

Adam Watts

From: Jennifer Margetts
Sent: 19 March 2019 12:26
To: Planning Idox
Subject: FW: 2018/3810 OBECTION FW: Hampton Court Station Listing and Designation Online Application (ref: 1463469)
Attachments: Hampton Court Station Spot Listing Request March 2019.docx; Hampton Court Station Spot listing appendices.docx; FW: HE1463469 Hampton Court Station
Importance: High

From: Karen Liddell [REDACTED]
Sent: 19 March 2019 12:13
To: Jennifer Margetts [REDACTED] Town Planning <tplan@elmbridge.gov.uk>
Cc: Dana Nickson [REDACTED] Kim Tagliarini [REDACTED] Ray Lee [REDACTED]
[REDACTED] 'Ray Townsend' [REDACTED] 'Steve Nichol' [REDACTED];
Thomas Walton [REDACTED]
Subject: 2018/3810 OBECTION FW: Hampton Court Station Listing and Designation Online Application (ref: 1463469)
Importance: High

OBJECTION TO 2018/3810 TO BE UPLOADED TO WEB CASE ON BEHALF OF HAMPTON COURT RESCUE CAMPAIGN

Dear Jenny & Town Planning Admin

Further to my email on Friday to which I have had a read receipt but no interim response, I would like to put this matter in the public domain so I am requesting that the email chain below, including this one, and all the attached documents including my email to Historic England yesterday and the documents attached to it be uploaded as a HCRC objection under CONSULTATION RESPONSES so it sits with the other HCRC responses (additional responses will follow).

Please see my email to Historic England of yesterday and the question posed on the "... can the Local Planning Authority proceed with making a decision on the application 2018/3810 & 2018/3803 before a decision is issued by Historic England or the Secretary of State on the Listing & Designation Application?"

Can I ask if Elmbridge LPA has sought advice on this question from any Historic England officers, or it's in or out of house legal advisers. If you have, and had a response/s can you share the advice and approach to be taken please?

HCRC is making a formal request that Elmbridge Council delay a decision on applications 2018/3810 & 2018/3803 until a decision is received from Historic England or the Secretary of State on the Listing & Designation Application for Hampton Court Station.

Should you wish to discuss this matter informally I can discuss the support I have from individuals and national bodies to my application. Plus I have a suggestion which you may wish to discuss with the applicants, assuming they have been informed of the listing application, but which I will not be putting in writing. Please call my land line [REDACTED]

Kind regards

Karen Liddell

From: Karen Liddell [REDACTED]
Sent: 15 March 2019 11:00
To: 'Jennifer Margetts' [REDACTED] 'dnickson@elmbridge.gov.uk'
Cc: Kim Tagliarin [REDACTED] 'Ray Townsend'
[REDACTED] Andrew Roberts [REDACTED] mary brook
[REDACTED] Julie Smith [REDACTED] 'Ray Lee'
Subject: Hampton Court Station Listing and Designation Online Application (ref: 1463469)
Importance: High

Dear Jenny & Dana

It was a pleasure to meet you yesterday, and HCRC was so pleased you could attend our presentation to the six Councillors.

Of the many issues of concern, we had a brief discussion at the end to confirm that you will be following up the timescale for a decision on my application to Historic England to include the station on the National Register of Listed Building. I said that the reference was on my word document statement of case on the memory stick you were given. The application was made using the online application so I did answer the questions to identify the building at serious risk, and subject to a live planning application, giving the reference number. I am attaching it here so others can see it and forward as you wish, now it is in the public domain.

I have this morning rung the HE contact and have the following update and new contacts. I would say it is not worth chasing again until next week.

The case has not been allocated to an inspector. They are aware there is a live planning application. It will be allocated within a week. If a full assessment is made the Council & land owners will be contacted.

