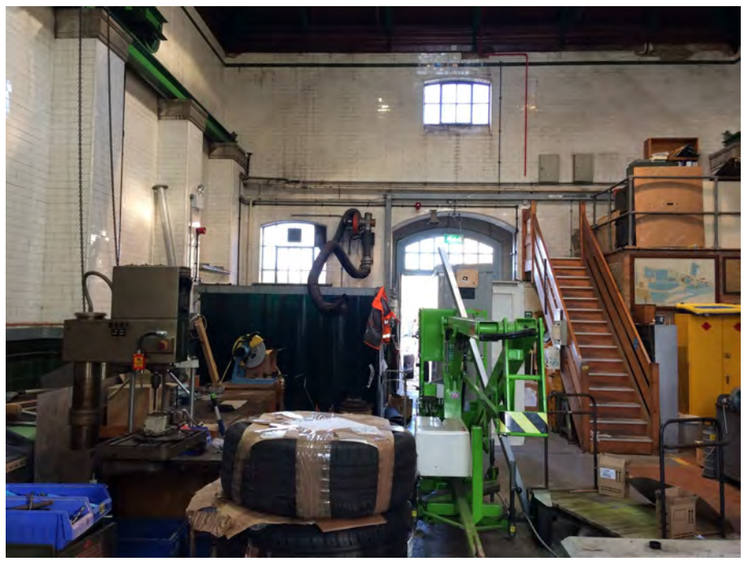


Figure 42: The tile-clad interior of Ruston Building's southern block

Figure 43: The interior of Ruston Building's southern block with Victorian white and green wall tiles

Figure 44: The roof structure of Ruston Building's southern block consists of steel trusses with polished timber sarking boards. A glass lantern sits along the ridge and steel gantry crane by The Vaughan Crane Co Ltd of Manchester is fixed below the roof structure.

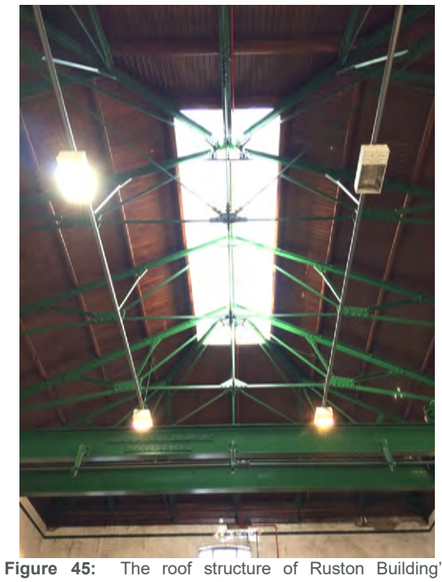


Figure 45: The roof structure of Ruston Building's southern block consists of steel trusses with polished timber sarking boards. A glass lantern sits along the ridge and steel gantry crane is fixed below the roof structure.

Figure 46: Twentieth-century alterations within Ruston Building southern block

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Karslake Building

Figure 47: Karslake Building as viewed from Upper Sunbury Road

Figure 48: The rear of Karslake Building

Figure 49: The rear of Karslake Building's central block

Figure 50: The rear of Karslake Building's eastern engine house where another late-nineteenth engine house once stood

Figure 51: The rear of Karslake Building's western engine house, known as 'The Beam'

Figure 52: The rear of Karslake Building's western engine house, known as 'The Beam'

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Karslake Building

Figure 53 : The interior of Karslake Building's 'The Beam'

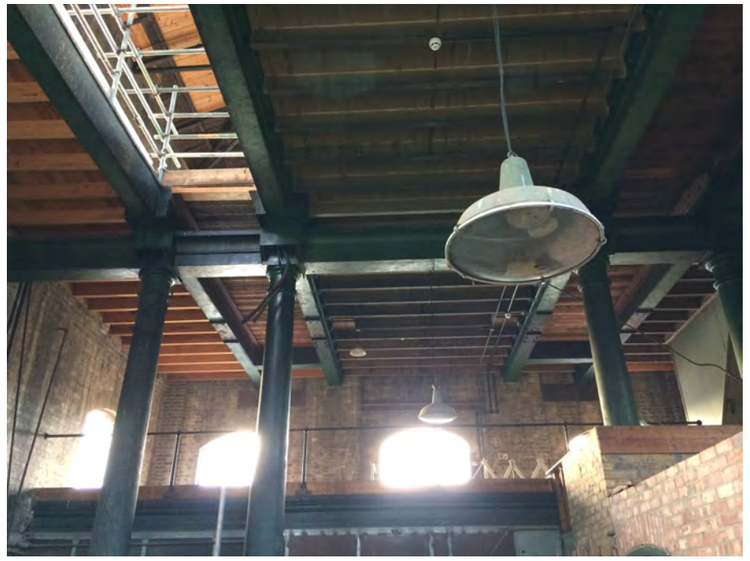


Figure 54: The steel structure holding up the second floor of Karslake Building's 'The Beam'

Figure 55: Tuscan order cast-iron columns

Figure 56: Dog-tooth detailing set within the walls

Figure 57: Tuscan order cast-iron columns

Figure 58: Modern steel staircase leading up to The Beam's first floor

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Karslake Building

Figure 59: Steel staircase with decorative perforated treads leading up to The Beam's mezzanine level

Figure 60: Steel staircase with decorative perforated treads leading up to The Beam's second floor

Figure 61: The Beam's round-headed cast iron windows

Figure 62: The Beam's steel truss roof

Figure 63: The Beam's second storey with cast-iron round-headed windows

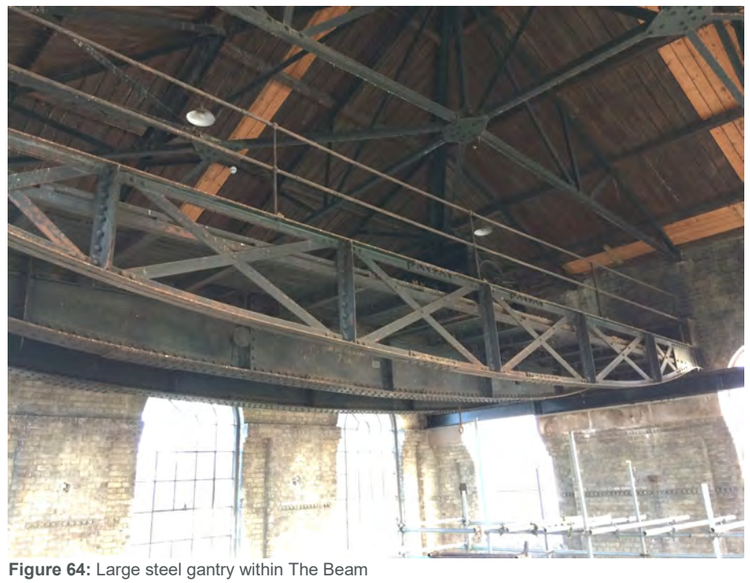


Figure 64: Large steel gantry within The Beam

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Karslake Building

Figure 65: Interior of the lean-to at the rear of The Beam

Figure 66: Timber and steel truss roof of the lean-to at the rear of The Beam

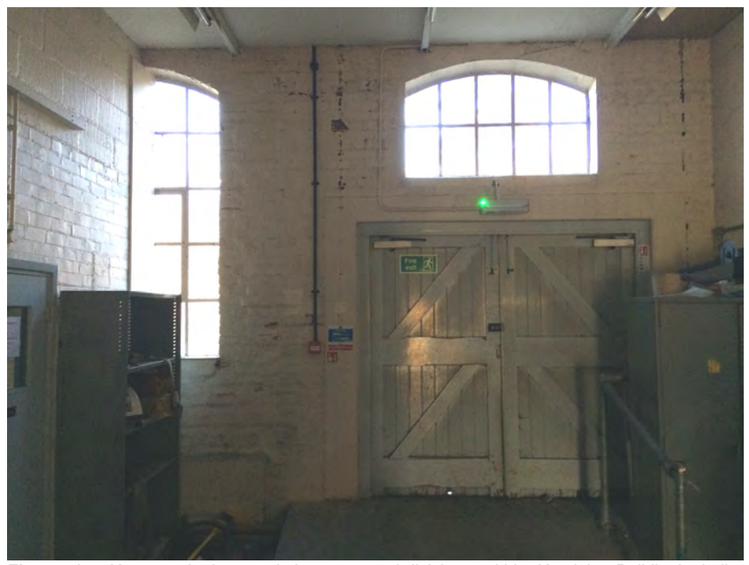


Figure 67: Unsympathetic twentieth-century subdivisions within Karslake Building's boiler house

Figure 68: Twentieth century subdivisions and soffits within Karslake Building's boiler house

Figure 69: Twentieth-century concrete-block subdivisions within Karslake Building's boiler house

Figure 70: Twentieth century partitions within Karslake Building's boiler house

4.2 SITE ASSESSMENT: STATUTORILY LISTED BUILDINGS

Karslake Building

Figure 71: Composite wrought iron truss roof within Karslake Building's boiler house

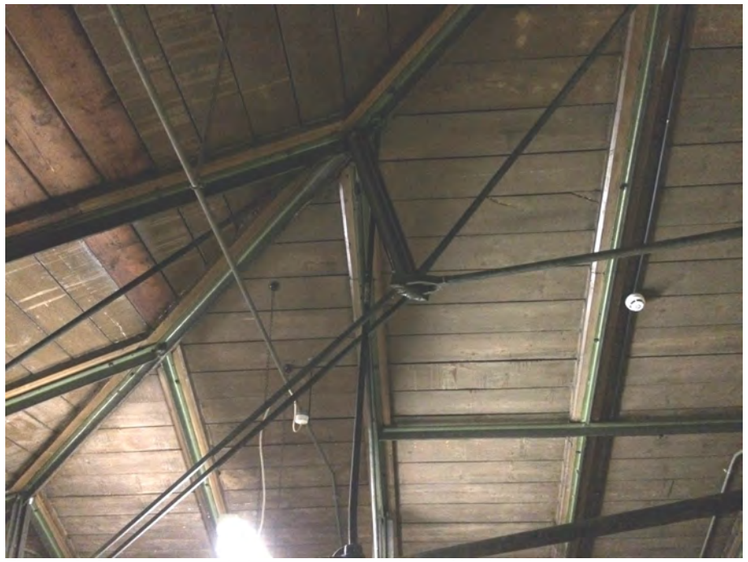


Figure 72: Composite wrought iron trusses and timber sarking boards

Figure 73: Detail of composite wrought iron truss roof

Figure 74: The derelict interior of Karslake Building's eastern engine house with non-original steel round-headed windows

Figure 75: The derelict interior of Karslake Building's eastern engine house

Figure 76: Non-original steel windows within Karslake Building's eastern engine house

4.3 SITE ASSESSMENT: BUILDINGS OF TOWNSCAPE MERIT

This section assesses the significance of the Buildings of Townscape Merit which lie within the Site. This includes Nos. 3 & 4 Upper Sunbury Road (Waterworks Cottages) and an L-shaped storage/workshop building, located next to Karslake Building. These two buildings are considered as Buildings of Townscape Merit as they are listed as such, together with the other Hampton Waterworks buildings, on the Council's local list (refer to Appendix B). Historic England's *Conservation Principles, Policies and Guidance* (Historic England, April 2008), desk-based and archival research, and an on-site assessment, has enabled their assessment.

Nos. 3 & 4 Upper Sunbury Road (Waterworks Cottages)

Description

Nos. 3-4 Upper Sunbury Road are two semi-detached brick dwellings with side entrances and hipped slate roofs (Figure 83). They were built in the mid-nineteenth century (1853-55) along with all the other original Hampton Waterworks buildings. A rear extension was added in the late-nineteenth century. The two dwellings were ancillary to the Southwark and Vauxhall Water Company's engine pump house and were probably intended to serve as lodgings for keepers or engineers.

Figure 83: Nos, 3 & 4 Upper Sunbury Road

Setting

The cottages are set back from Upper Sunbury Road and lie within their garden plots. They sit in between Ruston Building and Karslake Building. To the south they look over Hampton Waterworks. From Lower Sunbury Road, the cottages can be viewed together with the two engine pump houses.

Significance

The significance of Nos. 3-4 Upper Sunbury Road is considered to lie within their architectural value as mid-nineteenth century Victorian cottages and their historical association with Hampton Waterworks. The cottages are considered to have group value with the other mid-nineteenth century waterworks buildings within the Site, particularly Ruston Building, with which they were associated.

L-Shaped Storage/Workshop Building

Description

The L-shaped storage/workshop building, which is located between Nos. 3-4 Upper Sunbury Road and Karslake Building, is a small one-storey brick building with round-headed doors and windows and a slate roof finished off with cresting and simple bargeboards (Figure 84). It was built in the late nineteenth century as an ancillary building to Karslake Building.

Figure 84: L-shaped storage building

Setting

The L-shaped storage/workshop building is located in between Nos. 3-4 Upper Sunbury Road and Karslake Building and is set back from Upper Sudbury Road. It is largely associated with Karslake Building.

Significance

The significance of this storage building is considered to lie within its architectural value as a small late-nineteenth century Victorian building with handsome detailing and its historical association with Hampton Waterworks. The building is considered to have group value with the other waterworks buildings within the Site, particularly Karslake Building, with which it was associated.

4.4 SITE ASSESSMENT: HAMPTON VILLAGE CONSERVATION AREA

Character and Appearance

The Hampton Village Conservation Area (fig. 85) was first designated on 14 January 1969. It was extended on 7 September 1982 and again on 29 January 1991. The conservation area encompasses Hampton's historic core. It is roughly bounded by Bushy Park to the east, the River Thames to the south, Hampton Waterworks to the southwest, and by Hampton's more recent residential neighbourhoods to the west and north.

The conservation area is composed of four main character areas: the Village Core; the Riverside; Station Road; and the Waterworks. These are defined and described in the Hampton Village Conservation Area Study, published by Richmond upon Thames Council in 1991. The Village Core Character Area encompasses Hampton's three main historic streets: Church Street; High Street; and Thames Street. It contains many fine listed buildings. The Riverside Character Area encompasses Hampton's historic riverside along the River Thames. Panoramic views of both the river and the village are possible from many vantage points within this area. The Station Road Character Area is composed of late-nineteenth century residential and commercial buildings lining the formerly-named 'New Street', which was built with the arrival of the railway.

The Waterworks Character Area contains the Victorian gault-brick engine pump houses of Hampton Waterworks. The Conservation Area Study describes Hampton Waterworks as a '*landmark in announcing Hampton Village from the river, as well as from Lower and Upper Sunbury Roads when approaching from the west'*. It describes the Victorian engine pump houses at Hampton Waterworks as *'monumental'* and highlights that these make a '*large contribution to the character of Hampton'*. However, the study also mentions that several of these buildings require new uses and their setting needs attention. Indeed, the conservation area study, classifies the Site as an 'opportunity site' and declares that the Council will continue to support the preservation and restoration of the engine pump houses within the Site.

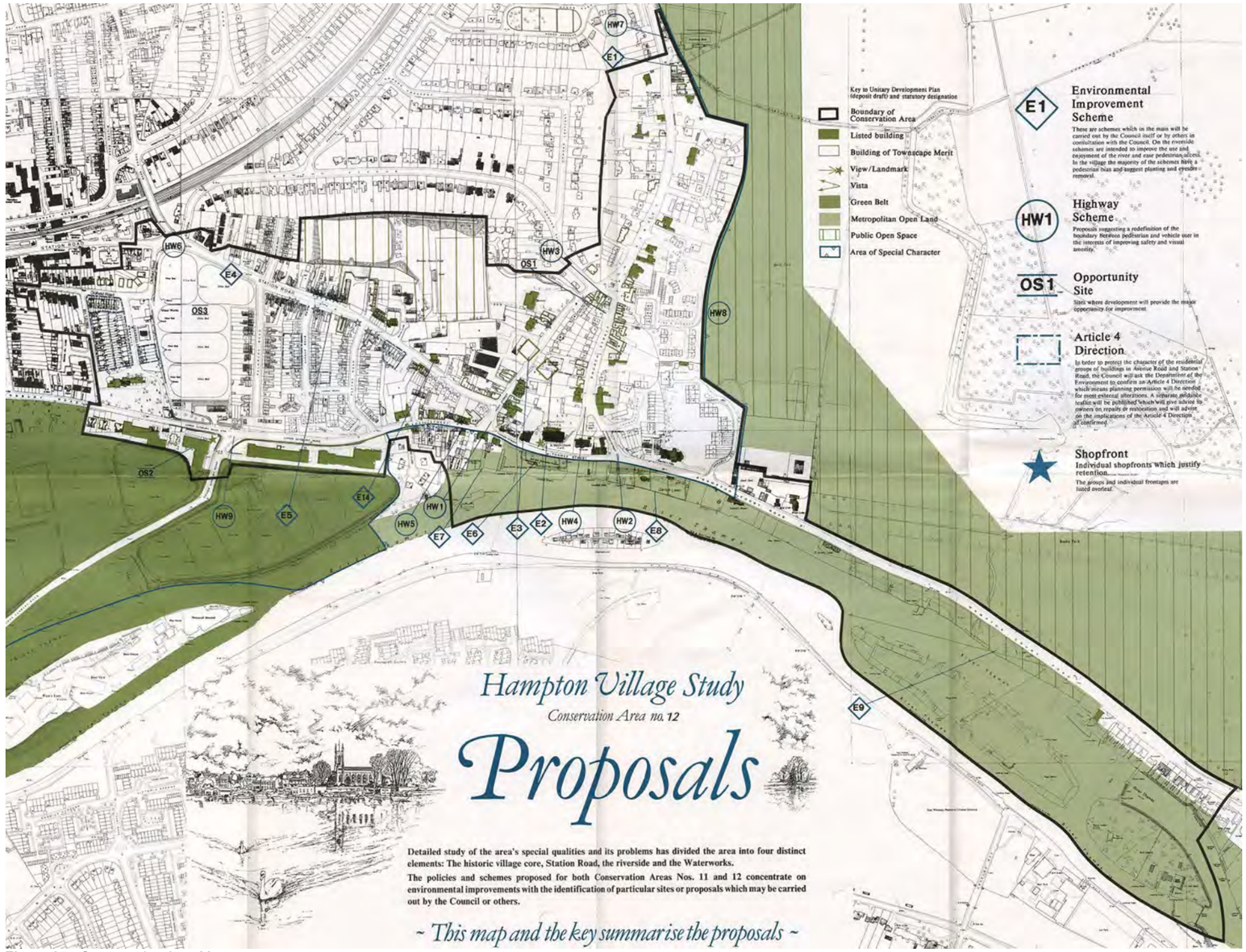


Figure 85: Conservation Area Map

4.5 OTHER HERITAGE ASSETS: STATUTORILY LISTED BUILDINGS

This section assesses the significance of the statutorily listed buildings which lie close to the Site and whose settings might be affected by any development within the Site. Historic England's *Historic Environment Good Practice Advice in Planning: Note 3: The Setting of Heritage Assets* (Historic England, 2017), a desk based assessment, and an on-site assessment, has enabled their identification.

No. 5 Upper Sunbury Road (Waterworks Cottage) (Grade II) (NHLE: 1253019)

Description

No. 5 Upper Sunbury Road (fig. 86), also known as Waterworks Cottage, is physically attached to the Grade II listed Karslake Building so it is also considered a Grade II listed building. It was built in 1853-55, along with Karslake Building, and it was most probably intended to serve as lodgings for the keeper or engineer. No. 5 Upper Sunbury Road is a two-storey house with a symmetrical gault-brick façade. The main doorway is set within a Classical tabernacle frame.

Setting

No. 5 Upper Sunbury Road is set within its own garden plot, set back from the main road. It is physically attached to the side of Karslake Building.

Significance

The significance of No. 5 Upper Sunbury Road is considered to mainly lie within its architectural and historic interest as a mid-nineteenth century Victorian house with Classical details and its historical association with Hampton Waterworks, particularly Karslake Building. Its location next to the Karslake Building contributes to its significance. As such, the Site is considered to contribute to the house's significance.

Morelands Building (Grade II) (NHLE: 1261968)

Description

Morelands Building (fig. 87), which is located on Upper Sunbury Road, to the east of Ruston Building, was Grade II listed on 24 December 1968 (Appendix A for listing description). It was designed and built by Engineer Joseph Quick in 1867-70 for the Southwark & Vauxhall Water Company. According to the listing description, the building was extended and completed in 1885-6 by Engineer James William Restler.

The engine pump house is built in gault brick. It comprises of a long one-storey central range with two-storey end blocks. The central range has a series of blind arches with broad segmental heads. Whist the projecting end blocks have tall arcaded windows at ground-floor level and segmental windows at first-floor level. Morelands Building originally had a central chimney. However, this was demolished in 1970.

Figure 86: No. 5 Upper Sunbury Road (Grade II)

Figure 87: Morelands Building (Grade II)

Setting

Morelands Building is prominently set on Upper Sunbury Road, a major historic route that connects Sunbury upon Thames to Kingston upon Thames through Hampton. It is one of a series of Victorian engine pump houses located next to each other, the others being Riverdale Building, Ruston Building or Karslake Building. To the south of Morelands Building lie a series of filter beds and further south flows the River Thames.

Significance

Morelands Building is considered to have high architectural/aesthetic and historic interest. It is monumental and impressive in its scale and architectural design. This is emphasised by its symmetrical composition. Morelands Building, which was built in 1867-70 and completed in the 1880s, is also considered to have notable historical value. It has a strong historical association with the development of the process of filtering abstracted water for domestic use, a legal requirement after the mid-1850s when the link between cholera and foul water was established by the Westminster doctor John Snow. It also has a historical association with the idea of universal access to potable water, a phenomenon that garnered increased appeal from the mid-nineteenth century onwards. Albeit, according to Historic England Guidance, the Morelands Building has slightly less historical interest than Ruston Building and Karslake Building as it does not date from the critical early period of waterworks infrastructure development of the 1850s (Historic England, 2017).

The prominent location of Morelands Building along a major historic route is considered to contribute to its significance. Waterworks buildings, such as the Morelands Building, were public symbols of the investment of both local authorities and private companies in water sanitation. They reflected the high value placed on the activity of filtering and distributing water for domestic use and were associated with health and town improvement. Therefore, prominent locations were chosen to build such buildings. The filter beds and the River Thames to the south of the Morelands Building are also considered to contribute to its significance as they have a functional association.

Morelands Building has group value with Riverdale Building, Ruston Building, and Karslake Building. Together, they form an impressive display of Victorian waterworks buildings. The group value is more pronounced when considering Morelands Building together with Riverdale Building and Ruston Building as all three were originally owned by the Southwark & Vauxhall Water Company. As such, the Site is considered to contribute to Morelands Building's significance.

Riverdale Building (Grade II) (NHLE: 1253018)

Description

Riverdale Building (fig. 88), which is located on Upper Sunbury Road, to the east of Morelands Building, was Grade II listed on 25 May 1983 (Appendix A for listing description). This engine pump house was built in 1898-1900 for the Southwark & Vauxhall Water Company. It consists of two connected wings.

The first wing directly fronts Upper Sunbury Road and has an imposing, symmetrically-arranged, five-bay façade. The outer bays are projected outwards and have full-height, triple-light, round-headed windows. They are covered by slated mansard roofs with fish-scale tiles, each with a dormer set into the face of the parapet brickwork. The second and fourth bays have a pair of full-height, round-headed windows and surmounted by stone parapet balustrading. The central bay is slightly projected outwards and has an entrance porch with a balustraded balcony and a triple-light, round-headed window above. In the parapet there is the barge of the Southwark & Vauxhall Water Company set in stone.

The second wing is set behind and to the west of the first one. It consists of a long building of 'nave and aisle' form and has an arcaded ground floor with a slated lean-to roof rising to a clerestory, which lights the central area.

Setting

The setting of Riverdale Building is similar to the setting of Morelands Building. Riverdale Building is prominently set on Upper Sunbury Road. It is one of a series of Victorian engine pump houses located next to each other, the others being Morelands Building, Ruston Building and Karslake Building. To the south of Riverdale Building lie a series of filter beds and further south flows the River Thames.

Significance

Riverdale Building has a very similar significance to Morelands Building. It is considered to have high architectural/aesthetic and historic interest. It is monumental in scale and its cathedral-like proportions are impressive. Like Morelands Building, Riverdale Building is also considered to have notable historical value. It has a historical association with the development of the process of filtering abstracted water for domestic use, a legal requirement after the mid-1850s when the link between cholera and foul water was established. It also has a historical association with the idea of universal access to potable water, a phenomenon that garnered increased appeal from the mid-nineteenth century onwards. However, according to Historic England Guidance, Riverdale Building has less historical interest than Ruston Building, Karslake Building as it does not date from the critical early period of waterworks infrastructure development of the 1850s (Historic England, 2017).

Figure 88: Riverdale Building (Grade II), which is currently being restored

Figure89: Cast Iron Railings (Grade II)

Similar to Morelands Building, the prominent location of Riverdale Building on a major historic route is considered to contribute to its significance. Waterworks buildings, such as the Riverdale Building, were public symbols of the investment of both local authorities and private companies in water sanitation. They reflected the high value placed on the activity of filtering and distributing water for domestic use and were associated with health and town improvement. Therefore, prominent locations were chosen to build such buildings. The filter beds and the River Thames to the south of Riverdale Building are also considered to contribute to its significance as they have a functional association.

Riverdale Building has group value with Morelands Building, Ruston Building, and Karslake Building. Together, they form an impressive display of Victorian waterworks infrastructure. The group value is more pronounced when considering Riverdale Building together with Morelands Building and Ruston Building as all three were originally owned by the Southwark & Vauxhall Water Company. As such, the Site is considered to contribute to Riverdale Building's significance.

Cast Iron Railings between (and including) the Gateway to Thames Close and the west end of Morelands Building (Grade II) (NHLE: 1261935)

Description

The cast iron railings that extend from the gateway to Thames Close to the west end of Morelands Building consist of spearheaded iron rods with decorated posts at intervals (fig. 89). Their design is identical to the cast iron railings that bounds the Site to the northeast. The gateway to Thames Close consists of brick piers surmounted by lamps. They were Grade II listed on 25 May 1983 (Appendix A for listing description).

Setting

The cast iron railings front Morelands Buildings and Riverdale Building. They provide a physical separation between these buildings and the road.

Significance

The significance of the cast iron railings is considered to lie in the aesthetic interest of their design and in the evidential value of their fine nineteenth-century craftsmanship. They also have a strong historical association with Riverdale Building and Morelands Building and are associated through their design with the cast iron railings located within the Site.

4.5 OTHER HERITAGE ASSETS: STATUTORILY LISTED BUILDINGS

Rose Hill House (Grade II) (NHLE: 1263301)

Description

Rose Hill House (fig. 90), which is now used as Hampton's public library, was Grade II listed on 2 September 1952 (Appendix A for listing description). It was built as a dwelling in the mid-to-late eighteenth century for the celebrated Covent Garden tenor John Beard (c.1717-1791) who was famed for his role as Captain MacHeath in The Beggar's Opera. Rose Hill House has various later additions and alterations, including a one-storey library wing to the west.

The original section of Rose Hill House consists of a three-bay, three storey, stock brick structure with a two-bay coach-house wing to the east. Stone bands separate each storey. The roof consists of two separate hipped slate roofs and a central cupola in the shape of round Tuscan temple with an ogee lead roof. The roof of the coach-house wing is tiled. The windows are mainly eighteenth-century sash windows, but some windows have been altered and blocked.

The north elevation, which fronts Rosehill Street, has a large, ground-floor, solid-brick projection containing a glazed main entrance and flacking windows. A first-floor window with flanking sunken panels and second-floor semi-circular window sit centrally above this projected entranceway. The coach-house wing has two segmental arched openings at ground-floor level. These have been blocked and modern windows have been inserted.

The south elevation, which overlooks Upper Sunbury Road, has a central, full-height, three-window, splayed bay as a dominating feature. This is flacked by one window on either side at each level. The couch-house wing appears as a two-storey structure with attic on this front.

Setting

Rose Hill House is prominently set at the top of a steep garden plot, with its south elevation overlooking Upper Sunbury Road and Hampton Waterworks. Originally, the house was positioned at the centre of a much larger garden which extended further north. However, its garden setting to the north was compromised when terraced housing was built in the early-twentieth century. Today, Rose Hill's north elevation directly fronts the dead -end street of Rosehill. A gated driveway winds from Upper Sunbury Road to the front entrance of the house on the north elevation. An associated lodge house marks the beginning of this driveway. Before Hampton Waterworks was built, the eighteenth century house would have enjoyed unobstructed views of the River Thames. Today, only glimpses of such views can be enjoyed from the upper storeys of the house.

Figure 90: Rose Hill (Grade II)

Figure 91: Entrance Gates to Rose Hill (Grade II)

Significance

The original Georgian sections of Rose Hill are considered to have high architectural/aesthetic and historic interest. The south elevation with its prominent full-height splayed bay and the distinctive roofline with its central cupola are of particular architectural note. The later additions to the west are of less architectural value. Rose Hill is also considered to have notable historical interest as it is associated with the celebrated Covent Garden tenor John Beard.