The contact number [REDACTED] takes you through to Aidan Misselbrook the Assistant Business Manager for London & the South East and his email is [REDACTED]

As I mentioned last night I could not have made the listing application until a live planning application was submitted as they will only accept an application if a building is "at risk". Before I submitted the application I checked and there has not been an application made for a Certificate of Immunity, which I would have expected any specialist consultant dealing with a site containing a locally listed building in a conservation area to have made before proposals are prepared and presented for pre-application discussion on a major site.

I hope that is helpful background. I would like to repeat the HCRC request made to Members last night to the Officers, that the determination of this major application should be delayed until a decision is received from Historic England on the spot listing application. In the meantime I will be following up other interested national bodies to support my application. As I mentioned yesterday I have discussed the case with two ex-Historic England Officers who are both of the opinion that our station should be listed. The listing of Teddington station a couple of years ago showed that a case was made and accepted for much weaker building, and that the rejection of our station is a pure anomaly if not an unknown conspiracy.

Kind regards

Karen Liddell BA(Hons) MRTPI(rtd) IHBC(rtd)

From: donotreply@HistoricEngland.org.uk <donotreply@HistoricEngland.org.uk>
Sent: 05 March 2019 20:17

To [REDACTED]
Subject: Listing and Designation Online Application (ref: 1463469)

Dear Ms Liddell,

Thank you for submitting your application ref: 1463469. This will now be considered by the Designation Historic England Team, who will inform you about the progress of your application in due course. In the meantime, if you have any questions please email ApplicationsHistoricEngland@HistoricEngland.org.uk and a member of the team will get back to you.

If you indicated that you would post any documents or photographs these should be sent to:

Historic England
Historic England
4th Floor, Cannon Bridge House
25 Dowgate Hill
London

Please quote this HE Application Reference Number in any correspondence: 1463469

Below is a summary of the application for your records. This is an automated email so please do not reply.

Application Summary

Contact Details

	Ms Karen Liddell
Telephone:	[REDACTED]
Alternative Telephone:	[REDACTED]
Organisation:	
Job Title:	
Address:	16 Summer Road East Molesey Surrey KT89LS

Application Type

Type:	New
EAS Type:	Free Standard Service.

Identification

Subject:	Hampton Court Station, Hampton Court Way, East Molesey, Surrey Listing and Designation Online application
Primary County/Unitary Authority:	Surrey

Location

Postal Addresses:

Network Rail Ltd, Hampton Court Railway Station, Hampton Court Way, East Molesey, , KT8 9AE

Extent

Extent saved.

Threat

Is this asset under threat:

Live planning application

Details of threat:

The current planning application 2018/3810 significantly affects the fabric of the structure without establishing a clear and sound restoration proposal. The station will be engulfed in 4 and 5 storey buildings on 3 sides which will destroy its setting. Please see the statement of reasons and appendices attached

Current Planning Application/ Permission/Marine Consent:

This asset is the subject of a current planning application, permission or marine consent.

Uploaded Planning Applications/Permissions:

You are **unable** to upload any Planning Applications/Permissions.

Planning Application URL:

<http://emaps.elmbridge.gov.uk>

Planning Application Ref Number:

2018/3810 2018/3803

Post Planning Application:

You will **not** post a copy of the Planning Application

Post Planning Permission:

You will **not** post a copy of the Planning Permission

Ownership & Occupancy

Owner:

You are **not** the owner of part or all of the subject.

Occupier:

You are **not** the occupier of part or all of the subject.

Owner/Occupier Details:

You do **not** know any other relevant Owner/Occupier contact details.

No Details Reason:

Network Rail - I do not have a contact

Reasons

Historical Interest:

1849 see attached full statement of reasons with new evidence on multiple threads of historic interest which has not previously been given due regard/

Architectural Interest:

See attached full statement of reasons which demonstrates that the group value of the architectural interest has never been previously been given due regard.

Photographs

Uploaded Photograph/s:

Hampton_Court_Station_Spot_listing_appendices.docx - Other - Appendices Figures 1-11

Other Photograph/s:

You will **not** post any photographs.