Its prominent setting at the top of its steep garden plot is considered to contribute to its significance. Due to this location, some glimpses of the River Thames over the site of Hampton Waterworks to the south can be enjoyed from its upper storeys. As such, although the Site is not considered to contribute directly to the house's significance, these glimpses of the River Thames are considered to contribute to its significance as it would have been originally designed to enjoy such a prospect. The associated cast iron entrance gates and lodge house are also considered to contribute to its significance.

Entrance Gates to Rose Hill (Grade II) (NHLE: 1261944)

Description

The entrance gates to Rose Hill House (fig. 91), which are located along Upper Sunbury Road, were Grade II listed on 25 May1983 (Appendix A for listing description). The spearheaded iron gates date from the early-nineteenth century. They consist of: central carriage gates, hung from openwork cast-iron piers enriched with anthemia ornament and urns; and two posters or pedestrian gates on the side, hung from brick piers.

Setting

The entrance gates mark the beginning of the driveway that leads to Rose Hill House. They are attached to Rose Hill's lodge house and together they form the entrance to the main house.

Significance

The significance of the entrance gates to Rose Hill is considered to lie in the aesthetic and historic interest of their Georgian design and in the evidential value of their fine early-nineteenth century craftsmanship. They also have a strong historical association with Rose Hill House and its lodge house. The Site is not considered to contribute to their significance.

4.6 OTHER HERITAGE ASSETS: BUILDINGS OF TOWNSCAPE MERIT

This section assesses the significance of the Buildings of Townscape Merit that lie close to the Site and whose settings might be affected by any development within the Site. Historic England's *Historic Environment Good Practice Advice in Planning: Note 3: The Setting of Heritage Assets* (Historic England, 2017), a desk based assessment, and a on-site assessment, has enabled their identification.

Rose Hill's Lodge House

Description

Rose Hill's Lodge House (fig. 92) was most likely built in the mid-to-late eighteenth century at the same time as Rose Hill House. It is considered a Building of Townscape Merit (Appendix B for local listing). However, it could easily be curtilage listed with Rose Hill House or the cast iron entrance gates, which are physically attached to it. The lodge house is a two-storey painted-brick dwelling with a hipped roof, a tall brick chimney, and a one-storey small wing to the front. The aesthetics of the cottage have been comprised with the installation of plastic windows.

Setting

Rose Hill's Lodge House sits along Upper Sunbury Road. It is fronted by a painted-brick wall with piers and simple spear-headed iron railings and has a backdrop of large leafy trees. The lodge house along with the listed cast iron gates marks the entrance to Rose Hill's driveway.

Significance

The significance of Rose Hill's Lodge House is considered to mainly lie within its architectural value as a mid-to-late eighteenth century dwelling and its historical and functional association with the Grade II listed Rose Hill House and the Grade II listed cast iron entrance gates. As a lodge house, its setting at the entrance of Rose Hill's driveway contributes to its significance. However, the Site is not considered to contribute to its significance.

Nos. 6-9 Upper Sunbury Road (Waterworks Cottages)

Description

Nos. 6-9 Upper Sunbury Road, also known as Waterworks Cottages, are two pairs of semi-detached brick dwellings with side entrances and hipped slate roofs (fig. 93). They were built in the mid-nineteenth century (1853-55) along with all the original Hampton Waterworks buildings. They were ancillary to the West Middlesex Water Company's engine pump house, which was completely demolished in the late 1940s, and were probably intended to serve as lodgings for keepers or engineers. The cottages are not statutorily listed but are considered as Buildings of Townscape Merit (Appendix B for local listing).

Figure 92: Rose Hill's Lodge House (Building of Townscape Merit)

Figure 93: Nos. 6-9 Upper Sunbury Road (Buildings of Townscape Merit)

Setting

The cottages are set back from Upper Sunbury Road and lie within their garden plots. To the south they look over Hampton Waterworks and to the east lie the other original mid-nineteenth century waterworks buildings.

Significance

The significance of Nos. 6-9 Upper Sunbury Road is considered to lie within their architectural value as mid-nineteenth century Victorian cottages and their historical association with Hampton Waterworks. The West Middlesex Water Company's engine pump house, with which the cottages were associated, has been demolished. However, the cottages are still considered to have group value with the other mid-nineteenth century waterworks buildings. As such, the Site is considered to contribute to the cottages' significance.

5.0 STATEMENT OF SIGNIFICANCE

The Site is located near the junction between Upper Sunbury Road and Lower Sunbury Road in Hampton. It comprises the historic core of Hampton Waterworks. The Waterworks were established in 1855 by the Southwark & Vauxhall, the Grand Junction, and the West Middlesex water companies after the Metropolis Water Act 1852 decreed that all abstracted water had to be filtered before being distributed for domestic use and that, in London, no water company could extract its water from the tidal reaches of the River Thames after 31 August 1855. Today, Hampton Waterworks extends over a very large area from west of Hampton to Sunbury upon Thames.

The Site contains two Victorian water-pumping engine houses; Ruston Building and Karslake Building. They were originally designed by Engineer Joseph Quick and built in 1853-55 for the Southwark & Vauxhall and Grand Junction water companies respectively. The two engine pump houses formed part of a trio of nearly-identical engine pump houses, one of which, the one originally owned by the West Middlesex Company, was demolished in the late 1940s. In 1881-82, Ruston Building was extended by Engineer James William Restler and Karslake Building was extended by Engineer Alexander Frazer. They are now both statutorily Grade II listed.

The Victorian water-pumping engine houses have a similar significance. They are both considered to have high architectural/aesthetic interest. The engine pump houses are substantial buildings with handsome Italianate architectural details and a rhythmic composition. They are fairly well preserved and still retain many original Victorian architectural and structural details, such as, some cast iron windows frames, mid-nineteenth century composite wrought-iron roof trusses, late-nineteenth century steel trusses, glass roof lanterns, and Victorian wall tiles. The Beam (the western engine house of Karslake Building), although somewhat plain externally, compensates amply with handsome architectural details internally, such as, Tuscan order cast-iron columns, dog-tooth mouldings set within the brick walls, and steel staircases with decorative perforated treads. The Beam and the southern block of the Ruston Building both have large steel gantry cranes.

The use of the wrought-iron trusses in the engine and boiler houses of both the Ruston and Karslake Buildings and the use of steel trusses in The Beam and the southern block of the Ruston Building is reflective of the periods in which these structures were built. Wrought-iron trusses started to be manufactured and used from c.1850 until the 1890s. The use of wrought -iron started to be phased out from c.1885 when steel was introduced. Steel had much better structural properties than wrought or cast iron and its use completely displaced the latter two materials by 1914 (Bussell, 2012).

Both engine pump house have undergone a degree of alteration over time. They have both lost their campanile-styled chimneystacks, which were prominent features of their architectural composition. These were demolished in the 1970s. Most of the original cast window frames were replaced in the twentieth century with poorer-quality ones, although many of the 1880s window frames remain. The Karslake building has lost its rear late-nineteenth-century wing. This wing can be observed in the 1897 Ordnance Survey map and in aerial photographs taken in July 1950. It was demolished in the 1970s. Both engine pump houses have a degree of internal subdivision, carried out in the twentieth century with the use of concrete block, brick walling or aluminium partitioning. Such subdivision is mainly found within the boiler houses of both engine pump houses. These subdivisions are considered to be of no significance.

The two engine pump houses are also considered to have high historical interest. They have a strong historical association with the historical development of the process of filtering abstracted water for domestic use, a legal requirement after the mid-1850s when the link between cholera and foul water was established by the Westminster doctor John Snow. In term of historical value they are also associated with the concept of universal access to potable water, a phenomenon that garnered increased appeal from the mid-nineteenth century onwards.

Moreover, according to Historic England Guidance, engine pump houses in England that date from before 1860 are rare. There are about half-a-dozen from before 1850 and around twenty from the 1850s, the critical early period that saw an increased investment in waterworks infrastructure. Almost all of them are listed. This further emphasises the historical value of both engine pump houses.

The two listed engine pump houses are prominently set along the historic route of Upper Sunbury Road. This prominence is considered to contribute to their significance. This is because such waterworks buildings were seen by the Victorians as public symbols of the investment of both local authorities and private companies in water sanitation. Therefore, prominent locations were chosen to erect such buildings.

Within the Site, there are also three other heritage assets. These are: the Grade II listed cast iron railings that extend from the east of Ruston Building to the east of Karslake Building; Nos. 3-4 Upper Sunbury Road, (Waterworks Cottages); and an L-shaped storage/workshop building located next to Karslake Building. The last two are considered as Buildings of Townscape Merit.

The significance of the cast iron railings is considered to mainly lie in the aesthetic value of their design and in the evidential value of their fine nineteenth–century craftsmanship. They also have a historical association with Ruston Building and Waterworks Cottages. The significance of Nos. 3-4 Upper Sunbury Road is considered to lie in their architectural value as mid-nineteenth century Victorian cottages and their historical association with Hampton Waterworks. The significance of the L-shaped storage/ workshop building is considered to lie within its architectural value as a small late-nineteenth century Victorian outbuilding with handsome details and its historical association with Hampton Waterworks. These three heritage assets are also considered to lie within the setting of the two listed water-pumping engine houses and are considered to contribute positively to their significance.

Together, all five heritage assets within the Site are considered to have group value as they are historically linked and from the outset had a functional relationship with each other. This group value can be extended to include all the other historic structures that originally also formed part of Hampton Waterworks. These are the: Morelands Building (Grade II listed); Riverdale Building (Grade II listed); Cast Iron Railings between (and including) the Gateway to Thames Close and the west end of Morelands Building (Grade II listed); No. 5 Upper Sunbury Road (Grade II listed); and Nos. 6-9 Upper Sunbury Road (Buildings of Townscape Merit). All together, this group of structures form a fine display of mid-to-late Victorian waterworks infrastructure along the historic route of Upper Sunbury Road.

The nearby Grade II listed Rose Hill House and its lodge house and Grade II listed entrance gates are not considered to have had an architectural, historical or functional relationship with the Site or the buildings within it. However, the eighteenth century house, which is prominently located at the top of a steep garden plot, would have originally enjoyed panoramic views of the River Thames, prior the development of Hampton Waterworks in the mid-nineteenth century. The waterworks building within the Site have hampered this view. However, some glimpses of the River Thames can still be enjoyed from its upper storeys. As such, although the Site is not considered to contribute directly to the house's significance, these glimpses of the River Thames that the house enjoys over the Site are considered to provide some contribution to its significance.

The Site is also located within Hampton Village Conservation Area. The engine pump houses and the other heritage assets within the Site are considered to contribute significantly to the character and appearance of the conservation area. This is highlighted in the Council's Conservation Area Study. The view of Ruston Building from the nearby road junction is considered to be a significant view from within the conservation area. The view of the three main buildings within the Site (Ruston, Karslake, and Waterworks Cottages) from Lower Sunbury road is also considered to be an important view from within the conservation area.

6.0 DEVELOPMENT PROPOSALS & ASSESSMENT OF IMPACT

6.1 PLANNING HISTORY AND DEVELOPMENT PROPOSALS

Planning History

The Site has previously been subject to applications for redevelopment. Applications 20/1744/FUL & 20/1742/LBC were refused by the Local Planning Authority for several reasons, including Heritage impacts. The Heritage reason for refusal given in the decision notice dated 4th August 2021 is given in full here:

Refusal - Heritage / design

The proposed development, by reason of its unacceptable overall bulk, scale, massing and inappropriate design, would cause a high degree of harm to the setting of the site's listed buildings and conservation area. This harm is identified to be less than significant. The application is not considered to deliver public benefits of sufficient weight so as outweigh this harm. The application would fail to comply with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Paras. 193-202 of Chapter 13 of the NPPF and policies in particular HC1, and D3 of the London Plan (2021) and LP1, LP3 and LP4 of the Local Plan (2018) and the Hampton Village Planning Guidance SPD (2017).

Consultation Process

Further to the refusal of applications 20/1744/FUL & 20/1742/LBC, various alterations to the proposed development were made and a request for pre-application advice was submitted to the Local Planning Authority in January 2022 (ref: 22/P0008/PREAPP). The pre-application response identified the need to undertake further consultation with Heritage stakeholders, including Historic England.

Prior to re-consultation with Historic England, considerable further information was produced and re-design undertaken. Specifically, the improved identification and classification of heritage fabric across the Site was used to establish a clear baseline against which to introduce a viable mixed-use scheme, based on the retention of historic fabric and minimalist introduction of modern fabric. Alongside these design principles, opportunities for placemaking and public engagement have been re-assessed and new measures introduced to better reveal the significance of the Site buildings and raise public appreciation of them.

In responding to the revised proposals and heritage enhancement and engagement measures, Historic England's response (23rd June 2023, ref. PA00724125) stated:

"*Should the proposals come forward for planning permission and listed building consent, we would be unlikely to raise any objections.*"

and

"*If these proposals were to come forward for listed building consent, we would recommend that any grant of listed building consent be subject to conditions, including a salvage strategy relating to any elements of the buildings that are proposed to be replaced, indicating their reuse within the site.*"

Placemaking and Public Engagement

Presently the Site buildings are both unoccupied and inaccessible to the public. The proposed development will incorporate various measures to raise public appreciation of the Site's architectural and historic interest. This is a key element of the proposed development and the basis for certain design choices, such as the movement of large pieces of historic machinery to the grounds of the Site buildings, where these cannot be safely retained within usable internal commercial and residential spaces.

There will be various means of embedding public engagement measures to the completed scheme, though not all such measures, specifically those requiring engagement with, and commitments from, third parties, may be possible to implement or implement permanently. Measures may include:

- Installation of information boards. Some will be positioned to be public space facing e.g. at the Site boundary. Others will be internal to the Site, forming part of shared commercial spaces.
- Information boards will be supported by QR code resources.
- Provision of a Historic England Standard Recording Exercise, prior to commencement of the development, to be deposited with local archives.
- Engagement with third party historic building/local heritage interest groups. Third party engagement may include opportunities for local interest groups to contribute materials for use in information boards and online resources and or/to embed opportunities for accompanied tours of the buildings to the long-term management plan.

Proposed Development

Substantial information has been produced to provide a heritage evidence base to inform the proposed development and establish a clear baseline against which the effects of removal, repair and alteration can be measured in terms of heritage impacts and enhancements. This information includes comprehensive schedules of repair and alteration, proportionate to the significance of the Site buildings.

This Built Heritage Statement should be read in conjunction with the extensive supporting information submitted as part of the new application for listed building consent and planning permission to which this report relates.

The proposed works to the listed buildings are comprised of:

- Cleaning and restoration of the existing heritage facades including undertake cleaning of any brickwork, stonework with associated defects restored as required, remove any plant growth within finish material and restore any associated damage / defects, re-pointing any areas of mortar failure, restoration works required such as replacing or repairing any decayed bricks and repointing, any areas of brickwork, stonework that varies from the predominant finish type to be refinished or replaced if required, restoration of original metal windows, undertake restoration works of any existing feature or signage to be retained.
- Clean and restoration of the existing heritage assets internally.
- Removal of the roof structures of the single storey blocks to Karslake former Boiler house and Ruston & Ward former Boiler house and their replacement with contemporary single storey roof extensions.
- New two storey side extension on Karslake former Bull Engine house south elevation, in location of previously demolished extension.
- Strip out and removal of internal modern additions.
- Insertion of new residential dwelling units within the existing facades.
- New windows and doors in accordance with the approved plans.
- Restoration of the existing external grounds, including cast iron railings and piers, stone sets, and fragments of coal railway lines.
- New hard and soft landscaping within external grounds.

Access, Safety and security provisions

- Provide and maintain while works are being carried out all boarding, screens and barriers necessary to keep the building secure.
- Install temporary propping in accordance with the directions of a structural engineer in order to stabilise stairs, floor joists, and the structure generally. Provide temporary balustrade and handrails where these are missing at staircases. Provide sheeting or boarding wherever floor boarding and stair treads are missing. Cordon off floor areas where joists are missing or unsupportable and display warning signs for duration of works.
- Clear out rubbish from internal spaces so that all areas are open to inspection and free from nesting places. Prepare an inventory of all surviving historic features. Protect original features for the duration of the course of works. All loose historic materials shall be retained and stored within a secure area within the building.

External Works: General

- All new brickwork to match existing in colour, size and texture. All new pointing and repointing of existing masonry to be carried out using hydraulic lime-based mortar in accordance with an agreed specification, submitted to and approved in writing by the local planning authority. Pointing finishes to be flush with the face of the brickwork and 'stippled' with a stiff brush.
- Overhaul all retained original window frames and introduce new metal windows in accordance with the approved plans.

- Ensure all new paintwork is carried out using high quality external paint.
- All new external and internal works, and works of making good to the existing fabric, should match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless specified otherwise in the above schedule, or agreed otherwise in writing by the local planning authority.

New Extensions: Karslake Rear Extension

- Erect new two storey extension in place of the previously demolished extension to Karslake Bull Engine house; external material in London stock matching brickwork with aluminium windows.
- Roof level to provide external terrace with glazed balustrade.

Storehouse Rear Extension

- Erect new single storey extension to enlarge the storehouse into a detached house.
- External cladding to be corten panel system with aluminium windows.

New Roof extensions over single storey blocks to Karslake and Ruston & Ward former Boiler house buildings

- New Roof extensions over single storey blocks to Karslake and Ruston & Ward former Boiler house buildings.
- Remove existing trusses and roof coverings at single storey making good the masonry pockets / wall plates at the springing points.
- Erect new floor: steel beams with metal deck and slab within the depth of the supporting beams and supported on perimeter existing masonry walls within pockets, including supporting columns.
- New ground bearing slab possibly lowered. Investigations on walls required to check slab can be lowered without undermining existing foundations.
- Erect new single storey roof extensions – external walls to be a window wall glazing system, roof to have projecting eaves and be low slope hipped roof with zinc covering.
- Install new glass balustrade behind existing parapet wall.

Roofs: New Roof extensions over single storey blocks to Karslake and Ruston & Ward former Boiler house buildings

- Carefully strip the existing slates and hip/ridge tiles. Set aside all sound items for re-use. Strip off all battens and de-nail rafters. Remove composite wrought iron trusses, making good the masonry pockets / wall plates at the springing points.
- Clean, overgrown vegetation on parapet wall and repair brick and stonework as necessary using a traditional hydraulic lime based mortar.
- Areas of brickwork that varies from the predominant finish type to be refinished or replaced.

Roofs: Beam Engine / Bull Engine houses to Karslake and Ruston & Ward buildings

- Overhaul and reinstate salvageable rainwater goods. Reinstate missing or irreparable parts of the system. Clean rainwater goods through to inspection chambers and generally ensure that all rainwater run-off is conducted to drains.
- Carefully strip the existing slates and hip/ridge tiles. Set aside all sound items for re-use. Strip off all battens and de-nail rafters. Carry out repairs to composite wrought iron trusses in accordance with a structural engineer's survey and recommendations.
- Install new thermal insulation and waterproof layer in accordance with a structural engineer's survey and recommendations. Fix new treated battens and rafters of same size as the originals. Re-roof using all original sound slates and tiles with new slates and tiles to match.
- Renew all flashing, soakers, fillets, gutter linings and outlets using leadwork installed in accordance with the Lead Development Association Booklets Lead Sheet in Building and Lead Sheet Flashings.
- Repair flashing along the party wall on the west edge of the Beam engine house in Karslake and along the existing single storey rear extension to the south of Karslake Western Pump house.

Brickwork, Stonework and Render repairs: General

- Cut back and treat all plant growth in external brickwork using a systemic killer; leave to die and then carefully remove. Remove root growth from internal plaster and brickwork in similar manner.
- Carry out local repairs to the high-level over-sailing cornice and roof parapet with render finish and repaint.
- Rake out loose or defective mortar joints at brickwork including parapets (do not use hammer and chisel or pick hammer). Re-point using lime mortar and finish to a flush joint.
- Repair external rendering in a colour, texture and composition to match the existing; renew existing rendered finish wherever this is cracked or has lost its bond, including sills, window mouldings and decoration.
- Carry out local repairs to render relieving band between the ground and first floors and repaint.
- Allow for repairs to historic movement cracks and other general repairs to brickwork.
- Any areas of brickwork, stonework that varies from the predominant finish type should be refinished or replaced if required
- Repair historic movement cracking in render finish of the ground floor.
- Carefully remove all damp and salt contaminated render at basement level to the height of the lowest recess in rusticated elevation.
- Remove all external additions to the facades, such as cable support brackets, cigarette bins, sockets, ventilation flutes and make good the brickwork / render finishes as necessary.
- Repair and retain original signs
- Allow for repairs to cracks and other general repairs to brickwork.

Brickwork, Stonework and Render repairs: Karslake Eastern Bull Engine house and Ruston & Ward Bull Engine house

- Carry out repairs to the stone and render to the ground floors.
- Repair stone and render to perforated roof parapet wall.

Windows and Doors: General

- Remove all non-original windows and replace with high-quality double-glazed metal framed windows to match original / in accordance with the approved plans. Windows to fit existing openings, concrete lintels left in place and sill repaired or replaced as necessary.
- Remove metal security grilles over windows at the ground floor to Karslake Boiler house.

- Overhaul all repairable windows and frames by replacing missing panes and parts; reputtying and re-pointing externally; lubricating moving parts; refitting missing or defective ironmongery, cords and weights (adjusted as required for balance); preparing priming and redecorating including undercoat and two top coats to all bare wood, using good-quality gloss paint in accordance with the paint manufacturer's recommendations; easing and adjusting to ensure smooth operation. Isolated areas of decayed wood shall be replaced by piecing in new matching treated timber.
- Replace irreparable original window frames and sashes with new to match existing / in accordance with the approved plans.
- Where original windows are restored and retained, install new, high performance secondary glazing behind / in accordance with the approved plans.

Karslake – West Beam Engine house

- Remove steel door at western elevation and fill opening with bricks to match existing
- Remove ground floor wooden panel and door to eastern elevation and install new corten panel and door & glazing aluminium framed system
- Remove 1x window to south elevation to enlarge opening and install new front door to entrance lobby
- Cut new openings in existing brick wall to the north elevation and install 2x new windows to ground level unit and match fenestration pattern.
- Remove 1x tall round headed window to east elevation to allow new stairwell via new glazed link to the new roof extension. Insert a concrete lintel to support new opening.
- Repair and retain original windows; if not possible to repair, replace with new to match original in accordance with the approved plans.

Karslake - Eastern Bull Engine house

- Enlarge the ground level blind window opening to east elevation and install 1x new window.
- Remove wooden panel and door to east elevation and install new false door and window to match Ruston & Ward Engine house opening
- Install 2x new window-door panels to south elevation and allow access to new terrace on roof of new rear side extension
- Remove 1x tall round headed window to west elevation to allow new stairwell via new glazed link to the new roof extension. Insert a concrete lintel to support new opening.
- Repair and retain original windows; if not possible to repair, replace with new to match original in accordance with the approved plans.

Karslake - Single storey Boiler house

- Remove 2x windows to eastern elevation to allow for the build of a new two storey rear extension.
- Remove all 20th century windows / doors and replace them with new glazing-door system or windows to match adjacent on facades. Where new smaller openings are proposed in place of existing opening, infill the remaining opening with new bricks to match existing or reclaimed bricks from site if possible.
- Repair and retain original windows; if not possible to repair, replace with new to match original in accordance with the approved plans.
- Remove 2x windows on northern elevation to install new entrance glazing-door system and 2x doors to install new entrance glazing-door system.
- Remove 4x doors on southern elevation to install new entrance glazing-door system and enlarge 1x window to install a new window.
- Remove 1x door on southern elevation to install a new window.

Ruston & Ward – Bull Engine house

- Remove 1x tall round headed window to west elevation to allow new stairwell via new glazed link to the new roof extension. Insert a concrete lintel to support new opening.
- At the ground level blind window opening to east elevation and install 1x new window.
- Remove all 20th century windows / doors and replace them with new glazing-door system or windows. Where new smaller openings are proposed on the place of existing opening, infill the remaining opening with new bricks to match existing or reclaimed bricks from site if possible.
- Repair and retain original windows; if not possible to repair, replace with new to match original in accordance with the approved plans.

Ruston & Ward - Single storey Boiler house

- Remove all 20th century windows / doors and replace them with new glazing-door system or windows. Where new smaller openings are proposed on the place of existing opening, infill the remaining opening with new bricks to match existing or reclaimed bricks from site if possible.
- Remove 3x windows on northern elevations to install new entrance glazing-door system
- Enlarge 2x windows on the southern elevation to install new windows
- Cut new opening west elevation to install a new window.

Ruston & Ward – Engine house / Workshop

- Remove 1x original door to west elevation and replace by new contemporary window. Infill the remaining wall opening with bricks to match existing.
- Repair and retain original windows; if not possible to repair, replace with new to match original in accordance with the approved plans.
- Repair and retain original doors; if not possible to repair, replace with new to match original in accordance with the approved plans.

Landscaping: General

- Remove existing trees to the north of the site to allow for a new driveway in accordance with the approved plans / consent for any necessary tree works.
- Relocate existing brick pillar to increase width required for vehicle entry to site.
- Carefully remove all existing cobblestone paving sets and railway lines to the rear of Ruston & Ward building and set aside for reuse. Retain in place and restore if possible, cover over and protect during the development phase if necessary.
- Clear overgrown vegetation.
- Clean and restore cast iron perimeter railing around site edge.
- Install new fencing along southern site boundary with reservoirs in accordance with the approved plans.
- Replace contemporary fencing along eastern edge of site in accordance with the approved plans.
- Install low-level boundary railings at private entry gardens to residential units in Karslake in accordance with the approved plans.

6.2 DESIGN CHANGES & MITIGATION MEASURES

Landscaping

- Plant new trees, ornamental grasses, low-level and mid-height planting along north, eastern and southern boundary.
- Build new driveway, sidewalks, private gardens and fencing, and parking with permeable paving reusing existing cobblestone where possible.

Internal Works: General

- Clean and restoration of the existing internal walls including undertake cleaning of any brickwork, stonework and tiling with associated defects restored as required.
- Clean and restoration of the existing heritage assets internally.
- Provide ventilation to all internal spaces, while ensuring that pigeons are prevented from entering the building.
- Strip out all internal non load bearing partitions and restore original fabric.
- Allow for new plumbing and heating system to be installed.
- Allow for electrical rewiring.
- Remove all existing sanitaryware.
- Repair and retain all original internal doors in accordance with the approved plans.
- Restore and repair all existing original windows retained in accordance with the approved plans.
- Treat basement / low level brickwork affected by rising or penetrating damp in accordance with Damp Proofing Association.

Internal Works: Karslake - West Beam Engine house

- Treat surface corrosion to first floor beams.
- Remove internal partitions and stairs.
- Carry out repairs to metal beams and columns in accordance with a structural engineer's recommendations.
- Repair cracking at northwest corner first floor window.
- Repair cracking to arches at first floor level.
- Repair remedial tie across width of block from southwest to southeast corner.
- Repair and retain timber floor structures in accordance with structural engineer's recommendations. Reinstate floor boarding and skirtings including new material where required, to match existing. Remove portion of 1x steel beam to allow for a new stairwell.
- Install new floors to SE's design and recommendations.
- Repair and retain beam loft floor showing spring beams and trunnion bearing support.
- Repair and retain intermediate floor structure of York slabs on rolled iron or steel joists in accordance with structural engineer's recommendations.
- Repair and retain dog-tooth details on the walls, brick detailing around the round-headed windows, light switches, stencilling to brick wall in two locations.
- Repair, retain and relocate, fish belly gantry crane at roof level.
- Install new floors and partitions to SE's design and recommendations.

Internal Works: Karslake - Eastern Bull Engine house

- Remove water from basement slab and fix any water damages to slab and foundations from roof leaks to SE's design and recommendations.
- Repair vertical crack in south wall at high level.
- Remove corroded decking and stairs at entrance.
- Remove later inserted ceiling under sarked roof.
- Repair and retain interior detail showing stone corbels for engine lifting beams.
- Install new floors and partitions to SE's design and recommendations.

Internal Works: Karslake - Single storey Boiler house

- Strip out and remove all twentieth century non-loadbearing partitions within, including doors, wall and floor finishes back to substrate.
- Strip out and remove all twentieth century suspended ceilings, lighting, and wiring.
- Strip out and remove all twentieth century plumbing and heating system with associated pipework and all water connections to sanitary appliances.
- Install new floors and partitions to SE's design and recommendations.

Internal Works: Ruston & Ward - Bull Engine house

- Form new wall openings with needles/temporary propping.
- Retain and restore existing primary wrought iron roof structure.
- Retain and restore primary lifting beams at high level.
- Repair and retain all original interior details, such as Victoria glazed tiles, sloped tiled window sills up to first storey level.
- Carefully remove original floor tiles and reinstall on new floor.
- Repair and retain all original doors in accordance with the approved plans.
- Remove internal plasterwork and reveal brickwork from first storey level to roof level.
- Strip, repair, relocate electric centrifugal pumps below ground and ground, with associated machinery and control cabinets.
- Strip out and remove all twentieth century suspended ceilings, lighting, and wiring.
- Install new floors and partitions to SE's design and recommendations.