Documents

Uploaded Documents:

Hampton_Court_Station_Spot_Listing_Request_March_2019.docx - Hampton Court Station Spot Listing Request Statement of Reasons

Other Documents

You will **not** post any documents.

Bibliographic References:

You have **not** provided any bibliographic references.

Comments

Comments:

Please refer to the previous spot listing rejections and specifically the last one dated 7/08/2006 Case UID 161097 and the Background Report July 2003B/020/2003

Click [here](#) to report this email as spam.

**STATEMENT OF REASONS FOR SPOT LISTING REQUEST ON
HAMPTON COURT STATION, HAMPTON COURT WAY, EAST MOLESEY,
SURREY**

SUBMISSION MADE TO HISTORIC ENGLAND ON 5/3/2018

REFERENCE HE 1463469

CONTACT applicationsouth@historicengland.org.uk 02079733112

Introduction

Hampton Court Station, Hampton Court Way, East Molesey has been considered and rejected for listing on several previous occasions dated 1990, 1998, 2003 and during the last planning application consideration in August 2006 (ID161697) based on fuller English Heritage Research Paper from 2003 (B/020/2003). The Station is currently under threat again from a massive development involving a 4 & 5 storey group of buildings that would engulf it. The proposal does not contain any plans or commitment for the refurbishment of the station buildings, or its canopies, or other structures. Attached and outlying structures are proposed for demolition. The applicant's heritage adviser Montagu Evans conclude in the Environmental Statement Volume 3 Heritage Townscape and Visual Impact Assessment (HTVI), at page 4 and page 103 para 8.88, that there will be harm to the setting of the historic station building (see 2018/3810 at Elmbridge Borough Council). This application has a heavy weight of local and wider objections and is currently scheduled to be considered by the Full Planning Committee on 4th April but this is most likely to be delayed as the applicant has given notice of the submission of amended plans. The urgent risk of damage to both the fabric of the station, without a restoration plan, and the setting of the building, and other supporting evidence is illustrated in the Appendices figures 1-11.

A Listed Building is defined as a "Building of special architectural or historic interest". The previous spot listing decisions considered primarily the architectural interest of the building, with a superficial assessment of the historic interest based on isolated factual information. In effect the 2006 listing rejection choose to ignore the conclusions of the 2003 English Heritage Research Paper (B/02/2003) by Tara Draper-Stumm where the whole emphasis is on the historic importance. The key paragraph is set out below:-

"Conclusion

While there is a slight possibility that the station we see today may not be the first station built on the site, the evidence does point to Sir William Tite as the architect. Certainly, the Hampton Court Branch Line and station are historically important as an example of the partnership of Brassey, Locke and Tite, three of the best known and most successful figures in British railway history. It is also an early example of a "sightseeing" station, initially built for the sole purpose of improving visitor access to the royal palace. While it has

suffered from neglect in recent years, it is a grand and substantial building, the design of which clearly seems to have been influenced by its close proximity to the palace. In comparison with other LSWR and Tite listed railway buildings (Barnes and Kew Stations) near London, Hampton Court Station is of equal quality, and it may be argued that it is of higher architectural and historic interest.”

It is considered that these and other historic interest considerations were not properly assessed and should be addressed urgently before the interest of this historic building is lost forever. Additionally, the group value of the architectural interest has never been given any due consideration and does not feature in any previous listing rejection reports. There have been several valuable railway historic publications since 2006 to which I will refer although I do not intend to fully reference my knowledge and opinion accumulated over many years. Many of the images and illustrations referenced in this statement are found in the previous listing reports and thus not reproduced here. Whilst there are many railway historians that could give a more robust analysis of the historical significance of Hampton Court station and the branch line the overarching missing themes are set out below:-

Historic Interest in the context of Railway History & most likely the first tourism line in England.

Hampton Court Station was completed and opened to the general public for use in February 1849. In 1837 Queen Victoria made a declaration that Hampton Court Palace would be opened to the general public and in 1838 the public were given free access to the state apartments. Tourism at the Palace had started in 1737 with housekeeper tours but there had been a charge.

The arrival of railways in northern England for industrial use dates from the early 1830's and in London from 1836 with the arrival of the Greenwich to London Bridge line for commuters. The London & Southampton Railway company opened one of the earliest commuter lines in 1838 from Nine Elms, Battersea through Surbiton, (then called Kingston on Railway, positioned further north than the current station at the bridge on the Ewell Road) creating a prosperous suburb for workers in Westminster or the City. Surbiton has been described by the great railway historian, professor Jack Simmons as “ ... the oldest suburb in Europe, perhaps in the world, that was called into being by a railway”

The mainline passed within two miles of Hampton Court Palace and the Railways Chairman W J Chaplin saw the opportunity to provide a cheap rail link for the poorer classes visiting the Palace. Their goal was to harness the tourist traffic and, in their words, destroy the stagecoach trade that ran to the palace. Therefore, the railway was not built for Molesey, but had the distinction of being the country's first dedicated “Line for Leisure”. The approval, design and construction process for a line and station buildings at Hampton Court were contained in an Act of Parliament dated 1846 and granted to the London & South Western Railway company (LSWR). There seems to be a delay whilst the Windsor line was constructed. However, prior to the 1846 Act, Molesey was a small riverside hamlet. The branch line and station opened in February 1849. The Victorian suburb of East Molesey developed as a

consequence of the arrival of the branch line, and indeed the interim stop at Thames Ditton was not introduced until 1851 to serve the ancient riverside village which had great connections to the palace. As a result of the leisure and commuting activity the population of Molesey grew from 765 in 1851, two years after the station opened, to 2,009 in 1871 and by 1881 it was 3,289.

The previous listing assessments misses the point that this station was provided and located on a unique rural island location, solely to serve a new tourist destination. It is contended by railways historians that this station is potentially the first line provided for access to a historical or cultural tourism site. The previous assessment simply states the fact that it was advertised in the 3/2/1849 Illustrated London News as a "holiday railway" that "proved to be quite popular with tourists" and developed as a commuter line, but does recognise that the railway company made their decision based solely on the likely demand from tourism travellers, and not based on existing or future commuter travellers. There is no context of how this important decision relates to existing tourism sites and travel options elsewhere in England at the time.

While the Palace brought the railways year-round travellers there was also the attraction of the hoards of travellers to the annual June race meeting and festival held at Hurst Park started in 1837. The race event was also closely associated with the proximity to the Palace, supported by Royalty, and it became such an outing for the masses that special trains were laid on soon after the opening of the line. Hurst Park Racecourse added a second annual meeting in September 1866, the Cockney Derby, only a few years after the opening of the rail link. Hence the stations beginnings were a double tourist destination, and never served the small local population of 765 in 1851.

Others will be best placed to uncover the other tourist sites in operation in the 1840's. Earlier railway stations were built to seaside resorts, such as Weston-super-Mare which can be regarded as the first "line for leisure" but this was already an established settlement. Other tourist destinations including the Tower of London and probably Greenwich were also part of an established settlement and access by train would have been using a commuter line. It is understood that it was not until the 1870's that leisure destinations became popular for train travellers, for example at Kew, Hampstead, Greenwich and Epsom races. However, as a railway station specifically built to serve a historic or cultural destination, Hampton Court appears to be the earliest.

Windsor castle is probably the most significant early tourist destination comparable and with a strong direct relationship to Hampton Court Palace. To this end the 1913 South Western Railways Act established a set of criteria for development within the environs of both palaces specifically limiting future buildings on railway land to 50 feet high. Windsor castle was opened in 1845, after Hampton Court Palace, and the station at Windsor dates from December 1849, just after Hampton Court, and was also designed by William Tite and is a grade II listed building. Windsor was obviously a major settlement at this time unlike Molesey.