Internal Works: Ruston & Ward - Single storey Boiler house

- Strip out and remove all twentieth century non-loadbearing partitions within, including doors, wall and floor finishes back to substrate.
- Strip out and remove all twentieth century lighting, and wiring.
- Strip out and remove all twentieth century plumbing and heating system with associated pipework and all water connections to sanitary appliances.
- Install new floors and partitions to SE's design and recommendations.

Internal Works: Ruston & Ward - Engine house / Workshop

- Repair cracking in west end piers under the gantry crane runway beams.
- Retain all original internal details, such as glazed wall tiles, Tuscan columns, cast iron stair railing.
- Strip out and remove all twentieth lighting, and wiring.
- Strip out and remove all twentieth century plumbing and heating system with associated pipework and all water connections to sanitary appliances.
- Retain and restore gantry crane.
- Retain and restore primary wrought iron roof structure.

- Strip out brick-built 20th-century enclosure and stairs.
- Repair and retain all original doors in accordance with the approved plans.
- Retain and restore damaged electrical control panel to remain in-situ.
- Install new mezzanine floor to SE's design and recommendations.

Raising Appreciation and Minimising Harm

The revised proposed development represents a fundamentally heritage-led scheme that establishes a viable long-term use for the Site buildings, securing their future and offers significant opportunities for public engagement.

Carrying out the proposed development and maintaining the Site buildings is a substantial task, with various elements requiring considerable further work. As part of a planning and listed building consent, we would seek agreement of a number of conditions that will both support the suitable Heritage-led delivery of the scheme while allowing further information to be delivered at suitable stages.

It is considered that the following elements could be secured by conditions to support the delivery of the proposals, attached to the granting of planning and listed building consent:

1. Heritage advice informed Methodology Statements for key work stages, including;

- Demolition/removal of modern fabric.
- Removal, storage and re-installation of the historic machinery components to be retained.
- Refurbishment, and replacement of key heritage fabric, including but not limited to, cast iron rainwater goods, brickwork, interior surfaces (plaster, tiles etc), windows, boundary treatments, cast iron internal elements.
- The provision of a Heritage informed Management Plan;
- The provision of a detailed public engagement strategy, comprising installation of heritage interpretation measures.

6.3 ASSESSMENT OF IMPACT

This section considers the impacts of the development proposals upon the significance the heritage assets assessed in Section 4, particularly the Ruston Building, the Karslake Building, the Hampton Village Conservation Area, and the other buildings of Townscape Merit located within the Site.

Impact on the Listed Buildings within the Site

Reuse

As emphasised in Historic England's *Advice Note 2 - Making Changes to Heritage Assets*, "*the best way to conserve a building is to keep it in use, or find an appropriate new use if it has passed out of use, either that for which it was designed or an appropriate new use which would see to its long-term conservation*". This is one of the basic principles of building conservation. Indeed, heritage assets that are left unused or even recently-restored buildings that are left vacant will soon start to fall into disrepair. As such, it is important to give unused heritage assets a new life to ensure their long-term conservation.

Until recently the two listed engine pump houses were used as poor-quality offices by Thames Water. However, ever since they were sold in recent years, they have been lying mostly vacant. This lack of use is not only considered to detract from their significance, but it is also considered to jeopardise their future survival. It is thus considered important that they are appropriately reused.

A marketing campaign was conducted by Martin Campbell & Co in 2018, to let-out the Site for both existing use and alternative uses (subject to planning). However, despite over 41 enquires, no offers to rent the Site in its existing condition were received from any of the applicants. The adopted marketing strategy and conclusions are detailed in the Marketing Report in Appendix C. In summary, the report concluded that, given the market demands for both commercial and residential occupiers in the locality, a mixed use proposal, C3 (dwelling houses) and B1(a) (offices), would be the most favourable alternative use for the Site.

The development proposals are based upon this recommendation. As such, they will secure the conservation of the two listed engine pump houses and in this regard they would have a long-term beneficial impact upon their significance.

Appearance and Character

To an extent, the development proposals will alter the appearance of the two listed engine pump houses. However, the design has been informed by an extensive study of the Site's built heritage baseline, including identification and categorisation of historic fabric across the Site and provision of a detailed schedule of change and repair. The proposed development has been carefully considered to keep the visual impact on the appearance of the buildings to a minimum.

The chosen materials have also been generally selected to minimise visual impact, referencing, but not seeking to exactly replicate, the brickwork of the historic buildings or else contrast with and be clearly read as a later phase of change. These design measures reference the buildings' existing materiality, but avoid the proposals becoming a slavish copy that could confuse the chronology of the Site.

A two-storey extension will also be added to the rear of Karslake Building. The design of this extension has been deliberately refined as to match the rhythm of the arched niches of the existing buildings. Therefore, the overall height and mass will be respectful of the architectural composition of the existing building. It would also restore a previously lost built envelope within the Site. As such, the design changes would overcome any harm to the significance of the Karslake Building, previously identified by Historic England. The extension will utilise London stock brick to match the existing, with high quality aluminium windows.

Apart from these changes, the external appearance of the rest of the two engine pump houses will be largely unchanged. Some existing doors and windows will be repaired or replaced. However, these have been carefully considered to minimise the impact on the character of the listed buildings. Traditional fenestration patterns have been adopted as much as possible and proportion, materials and colour have been aligned with the existing doors and windows. Where new windows are needed they have been inserted where there are existing blind windows or have been aligned with existing windows. Where new doors are needed they have been inserted where there are existing windows. These are designed so that the original windows can still be read. As such, the changes to the windows and doors are considered to be in-keeping with the character of the two listed buildings.

All the external brickwork and mortar joints will be repaired in accordance to standard conservation practices, while new brickwork will match the existing in colour, size and texture. All the remaining original cast-iron windows frames will be retained and repaired, while all the non-original window frames will be replaced with high quality double glazed metal-framed windows to match the original. Moreover, all the existing original cast-iron rainwater goods will be retained and repaired, while missing or irreparable parts of the system will be replaced with cast-iron elements to match the existing. The listed cast-iron railings will be retained and repaired. All of this is considered to lead to a considerable degree of enhancement of the external appearance of the listed buildings.

Due to the conversion to residential use, there will be an unavoidable degree of internal subdivision. As such, the internal appearance of the listed boiler houses will change. It has to be kept in mind, however, that there is already a high degree of subdivision in many parts of the two listed buildings. This is mostly of a late-twentieth-century date and of poor quality.

To minimise the effects of this internal subdivision, the design of many of the residential units incorporates double height spaces achieved with the inclusion of mezzanine floors that are pulled back internally from the external walls. This allows for the majority of large existing windows to remain uninterrupted by floor sections and for the preservation of some of the existing internal large spaces.

Moreover, many of the remaining architectural and industrial features that presently characterise the interiors of the two listed buildings will be retained to preserve their character. The Beam and four Tuscan-order cast-iron columns will be preserved in-situ. So will the dog-tooth mouldings that decorate the walls and the large steel gantry crane on the top floor. The roof trusses and glazed roof light, as well as the tile and gantry crane of the Ruston's Building south block will also be preserved. Where industrial features cannot be safely incorporated to the new uses of the Site buildings, they will be retained elsewhere on Site as part of a Heritage engagement offering.

Historic Fabric

One of the key design changes is the retention of the Ruston & Ward building's roof trusses and restoration of glazed roof lantern. The use of wrought-iron trusses is reflective of the periods in which these structures were built and their use started to be phased out from c.1885 when steel was introduced. As such, the composite wrought-iron truss roofs are considered to contribute to the listed buildings' historic character. Their retention will ensure that the significance of the heritage asset will not be compromised and the design allows them to be understood and appreciated in a way that is not currently accessible. The success of the detailed assessment and design process means that only the wrought iron roof structures to the engine houses of the Ruston and Ward and Karslake budlings will be removed.

There will be some loss of brickwork to allow for the insertion of new doors and windows. However, this has been carefully considered to minimise the impact the listed buildings. In all cases, historic fabric loss has been kept to a minimum and is set out in detail in the accompanying schedule of change and repair. No more historic fabric than is necessary to have doors and windows that are compliant with modern building regulations will be removed. Similarly, the removal of brick piers to create suitable vehicle access to the Site is not considered to have any impact on the Site's architectural or historic interest. The modernising of vehicle access to the Site is a carefully considered decision in which the loss of the existing hierarchy of entrances has been weighed against ensuring the viability of the scheme and securing a long term use for the Site as a whole.

6.3 ASSESSMENT OF IMPACT

Setting

The proposed landscaping design around the listed buildings aims to enhance the setting of the listed buildings, and will incorporate retained elements of industrial machinery. It accommodates a good amount of green outdoor spaces and has been kept light and contemporary to avoid unnecessary clutter within the listed buildings' immediate setting. Additionally, the parking area will be paved with permeable paving to minimise their visual impact on the setting of the two engine pump houses.

It is considered that the proposed mixed use of the Site is unlikely to result in an increase in traffic beyond the locally established levels. The Site has formerly seen use as Thames Water Offices, but currently lies vacant. Traffic related to the proposed scheme (please refer to accompanying traffic assessment) would not alter the intrinsic architectural or historic interest of the Site, nor would it diminish the appreciation of that interest. Introduced traffic is not considered to have any impact on the significance of the Hampton Waterworks.

The provision of a proportionate number of car parking spaces within the Site is not anticipated to have any impact on the intrinsic architectural or historic interest of the Site buildings or change the ability to appreciate that significance. The provision of car parking has been designed in conjunction with the landscaping strategy to ensure adequate visual relief.

Revealing Significance

As industrial buildings, the engine pump houses at Hampton Waterworks were never designed to be accessible to the public. Until this day, access is strictly controlled due to the health and safety restrictions of an operational site. Converting the engine pump houses to residential use will not prohibit access to the Site by the general public. Instead, the opening up of the site will increase permeability and accessibility. The enhanced landscaping and provision of heritage engagement measures and a play space will offer an attractive and safe outdoor space, with many enhanced opportunities to understand and appreciate the significance of the Site's heritage buildings.

Securing a Viable Use

Currently most of the Site lies vacant. The Waterworks Cottages have been vacant since February 2020, prior to which they were rented out. The Ruston Building is partly being rented out to Thames Water. However, the income from this cannot support the conservation and maintenance of the two listed buildings and associated Buildings of Townscape Merit. The proposed scheme presents a heritage led, viable opportunity for these buildings to be brought back into sustainable use and conserved, with enhanced opportunities for the public and users to understand and appreciate their significance.

A two-year marketing and viability exercise has been conducted to demonstrate the need for conversion and alteration to deliver a optimum viable use for all the heritage assets on the Site. The viability exercise informed the conversion proposals, which seek to represent a minimum intervention to deliver a sustainable long term use. The viability study was conducted by U.L.L Property. This study assesses the conservation deficit, that is, whether the existing value of the buildings plus the development costs based on their conservation requirements as listed buildings exceeds their value after development. The benefits of returning these important buildings to use and securing their long term future is one benefit that should be weighed against the less than substantial degree of harm incurred through conversion in accordance with paragraph 202 of the NPPF.

Summary of Potential Impacts

The proposals for the listed Victorian pump houses at Hampton Waterworks have been designed to preserve and raise appreciation of the important architectural and historic interest of the Site buildings. As informed by the viability study, the proposed development provides an optimum viable use to the currently vacant buildings, as the proposals represent the minimum level of intervention needed to secure the future of the Grade II listed buildings and the associated Buildings of Townscape Merit. Securing an optimum viable use through the proposed mixed use scheme is considered to be a significant heritage benefit as it will return the buildings to use and secure their long term maintenance. The proposals additionally provide for suitable heritage engagement measures to ensure that those using the Site and passing it by will have ample opportunities to explore the history of the buildings and understand their significance.

Roof extensions Karslake and Ruston Building

As determined in chapter 4, the buildings derive much of their heritage significance from their architectural, aesthetic and historical value.

The revised design has reduced the impact of previous proposals by lowering the overall height of the new roofs and keeping in line with the existing ridge line. Revised material choices will further lessen the overall visual impact by keeping more in harmony with the existing building aesthetics. The reduction of massing will also reduce the obstruction of the arched window in the neighbouring engine house from the previous proposals.

Rear Extension Karslake

The Historic England and Conservation and Heritage officer's advice to reduce the rear extension in size and scale and to bring this in more sympathetic proportion to the original building has been addressed. New material choices have also been considered.

The new design of the rear extension has been refined in form to match the rhythm of the arched niches of the existing buildings. A revised material palate will better reflect the existing building, while remaining clearly distinguishable.

The new design considerations will reduce the overall impact on the heritage significance of the listed building, as well as on the nearby conservation area.

Pump House Space

New proposals would see important heritage features retained, such as the roof trusses and lifting crane in the penthouse. Cast iron beams and columns would be retained on the lower floors. New designs have ensured that the window line would not be broken by allowing mezzanines stepping back from the facade.

Overall, considerable revision has been made to retain the important heritage features and open spaces, which add value and character to the proposed apartments and which have greatly reduced the impact on the designated heritage asset.

Workshop Space

The retention of the beam crane is considered to bring about a high degree of heritage benefit as it is representative of the purpose built use of the buildings as well as indicating the scale of operations within the original building through the careful positioning of a double height space.

The proposed Workshop would remain as a single entity, retaining a strong sense of the original proportions. The inserted mezzanine would be distinguishable from the historic structure and utilise industrial materials such as steel and wire.

The extant decorative glazed tiles are to be retained and expressed through adaptive re-use. The overall proposals are considered to be a positive adaption and conservation of the listed building.

Assessment of Harm

The new design is informed by a substantial evidence base that establishes the location, significance and condition of historic fabric across the Site and specifies, through the schedules of change and retention submitted as part of this application all loss, alterations and repair to that historic fabric. Historic England have been formally consulted on this new information (ref: 22/P0008/PREAPP) and have specified that the new proposed development would be unlikely to receive an objection, with some points being secured by condition.

6.3 ASSESSMENT OF IMPACT

The proposed development represents a sensitive conversion of the listed buildings and has ensured the retention of additional significant heritage elements. The loss and alteration of historic built fabric has been minimised and the overall impact is considered to represent a **low—moderate level of less than substantial harm** upon the significance of the listed buildings. Paragraph 202 of the NPPF states *where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*

The assets' optimum viable use has been demonstrated by the accompanying viability study.

The surviving industrial heritage features, which contribute significantly to the architectural, aesthetic and historical interest of the old waterworks buildings will be retained and incorporated into a comprehensive scheme of heritage engagement measures. The redevelopment of the Site and its return to a viable use will secure the significance of the Site's heritage assets and enhance opportunities for their appreciation.

Impact on Buildings of Townscape Merit within the Site

The Site contains three buildings of townscape merit; the Waterworks Cottages and the Storehouse. Their significance is mainly drawn from their architectural and historical value as mid-to-late nineteenth century buildings with handsome architectural details and an historic association with Hampton Waterworks. They are also considered to contribute positively to the setting and significance of the two listed Victorian engine pump houses.