The railway system of Great Britain is the oldest in the world. The system was originally built as a patchwork of local rail links operated by small private railway companies. These isolated links developed during the railway boom of the 1840s into a national network, although still run by dozens of competing companies. It is asserted that the Hampton Court branch line terminating at Hampton Court Station is part of the critical early history of the UK rail system and had a special and unique function to serve an early tourist heritage destination that deserves greater recognition.

Historic Interest in the context of the history of Hampton Court Palace

Largely as a result of the building of the station, Hampton Court Palace has had a 180 year history as a visitor attraction, which is a separate part of the Palace's history and of interest in itself. Simon Thurley in his 2003 book on the history of the Palace says Hampton Court is probably Britain's most important secular historic building complex, it is a fascinating collection of buildings, gardens and parks spanning seven hundred years of history. A centre of court life and politics from the late 15th to the middle of the 18th century, a place of architectural innovation, the site of the most ambitious formal gardens ever built in Britain. Hampton Court is still, a mystery both to the historian and to the interested visitor. The 19th and 20th century story of Hampton Court is one of conservation and of changing attitudes towards opening up the complex to the public, none of which would have been possible and such a success if the railway line had not been constructed and terminated at Hampton Court with a station.

The branch line is likely to have brought building materials to Hampton Court, influencing the way in which the Palace changed in the nineteenth century. Reigate stone dressings to windows and doors at Hampton Court were extensively renewed in Bath stone in the nineteenth century. The availability of Bath stone in London is generally thought to be due to the opening of the Kennet & Avon canal in 1810. However, the possibility exists of building materials being transported to Hampton Court by train - quicker than 3 days by canal. This aspect would benefit from further research.

The designers of various 19th and 20th century buildings outside of the Palace estate were asked to take their cues from the architecture and materials at Hampton Court Palace including the station in the style of the Tudor elements, the Sir Edwin Lutyens 1933 Bridge in the style of the Wren portions of the palace, and the 1930's Hampton Court Parade also loosely based on the Wren design. The station has the same scale and materials as outlying buildings in the palace estate, such as the Banqueting House and the Pavilion. The October 1864 Illustrated London News (see B/03/2003 listing background report) shows the station in relation to buildings on the north side of the river particularly the Banqueting House. The station can be read as an outlier of the palace in the sense of a metaphorical gatehouse, extending its domain onto the southern bank of the river.

It is asserted that the coming of the railway at Hampton Court station is a critical part of the history of one of the most important Royal estates in Great Britain and this aspect of its historic interest should be recognised in a listed building status. Please also see the assessment of the architectural group value interest toward the end of this statement as additional evidence of the importance of the historic interest related to the palace.

Historic Interest in the context of Sir William Tite as an important Railway Architect, Thomas Brassey Railway Builder & Engineer Joseph Locke

Hampton Court Station is the work of the architect Sir William Tite, and the building of the branch line and station buildings is an example a collaboration between the influential railway designers of the day, Thomas Brassey builder, and the renown railway engineer Joseph Locke. The 2006 Listing rejection does not consider the importance of this railway heritage team and gives no recognition to the background and conclusion set out in the 2003 T.Draper-Strumm report (B/03/2003) as quoted in my introduction above.

The station itself was designed by Sir William Tite (1798-1893) in a neo-Jacobean style intended to complement the Tudor Palace. He was President of the Royal Institute of British Architects and an MP. He was knighted In 1869, and was made a Companion of the Bath the next year. There is a Tite Street in Chelsea named after William Tite. His career as an architect started in 1825 but much of his important work was with the LSWR between 1838-1871. It was during this time that Tite worked with Brassey “the greatest railway contractor of his generation” (Oxford Companion to British Railway History) and the equally illustrious engineer Joseph Locke. It is widely published that these three became the greatest partnership in the history of the British railways and worked throughout England, Scotland, and France. There is much archive evidence that work commenced on Hampton Court Station in 1848 under the noted engineer Joseph Locke and the contractors were Thomas Brassey &Co.