The development proposals includes the retention and renovation of these buildings with improvements to access. The cottages will be retained as is with some internal alterations. As such, the development proposals are considered to cause **no harm** upon their significance. The storehouse will be extended to the rear to convert it into a single detached dwelling. This will involve some removal of fabric and alterations, which may be considered to cause no more than a **very small level harm to this asset of local value**. However, the storehouse is currently derelict and the development proposals will secure its and the listed buildings' optimum viable use. As such, in accordance with Paragraph 203 of the NPPF, the harm to non-designated built heritage assets, must be weighed in a balanced judgement against securing their future through introduction of a new use.

Impact on the Hampton Village Conservation Area

The Site is located within Hampton Village Conservation Area. The two engine pump houses, Waterworks Cottages and the L-shaped outbuilding are considered to contribute positively to the character and appearance of the conservation area.

The proposed scheme retains all of these buildings and new designs retain the roofs to the boiler and workshop houses. It will seen as an extension of the roof space in the Karslake and Ruston buildings, but this will be kept below the ridge line of the existing roofs. From street level to the north side of the buildings their prominence would not noticeably increase. This change is considered to cause **no harm** to the character and appearance of the Hampton Village Conservation Area.

Impact on Other Heritage Assets

The heritage assets within the Site are considered to have group value with all the other historic structures that originally also formed part of Hampton Waterworks. These include: the Morelands Building (Grade II); Riverdale Building (Grade II); Cast Iron Railings between (and including) the Gateway to Thames Close and the west end of Morelands Building (Grade II); No. 5 Upper Sunbury Road (Grade II); and Nos. 6-9 Upper Sunbury Road (Buildings of Townscape Merit). All together, this group of structures form a magnificent display of mid-to-late Victorian waterworks infrastructure along the historic route of Upper Sunbury Road. As such, the buildings within the Site are considered to contribute positively to the setting and significance of these other heritage assets.

The proposed scheme modifications are not considered to lead to a significant change in the visual and historical relationship of the Hampton Waterworks buildings along Upper Sunbury Road. As such, the development proposals are considered to cause **no harm** to their setting and significance.

The Site is also considered to lie within the setting of the nearby Grade II listed Rose Hill House, its lodge house, and the Grade II listed entrance gates. However, the historic buildings within it are not considered to have any architectural, historical or functional relationship with these structures. Nonetheless, the eighteenth century house, which is prominently located at the top of a steep garden plot, enjoys some glimpses of the River Thames over the Site. This relationship with the River Thames is considered to contribute to its significance. As the proposed replacement of the boiler houses' roof structures are a similar height to the existing roof structures, the development proposals are not considered to interfere with Rose Hill House's relationship with the River Thames. As such, the development proposals are considered to cause **no harm** to its setting and significance.

7.0 CONCLUSIONS

This Built Heritage Statement has been prepared by RPS on behalf of Waterfall Planning Limited in relation to an application for listed building consent and planning permission in respect of Hampton Waterworks, Upper Sunbury Road, Hampton TW12 2DS.

The Site is located within Hampton Village Conservation Area. It contains three statutorily listed buildings. These are: Ruston Building (Grade II), Karslake Building (Grade II), and Cast Iron Railings (Grade II). The Ruston and Karslake buildings were originally built in 1853-55 as water-pumping engine houses for the Southwark & Vauxhall and Grand Junction water companies.

The Site also contains nos. 3 & 4 Upper Sunbury Road, also known as Waterworks Cottages, and a small storehouses building. These two buildings, located in between the two listed engine houses, are identified by Richmond upon Thames Council as Buildings of Townscape Merit. Additionally, the Site is located in close proximity to 6 other listed buildings and 3 other Buildings of Townscape Merit.

In accordance with Section 194 of the National Planning Policy Framework (NPPF), this report assessed the significance of these heritage assets, including any contribution made by their setting, and subsequently assessed the impacts of the development proposals on their significance. The level of detail that has been provided is proportionate to each heritage asset's significance and sufficient to understand the impact of the development proposals on their significance.

The development proposals have been designed to preserve and raise public appreciation of the architectural and historic features of the two listed Victorian pump houses. As confirmed by the U.L.L Property viability study, previously submitted, the development proposals provide the optimum viable use to the currently derelict buildings as they include the minimum level of enabling development to secure the future of the Grade II listed buildings and the associated Buildings of Townscape Merit. This is considered a significant heritage benefit. However, the removal of the original composite wrought-iron truss roofs of the two boiler houses coupled with the addition of single-storey extensions are considered to cause harm to the significance of the listed pump houses. On balance, however, it is considered that the development proposals cause no more than a **low - moderate level of less-than-substantial harm** upon their significance. In accordance with Paragraph 202 of the NPPF, this should to be weighed against the evidence that the development proposals will secure their long term future through a sustainable **optimum viable use and raise public appreciation of them**.

APPENDICES

APPENDIX A: STATUTORY LIST DESCRIPTION

Ruston

List entry Number: 1261979

Location: Upper Sunbury Road, Richmond Upon Thames

Grade: II

Date first listed: 24 December 1968

Listing NGR: TQ1352769475

Description

1853-55. Engineer Joseph Quick for the Southwark and Vauxhall Water Company. The western block was added in 1881-82 by JW, later Sir James Restler. Original part a square single storey building in gault brick with round headed windows, punctuated by pilasters. Square tower to central part with 2 stages of arcading. Western part 2-storeyed, with similar details including lower rusticated basement with segmental headed windows, and taller first floor with arcaded windows and pilasters. Cast-iron glazing bars throughout. Stone balustrade to both earlier and later buildings.

Hampton Waterworks, The Beam and Store Buildings to the west of The Beam

List entry Number: 1253019

Location: Upper Sunbury Road, Richmond Upon Thames

Grade: II

Date first listed: 24 December 1968

Listing NGR: TQ1343569501

Description

1853-1855, by the engineer Joseph Quick, extended 1881-1882 by Alexander Frazer. Originally 2 separate engine houses known as 'The Beam' (at the west end of the range) and 'The Bull' (at the east end) from the type of engines they housed. The engine houses are of equal height but their elevations are treated as if they were of 2 ('The Bull') and 3 ('The Beam') storeys. The space between the engine houses was filled in in 1881 with a lower single storey range. The whole group is of Gault brick with stucco cornices and some stucco window dressings on 'The Bull'. 'The Bull' formerly had a chimney stack at the front, but this has been demolished down to the level of the engine house parapet.

Cast Iron Railings between corner of Lower Sunbury Road and east end of The Beam linking with the Cast Iron Gate Piers east of Ruston Building

List entry Number: 1261980

Location: Upper Sunbury Road, Richmond Upon Thames

Grade: II

Date first listed: 24 December 1968

Listing NGR: TQ1352769499

Description

Cast-iron railings between corner of Lower Sunbury Road and east end of The Beam linking with the cast-iron gate piers east of Ruston Building

APPENDIX A: STATUTORY LIST DESCRIPTION

Hampton Waterworks Morelands Buildings, Engine House

List entry Number: 1261968

Location: Upper Sunbury Road, Richmond Upon Thames

Grade: II

Date first listed: 24 December 1968

Listing NGR: TQ1364269467

Description

1867-70. Engineer Joseph Quick, extended and completed 1885-6 by Engineer JW, later Sir James Restler for the Southwark and Vauxhall Water Company. Gault brick. Centre part of one storey with 2-storey end blocks. The centre range being a series of blind arches with broad segmental heads, this range being 15 bays long. Projecting end blocks with arcaded ground floor and segmental windows above basement with cornice runs the full length of the building. Windows have moulded surrounds and cast-iron honey-comb patterned glazing bars. Stand-pipe tower demolished in 1970.

Riverdale, Gate and Railings

List entry Number: 1253018

Location: Upper Sunbury Road, Richmond Upon Thames

Grade: II

Date first listed: 25 May 1983

Listing NGR: TQ1377269458

Description

1898-1900. Comprises 2 connected wings: a. The engine house immediately fronting Upper Sunbury Road having a symmetrically arranged facade of 5 bays: the outer bays are advanced with full-height, triple light, round headed windows and are covered by slated mansard roofs with fishscale tiles, each with a dormer set into the face of the parapet brickwork: the second and fourth bays each have a pair of round headed windows full height and are surmounted by stone parapet balustrading: the central bay is advanced, having a triple light round-headed window beneath which is the entrance porch with a balustraded balcony. In the parapet is set the barge of the Southwark and Vauxhall Water Company in stone. Entrance gate and iron railings. b. Set behind and to the right of the Engine House. A long building of "nave and aisle" form having an arcaded ground floor with a slated lean-ton roof rising to a clerestory lighting the central area and which has a slated pitched roof.

Cast Iron Railings between (and including) the Gateway to Thames Close and the west end of Morelands Building

List entry Number: 1261935

Location: Upper Sunbury Road, Richmond Upon Thames

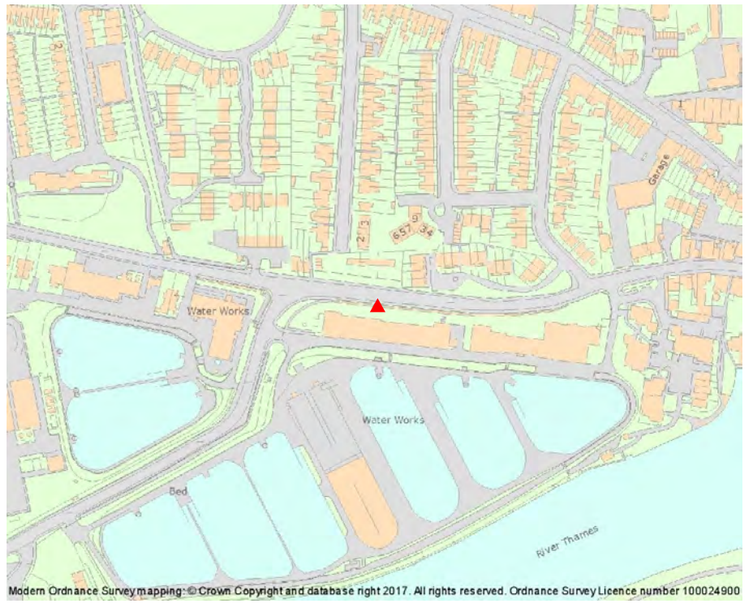
Grade: II

Date first listed: 25 May 1983

Listing NGR: TQ1363569485

Description

Cast-iron railings between and including the gateway to Thames Close and to west end of Morelands Building.



APPENDIX A: STATUTORY LIST DESCRIPTION

Rose Hill (Council Offices)

List entry Number: 1263301

Location: Rose Hill, Richmond Upon Thames

Grade: II

Date first listed: 2 September 1952

Listing NGR: TQ1341669577

Description

Mid C18. (Now Hampton branch of public library and flats: Borough Property). Said to have been built for John Beard, the celebrated Covent Garden tenor who sang MacHeath in the "Beggars' Opera", and who died here in 1791. Various later additions and alterations including one-storey library wing to west. Original part 3 bays, 3-storeys with 2-bay coach-house wing to east. Stock brick parapet fronts with stone bands between the storeys and separate hipped slate roofs. Cupola on central roof in shape of small round Tuscan temple with ogee lead roof. The roof of the coach-house block is tiled. Mainly C18 sashes but some windows altered and blocked. North front: entrance on Rose Hill. Centre bay has semi-circular window on top floor and sunk panels on either side of first floor windows. Large solid brick projection on ground floor containing glazed entrance and flanking windows. Various other minor alterations. Coach-house wing has 2 segmental arched openings, now blocked and modern windows inserted. South front: overlooking Upper Sunbury Road to river from high bank. Central full height 3-window splayed bay is dominating feature on this front which is the more impressive. One window either side and that on ground floor to west modernised Coach-house wing appears as 2 storeys and attic on this front with slightly projecting centre containing arched recess now partly filled by small window. Interior: Contemporary staircase and panelled staircase hall and landings. For entrance lodge and gates see Upper Sunbury Road.

Entrance Gates to Rose Hill (Richmond Public Library)

List entry Number: 1261944

Location: Upper Sunbury Road, Richmond Upon Thames

Grade: II

Date first listed: 25 May 1983

Listing NGR: TQ1348469524

Description

Early to Mid C19 spearheaded ironwork. The entrance gates comprise a 2-leaf central carriage section flanked by 2 posters or pedestrian gates, hung from brick piers whilst the carriage gates are hung from openwork cast-iron piers enriched with anthemia ornament and urns.

Upper Richmond Road West East Sheen London SW14 7PU	483		05/09/83	83/00267/BTM
Upper Richmond Road West East Sheen London SW14 7PU	485		05/09/83	83/00268/BTM
Upper Richmond Road West East Sheen London	487		05/09/83	83/00269/BTM
Upper Richmond Road West East Sheen London SW14 7PU	489		05/09/83	83/00270/BTM
Upper Richmond Road West East Sheen London SW14 7PU	491		05/09/83	83/00271/BTM
Upper Richmond Road West East Sheen London	493		05/09/83	83/00272/BTM
Upper Richmond Road Barnes London London SW15 5JG	494		05/09/83	83/01631/BTM
Upper Richmond Road West East Sheen London	495		05/09/83	83/00273/BTM
Upper Richmond Road Barnes London London SW15 5JG	496		05/09/83	83/01632/BTM
Upper Richmond Road West East Sheen London SW14 7DE	499		09/01/91	91/00052/BTM
Upper Richmond Road West East Sheen London SW14 7DE	501		09/01/91	91/00051/BTM
Upper Richmond Road West East Sheen London	505		09/01/91	91/00053/BTM
Upper Richmond Road West East Sheen London SW14 7ED	561		09/01/91	91/00028/BTM
Upper Richmond Road West East Sheen London SW14 7ED	563		09/01/91	91/00029/BTM
Upper Richmond Road West East Sheen London SW14 7ED	565	Harvey Court	09/01/91	91/00030/BTM
Upper Richmond Road Barnes London		Milestone At Junction With Rocks Lane And Upp	06/09/13	13/00116/BTM
Upper Sunbury Road Hampton		Milestone North Side Upper Sunbury Road/Soutl	06/09/13	13/00036/BTM
Upper Sunbury Road Hampton		Wall (Front Of Spring Grove)	03/08/05	05/00056/BTM
Upper Sunbury Road Hampton Middlesex TW12 2DL		South Lodge	05/09/83	83/02707/BTM
Upper Sunbury Road Hampton Middlesex TW12 2DW		Berkeley House	05/09/83	83/02706/BTM
Upper Sunbury Road Hampton Middlesex TW12 2DW		Hampton Water Treatment Works Thames Water	05/09/83	83/02715/BTM
Upper Teddington Road Hampton Wick Middlesex KT1 4DY	26	Tudor House	06/11/00	00/00239/BTM
Uxbridge Road Hampton Middlesex TW12 3AD	68		05/09/83	83/02765/BTM
Uxbridge Road Hampton Middlesex TW12 3AD	70		05/09/83	83/02766/BTM
Uxbridge Road Hampton Middlesex TW12 3AD	72		05/09/83	83/02767/BTM
Uxbridge Road Hampton Middlesex TW12 3AD	74		05/09/83	83/02768/BTM
Uxbridge Road Hampton Middlesex TW12 3AD	76		05/09/83	83/02763/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	89		20/09/88	88/00551/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	91		20/09/88	88/00568/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	93		20/09/88	88/00569/BTM
Uxbridge Road Hampton TW12 1SP	94	Maberley Court (Formerly the Jolly Gardeners Pl	15/09/83	83/03638/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	95		20/09/88	88/00570/BTM
Uxbridge Road Hampton Middlesex TW12 1SP	96		05/09/83	83/02770/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	97		20/09/88	88/00571/BTM
Uxbridge Road Hampton Middlesex TW12 1SP	98		05/09/83	83/02771/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	99		20/09/88	88/00572/BTM
Uxbridge Road Hampton Middlesex TW12 1SP	100		05/09/83	83/02903/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	101		20/09/88	88/00573/BTM
Uxbridge Road Hampton Middlesex TW12 1SP	102		05/09/83	83/02904/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	103		20/09/88	88/00574/BTM
Uxbridge Road Hampton Middlesex TW12 1SP	104		05/09/83	83/02905/BTM
Uxbridge Road Hampton Middlesex TW12 1SL	105		20/09/88	88/00575/BTM

Our Ref: AS/4391

MARTIN CAMPBELL
COMMERCIAL PROPERTY CONSULTANTS

6 Duke Street, Richmond, Surrey, TW9 1HP

Telephone: 020 8940 2266
richmond@martincampbell.co.uk
www.martincampbell.co.uk

Waterfall Hampton Investments Ltd
1st Floor
86 Whitechapel High Street
London
E1
7QX

14th Nov 2019

Dear Mr Abdul

MARKETING REPORT - KARSLAKE, RUSHTON AND WARD BUILDINGS
HAMPTON WATER WORKS
SUNBURY
TW12 2DS

Further to your instructions the above property was inspected on the 8th December 2017 by Andrew Shaw MRICS in order to commence a full marketing campaign to let the property in existing condition for industrial purposes.

Martin Campbell & Co are specialist commercial property consultants and have been practicing in the Borough for over 40 years. Our extensive market knowledge and established working practices qualifies us to provide the necessary advice and marketing strategy for the subject property.

Location
Hampton is a low density suburban town in the London Borough of Richmond. The area has high quality amenities including local retail units in Hampton village, a large community centre with a number of local cafes and pubs. It also has a range of schools serving all ages.

It is an attractive residential area with substantial family homes as well as retirement homes. There is also abundance of local amenity space being adjacent to Bushey Park and the River Thames. The area benefits from excellent transport links, being within a mile of the A316, M3 and Hampton train station.

The subject property occupies a prominent position at the corner of Upper Sunbury Road and Lower Sunbury Road. Site access is via gates off the Upper Sunbury Road.

Description
The property comprises two Grade II Listed self-contained buildings which were formally used as a water treatment centre. The buildings are known as the 3 storey Karslake Building and the 2 storey Rushton Building, together with two semi-detached dwellings and a single storey building. To the front and rear are hard standing areas for onsite parking. The buildings are in a very poor condition and require significant upgrading. (See Appendix 1 for Photos)

Local Economy / Market
Historically Hampton has suffered from a lack of good quality commercial accommodation and was not viewed as a preferred location; as such there have been no new speculative commercial schemes for over a decade. However, over the last 2 years the rental increase in neighbouring towns are pushing cost sensitive occupiers further out towards Hampton and Sunbury. This has resulted in downward pressure on rent free periods from 12 months to 9 months on a straight 5 year lease. Whilst Brexit may continue to put a number of occupier requirements on hold it is anticipated that the market will remain constant in 2020.

Industrial Market Commentary – Supply and Demand
Over the last 3 – 5 years the supply of industrial properties in the borough has been in steady decline as an increasing number of buildings and estates have been converted to other uses. The decrease in supply has resulted in an increase in both demand and rent across the sector for modern industrial premises. With new and existing businesses all competing to stay in the area, this trend is set to continue for the foreseeable future.

The highest demand is for good quality industrial units from 2,500 sqft upwards. Prospective tenants require clear workable space with minimum eaves heights of 4m, low office content of approximately 10% and ample onsite parking for staff and deliveries. Docking stations are required for logistics occupiers and buildings must be energy efficient with low maintenance and repair costs. Buildings that are inefficient or costly to repair will not be desirable.

Suitability for Industrial Use
The property is currently configured for use as a water treatment plant and still has extensive heavy duty equipment in situ. It is extremely dilapidated and in its current condition it is completely unfit for any purpose other than very basic storage, with some areas not even safe for occupation.

The lighting, heating and basic security provisions are either none existent or inadequate for industrial use in both buildings. The 3 storey tower blocks in both buildings would also be unsuitable for industrial use because of the differential in floor levels; even with the provision of a goods lift, the accommodation would be inferior to other industrial premises of the same size on ground floor that do not require a goods lift. This is because the vast majority of industrial occupiers prefer ground floor accommodation for ease of access and loading.

Furthermore, the Grade II listing status would prohibit the modifications required for industrial occupiers, such as dock loading and access; the current site entrance is also too narrow for articulated lorries to enter. Whilst there is demand for industrial property in the area, the property fails to provide basic tenant requirements and is not fit for any purpose other than low quality storage.

Suitability for Alternative Uses
In consideration of the location and external appearance, both buildings would be more suitable for B1(a) offices than industrial use. The prominent road side location, character building and onsite parking would appeal to occupiers seeking functional accommodation that provides a different working environment to a standard office.

There is strong occupational demand from other employment users, such as health clinics, nursery/crèche, educational or leisure. Although the demographics and location would be suitable for these users, there are a number of property and site related constraints that may inhibit their occupation, such as the lack of outside space and the Grade II listing.

Prior to any alternative use, the buildings would require a total strip out and comprehensive full refurbishment with the addition of mezzanine floors in the old pump house.

Marketing Strategy

In accordance with LP42 we have undertaken a robust and active marketing campaign. The site was first advertised in Jan 2018 for B1c light industrial / storage and the following marketing strategy was implemented:

- Highly prominent 'To Let' board on the entrance gates erected on the 17th Jan 2018 (see Appendix 2a)
- In house marketing details circulated to our database of applicants (see Appendix 3)
- Advertise with EACH (see Appendix 4), EG Property Link, Kent Surrey & Essex Commercial Property Register (see Appendix 5) and other suitable online platforms

The property was marketed for existing use at rate of £10 per sq ft on a new lease, terms to be agreed, which was commensurate with the existing condition and location of the property.

After 3 months of marketing there had been 11 property views (hits) and 1 PDF download on the CPR register, 5 direct enquiries and 1 viewing (see Appendix 5). Each party was interested in renting basic storage space and the advertised rate of £10 psf was within budget. On further investigation into the poor condition, lack of suitable utilities and severely restricted options to carry out any alterations, each party subsequently withdrew their interest. There was only 1 party who viewed on the 18th April (Consumer Electrics Ltd) but the cost of modifying the space to meet their needs greatly exceeded their budget.

After 9 months of marketing there had been 20 property views and 3 PDF downloads (see Appendix 5a). The enquiring parties included tyre repair operators, storage for amusement arcade games, light engineering firms, van storage and film companies. Each party rejected the subject party for the following reasons:

- Lack of sufficient heating / lighting
- Excessive costs of fitting out
- Restrictions on alterations

- No roller shutter doors
- Inadequate turning circles
- Time delay in obtaining planning / fitting out

In Jan 2019 the marketing strategy was widened to 'all uses considered' subject to planning. (see revised board order Appendix 2a and revised Marketing Brochure Appendix 3a).

We subsequently received a further 18 enquiries from parties interested in the following uses:

- Primary / nursery school
- Cross fit training
- Mobility scooter workshop
- Graphic design studio
- Wedding venue
- Offices

A register of all enquiries and viewing request has been maintained and is included in Appendix 6.

Marketing Summary

The property has been widely marketed for ~ 24 months for both existing use and alternative uses (stp). Although the marketing generated over 41 enquiries, we received no offers to rent from any of the applicants.

National Planning Policy Framework
Paragraph 22 of the NPPF states that "*Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.*"

In our opinion this is directly applicable to the subject property. There is no reasonable prospect of letting the property for industrial purposes in its current use and alternative uses should be considered.

Richmond Employment Sites and Premises 2013
In the above report, the subject property is not considered to be one of the key employment sites in the borough. From our extensive experience of letting commercial property we concur; our view is that Hampton has always lagged behind other towns in the Borough is considered one of the weakest locations for commercial occupier demand.

Richmond Employment Sites & Premises 2016 and 2017 (updates)
Since 2013 the demand for office space has doubled, primarily due to the improved economic outlook and the effects of Permitted Development Rights (PDR). The updated Richmond Employment Sites and Premises Report supports the Councils policy of strong protection and encouragement of new office space. The proposed mixed use of the subject property would provide much needed additional office space and be in line with the report's recommendations.

Richmond Adopted Local Plan 2018 (Appendix 5)

In response to Policy LP 42 the property has been robustly and widely marketed for existing and alternative uses and all of the points raised in section 18.0.3 and 18.0.4 have been satisfied.

Marketing Conclusion

In consideration of the marketing campaign undertaken we would draw the following conclusions:

- There is demand from commercial occupiers for this location but it is limited and is for small unit sizes
- There is demand for basic storage use but occupiers need to undertake substantial alterations to provide suitable accommodation
- There is demand from alternative B1(a), B1(c), B2 and D1 users but occupiers need to undertake substantial alterations to provide suitable accommodation
- The property as a whole far exceeds any single occupier use and needs to be divided into smaller units to meet market demands
- Whilst there was good demand from B1(c) and B2 occupiers, most applicants required roller shutter doors and additional parking facilities
- B1(a) applicants were attracted by the potential 'character offices' that could be created but all parties required substantial Cat A and Cat B changes prior to occupation
- The strongest demand was for B1(a) units of 1,500 – 2,500 sqft with on site parking.

To conclude, we are of the opinion that the building has no potential to be let in its current use and condition. In consideration of the extensive marketing campaign undertaken we are of the opinion that a mixed use proposal, C3 and B1(a) would be most appropriate and would be in line with current market demands for both commercial and residential occupiers.

I trust this provides sufficient market commentary and an overview of the most suitable alternative use for the subject property.

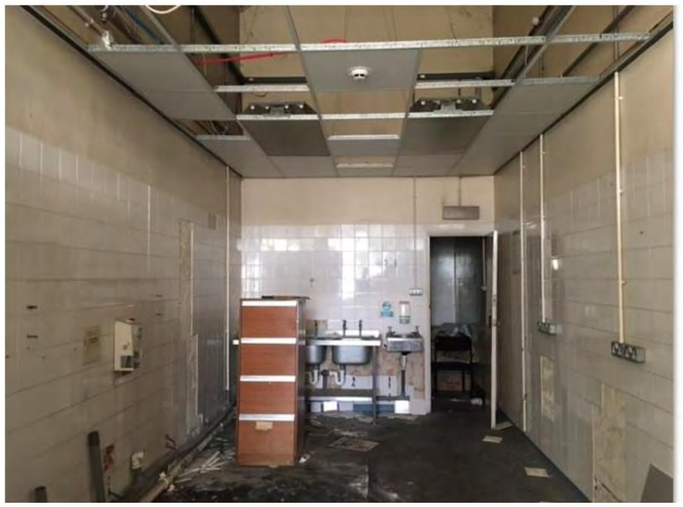
Do please contact us if you require anything further.

Yours sincerely

Martin Campbell & Co

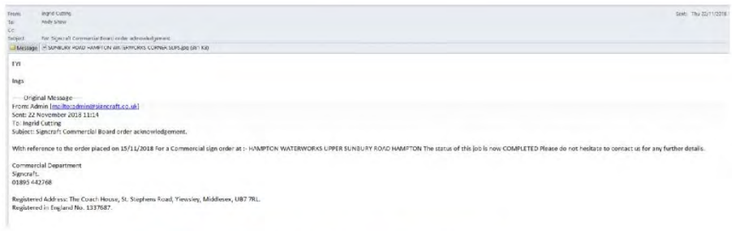
Martin Campbell & Co

APPENDIX 1 – Site Photos



APPENDIX 2 – Lettings Board

APPENDIX 2a – Revised Letting Board with Slip (Dec 2018)



Original Message
From: Admin [mailto:admin@signcraft.co.uk]
Sent: 22 November 2018 11:14
To: Ingrid Cutting
Subject: Signcraft Commercial Board order acknowledgement.

With reference to the order placed on 15/11/2018 For a Commercial sign order at :- HAMPTON WATERWORKS UPPER SUNBURY ROAD HAMPTON The status of this job is now COMPLETED Please do not hesitate to contact us for any further details.

Commercial Department
Signcraft.
01895 442768

Registered Address: The Coach House, St. Stephens Road, Yiewsley, Middlesex, UB7 7RL.
Registered in England No. 1337687.

APPENDIX 3 – Letting Brochure

MARTIN CAMPBELL
COMMERCIAL PROPERTY CONSULTANTS

INDUSTRIAL / WAREHOUSE
TO LET

HAMPTON WATER WORKS, KARSLAKE AND RUSTON & WARD BUILDINGS,
UPPER SUNBURY ROAD, HAMPTON, TW12 2DS

SUMMARY

- Multiple storage units
- Approximately 15,000 sq ft over two buildings
- Grade II Listed site
- To Let
- Rent: £10 per sq ft
- A new FRI Lease, the length to be agreed

AMENITIES

- Good Vehicular access
- Good natural light
- High vaulted ceilings
- Original Victorian Features
- On-site parking for over 20 cars
- Suitable for storage purposes

020 8940 2266
6 Duke Street Richmond TW9 1HP

www.martincampbell.co.uk

LOCATION

Hampton is located within the London Borough of Richmond Upon Thames, to the west of Bushy park and Hampton Court Palace. The buildings are situated within the historic Hampton Waterworks, at the junction of Upper Sunbury Road to the North and Lower Sunbury Road to the South, covering a substantial area along the river Thames. Hampton Station is a short distance from the site with a direct rail link to Waterloo. Motorway access is provided via the M3 and M25 motorways.

DESCRIPTION

The property is a Grade II listed former waterworks building. The Karslake Building comprises a series of storage rooms/office accommodation at ground level. The Ruston & Ward Building is arranged as three separate rooms on ground and mezzanine levels.

To the front and rear is onsite parking for over 20 cars.

ACCOMMODATION

	Ground Floor		Mezzanine	
	Sq m	Sq ft	Sq m	Sq ft
Rushton & Ward Building	959	10,322	48	516
Karslake Building	349	3,756	-	-

LEASE

A new FRI Lease, the length of term to be agreed.

RENT

£10 per sq ft

RATES

To be assessed

VAT

TBC

LEGAL COSTS

Each party to bear their own legal costs.

VIEWING

Viewing strictly by prior appointment with the agent:

Julius de Maltos
020 8940 2266
j.demattos@martincampbell.co.uk

Andy Shaw
020 8940 2266
a.shaw@martincampbell.co.uk

MARTIN CAMPBELL
COMMERCIAL PROPERTY CONSULTANTS

APPENDIX 3A - Revised Letting Brochure to include 'All Uses'

MARTIN CAMPBELL
COMMERCIAL PROPERTY CONSULTANTS

OFFICE / INDUSTRIAL / WAREHOUSE
D1 / D2 / MIXED USE / TRADE COUNTER
TO LET

HAMPTON WATER WORKS, KARSLAKE AND RUSTON & WARD BUILDINGS,
UPPER SUNBURY ROAD, HAMPTON, TW12 2DS

SUMMARY

- Multiple storage units
- Approximately 15,000 sq ft over two buildings
- Grade II Listed site
- To Let
- Rent: Upon Application
- A new FRI Lease, the length to be agreed

AMENITIES

- Good Vehicular access
- Good natural light
- High vaulted ceilings
- Original Victorian Features
- On-site parking for over 20 cars
- All enquiries considered

020 8940 2266
6 Duke Street Richmond TW9 1HP

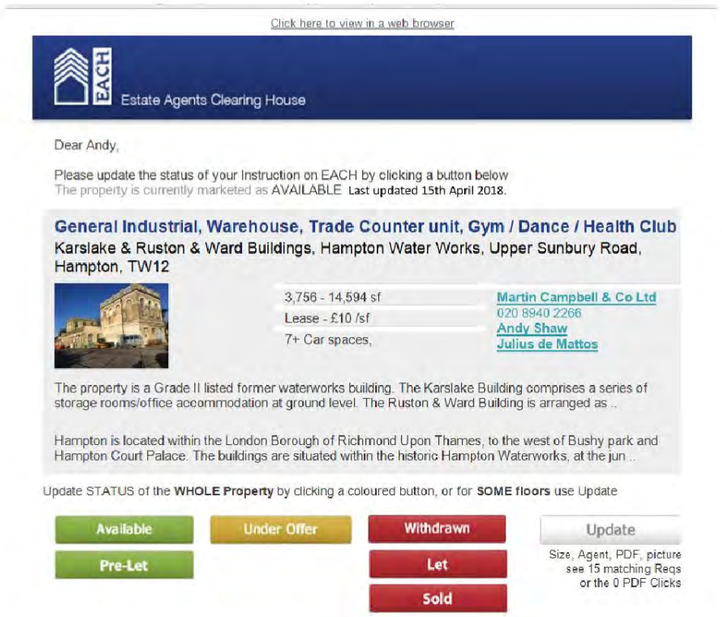
www.martincampbell.co.uk

MARTIN CAMPBELL
COMMERCIAL PROPERTY CONSULTANTS

MARTIN CAMPBELL
COMMERCIAL PROPERTY CONSULTANTS

APPENDIX C: MARKETING REPORT BY MARTIN CAMPBELL & CO

APPENDIX 4 – Confirmation of advertising with Estate Agents Clearing House



Click here to view in a web browser

EACH Estate Agents Clearing House

Dear Andy,

Please update the status of your Instruction on EACH by clicking a button below
The property is currently marketed as AVAILABLE Last updated 15th April 2018.

General Industrial, Warehouse, Trade Counter unit, Gym / Dance / Health Club
Karslake & Ruston & Ward Buildings, Hampton Water Works, Upper Sunbury Road, Hampton, TW12

3,756 - 14,594 sf
Lease - £10 /sf
7+ Car spaces,

Martin Campbell & Co Ltd
020 8940 2266
Andy Shaw
Julius de Mattos

The property is a Grade II listed former waterworks building. The Karslake Building comprises a series of storage rooms/office accommodation at ground level. The Ruston & Ward Building is arranged as ..

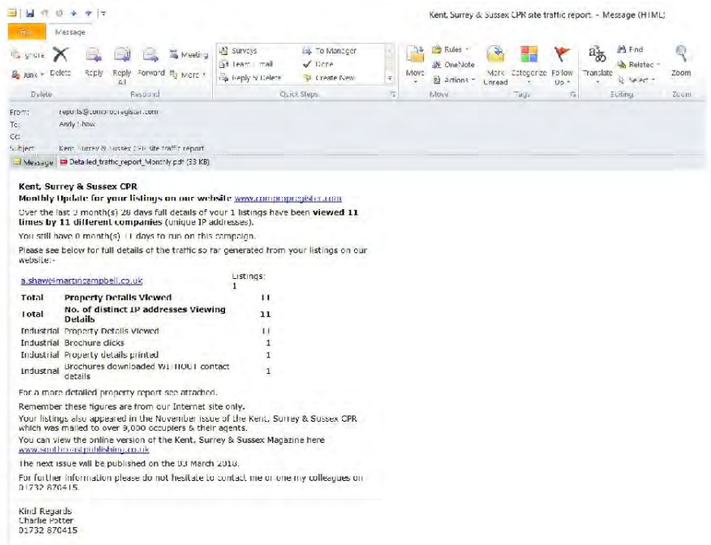
Update STATUS of the **WHOLE Property** by clicking a coloured button, or for **SOME floors** use Update

Available | Under Offer | Withdrawn | Update
Pre-Let | Let | Sold

Size, Agent, PDF, picture see 15 matching Reqs or the 0 PDF Clicks

APPENDIX 5 – Confirmation of advertising with Kent, Surrey and Sussex CPR Jan – March 2018

Email confirmation:



Kent, Surrey & Sussex CPR site traffic report: - Message (HTML)

Kent, Surrey & Sussex CPR
Monthly Update for your listings on our website www.commercialpropertyregister.com

Over the last 3 month(s) 28 days full details of your 1 listings have been **viewed 11 times by 11 different companies** (unique IP addresses).

You still have 0 month(s) 11 days to run on this campaign.

Please see below for full details of the traffic so far generated from your listings on our website:-

a.shaw@martincampbell.co.uk — Listings: 1

Total	Property Details Viewed	11
Total	No. of distinct IP addresses Viewing Details	11
Industrial	Property Details Viewed	11
Industrial	Brochure clicks	1
Industrial	Property details printed	1
Industrial	Brochures downloaded WI THOUT contact details	1

For a more detailed property report see attached.

Remember these figures are from our Internet site only.

Your listings also appeared in the November issue of the Kent, Surrey & Sussex CPR which was mailed to over 9,000 occupiers & their agents.

You can view the online version of the Kent, Surrey & Sussex Magazine here www.southeastpublishing.co.uk

The next issue will be published on the 03 March 2010.

For further information please do not hesitate to contact me or one my colleagues on 01732 870415.

Kind Regards
Charlie Potter
01732 870415

Kent, Surrey & Sussex Commercial Property Register **CPR**

Summary

Region: Kent Surrey Sussex **Contact Email:** a.shaw@martincampbell.co.uk

Listings Placed by:	You	Your Joint Agents
Offices:	0	
Industrial:	1	
Managed/Serviced:	0	
Sites:	0	
Retail:	0	

Industrial
Agents Listing: Kent Surrey Sussex **Date:** 14 March 2018
Contact Email: a.shaw@martincampbell.co.uk **Property Count:** 1

Sq Ft	Sq M	Address	Detail Views	PDF Clicks	PDF Download W/Details	Enquired W/Details	Request Listed	Email Clicks	Agent Clicks	Printed
Hampton										
Various		Hampton Water Works, Upper Sunbury Road	11	1	0	0	0	0	0	1

APPENDIX 5a – Confirmation of advertising with Kent, Surry and Sussex CPR March - Sept 2018

Kent, Surrey & Sussex Commercial Property Register **CPR**

Summary

Region: Kent Surrey Sussex **Contact Email:** a.shaw@martincampbell.co.uk

Listings Placed by:	You	Your Joint Agents
Offices:	0	
Industrial:	1	
Managed/Serviced:	0	
Sites:	0	
Retail:	0	

Industrial
Agents Listing: Kent Surrey Sussex **Date:** 19 Sept 2018
Contact Email: a.shaw@martincampbell.co.uk **Property Count:** 1

Sq Ft	Sq M	Address	Detail Views	PDF Clicks	PDF Download W/Details	Enquired W/Details	Request Listed	Email Clicks	Agent Clicks	Printed
West Molesey; Esher; Hampton										
Various		Hampton Water Works, Upper Sunbury Road	20	3	0	0	0	0	0	2

APPENDIX 5b – Confirmation of advertising with Kent, Surry and Sussex CPR Sept 2019

Kent, Surrey & Sussex Commercial Property Register **CPR**

Summary

Region: Kent Surrey Sussex **Contact Email:** a.shaw@martincampbell.co.uk

Listings Placed by:	You
Offices:	0
Industrial:	1
Managed/Serviced Offices:	0
Managed/Serviced Industrial:	0
Sites:	0
Retail:	0

Industrial
Agents Listing: Kent Surrey Sussex **Date:** 16 September 2019
Contact Email: a.shaw@martincampbell.co.uk **Property Count:** 1

Sq Ft	Sq M	Address	Description	Levels	LH/FH	Price	Agent	Tel	E P C	P I C	H Y P	M D P	A A P
Hampton													
Various		Hampton Water Works, Upper Sunbury Road, TW12 2DS	Industrial Storage Units in Grade II Buildings & Parking. Good Access. Up to 15,000 sq ft		LH	poa	Martin Campbell	020 8940 2266					

APPENDIX 6 Schedule of Interested Parties Jan 2018 – Nov 2019

Company/ Applicant	Date of Enquiry	Notes	Status
C/o Karen Smith	09/10/19	Max 10,000 sq ft requirement for nursery. Would need outside space and allocated parking. Would also require private access.	No further interest
R-Type Plumbing	16/09/19	Plumbing storage but would need a double garage and vehicle access	No further interest
Bruce Hodgson / FGC Ltd	10/09/19	Commercial kitchen – 1,500 sq ft	Needs extensive fit out – No further interest
Jon Slinn	18/08/19	Interested in the space for mixed usage. Looking for long term.	No further interest
Con Crowley	16/08/19	Storage required for vintage clothes plus housing products. Need 1,000 sq ft.	Condition not adequate and them would want to sub-divide.
Hamilton HVAC Ltd	05/08/19	Required space for office/storage – want a long lease and to renovate.	No further interest
Ash Island Lofts	27/06/19	Enquiry for storage	Outstanding
1001 Weddings	10/06/19	Wanted wedding venue + 2,000 sqft storage. Needed substantial alterations + external parking for circa 50+ cars	Not feasible to accommodate
Mina Lima	27th May	Wanted 3,000 sqft for graphic design studio+ storage area.	Considering options
Film Location Services	20/05/19	Work light suppliers needing studio/storage space. Loading important. Power supply important.	No further interest
MJC Mobility Services	9/04/19	mobility scooters workshop Needs 600 sq ft	Rejected as no W/C or kitchen
ETL Logistics	26/03/19	Parking for rigid vehicles (11m)	Rejected due to access
Radnor House	Feb / 19	Interest in new primary school Rejected – lack of external space/parking	Rejected – lack of external space / parking
Waqar Siraj (Cross-fit)	14/02/19	Enquired as to possible use for Cross-fit. -Not suitable due to poor condition.	Not suitable due to poor condition
Stepstone Projects	15/11/18	Automotive car parts. 6 months to 1 year. Needs 700 sq ft.	Needs roller shutter doors
Dimitri Sarris	18/09/18	Food truck company – seeking storage space for freezers. 700 sq ft max.	Needs roller shutter doors
Mark Rainham	24/08/18	Wants to divide up space.	No further interest

Company/ Applicant	Date of Enquiry	Notes	Status
Wayne Hughes	22/08/18	Spoke with – looking for storage space	No further interest
Sat	18/08/18	Online enquiry.	No further interest
Peter Oats	06/08/18	Enquired - emailed	No further interest
Edward Shaw	01/08/18	Online enquiry.	No further interest
The Community Brain	19/07/18	Online enquiry.	No further interest
Miss Briscoe	27/06/18	Investor looking to purchase	No further interest
Retrorama	18/06/18	Storage required for amusement/arcade machines. Sent details.	Too much work required
Joseph Lacaele	14/06/18	In-bound phone enquiry. Discussed and sent details.	Not adequate for them
Dynamic Boost	05/06/18	Engineering firm. Seeking 5,000 sq ft. B1 plus storage/workshop. Needs B2 plus roll-up shutter. Viewing requested.	Too much work
Peter Lopko	30/05/18	Tyre storage required. Discussed.	No further contact
3D stripout	15/05/18	Commercial plus retail soft strip-out company. Emailed details and discussed re storage options. Await desired dates to view.	No further interest
Kader Alazawi	24/04/18	Manufacturer of eliquid. Considered space but not suitable for needs.	Poor condition
DickyBirds	16/03/18	Investor looking to purchase. Not interested in renting with amount of work needed.	No further interest
Jono Strickland	14/03/18	Company provides water for movie sets. Needs storage space for diving equipment and boats etc	No further interest
Rob Simpson	01/03/18	Only the mezzanine is required – private workshop. Only wants 500 sq ft.	No further interest
Opticolour	27/02/18	Storage space for glass required. Vehicle access and roller £20k max budget.	No further feedback
Dough and Deer	13/02/18	Mobile pizzeria company. Enquiry for storage space for food – based in Hampton. Currently using 500 sq ft.	No further feedback
Consumer Electrics Ltd	12/02/18	Required for storage space. Electrics distribution. Spoke with. Enquired about access for large vehicles.	Poor access

Viewings

Company/ Applicant	Date of Viewing	Notes	Status
Radnor House	6/02/19	Viewed with architects to assess layouts	Lack of outdoor space
Dynamic Boost	12/07/18	To assess but would need power supply and would want to alter.	No further interest
Consumer Electrics Ltd	18/04/18	Viewed once. Cannot justify costs of works required.	No further interest

APPENDIX D: REFERENCES

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