It is not suggested that Tite was the greatest railway architect, but he was undoubtedly a significant figure in the early and mid-Victorian period in architecture, engineering and politics. Gavin Stamp refers to him as “... the odious and well-connected William Tite”. There are other authors including Steven Parissien who are experts on railway heritage. In his book *The English Railway Station* December 2014 Tite is cited as the third of a shortlist of “bold and enterprising Victorian pioneers”, after listing Philip Hardwick as the first and Isambard Kingdom Brunel as the second. The website *Heritage Calling*, a *Historic England Blog*, still displays a December 2014 list of 10 Great English Railway Stations. Number 3 is Tite’s Windsor & Eton Riverside (1848) and Number 4 is Tite’s Carlisle Citadel, Cumbria (1847). This must give William Tite a serious standing alongside the other two great railway architects.

Tite made his name internationally with his design of the Royal Exchange in London 1842, but also designed churches, chapels, cemeteries and many station buildings. Tite’s best known gothic-style railway stations are at Carlisle (1847) and Perth (1848). It appears that most of Tites early LSWR stations were of a classical

Italianate design including Southampton Station in 1840, the earliest surviving railway building in England, and at Michedilver, Chiswick, Netley, Chertsey, and others. The Tite standardised classical formula was then used on other railway company station including at Brighton and several Sussex stations. During this early period Tite started using his Tudor Gothic picturesque style first at Barnes in 1846, and at three others stations on the same line which have all been lost (Putney, Mortlake and Richmond), and unfortunately Barnes, although listed, is not in railway use so its importance is undermined. A further point is the totality of the historic interest of the LSWR line, with Tite responsible for several stations along its length, including the now lost Nine Elms Station. Tudor Gothic was also used for Tite's station buildings outside London. It would appear that Hampton Court is the only Tudor Gothic station by Tite remaining in use in London or the South East.

In 1849 Tite built for Queen Victoria, Windsor & Eton Riverside Station in a playful gothic Tudor composition. It still stands at the foot of Windsor Castle and the traveller is afforded views of the castle slowly emerging from the unspoilt countryside as one arrives. We are aware that Hampton Court station was delayed while Tite and his team worked on the Windsor project, although the construction was finished and opened just months after Hampton Court. Tite's objective was to repeat the same impact on arriving at Hampton Court, presenting views of the palace estate to the right towards Thames Ditton across the open fields and River Thames, and then on exiting the station an unrestricted picture view of the Palace along the Middlesex river frontage. Hampton Court and Windsor stations have a strong historic connection in their development, design and architect, and the protection sought to their environs through the 1913 South Western Railways Act, referenced above under the tourism line interest. Hampton Court station with careful planning and restoration could be equally as imposing and connected to its palace as Windsor.

At least 17 of Tite's railway buildings are listed. Some of these are plainly inferior to Hampton Court Station. For example, Kew Bridge Station which is a plain brick box. Due to its listed status Kew Bridge Station has been restored by Network Rail. The unlisted, but architecturally superior, Hampton Court Station continues to sit unloved, with no windows, and cumulatively the 20th and 21st century minor alterations, and lack of the use of the upper floors, are destroying it. William Tite is responsible for "one of the earliest surviving pieces of railway architecture of any scale in England" according to the listing description of Southampton Main Station dating from 1839-40. Hampton Court Station dates from not so long after this important listing.

Conclusion on the multiple Historic Interest

There is probably much more empirical evidence to confirm that Hampton Court Station is definitively "historically important as an example of the partnership of Brassey, Locke and Tite, three of the best known and most successful figures in British railway history."(T D-Strumm B/03/2003). It is also most likely that it is one of a few, if not the only, Tite station that is not listed; that it is the only example of a gothic Tudor design station still in use in London; and that it is important historically to compliment the listing of the comparable relationship of Windsor & Eton station to Windsor Castle.

Architectural Interest - Group Value Interest

The important aspect of group value was entirely passed over by English Heritage in the 2006 report. The omission of any reference to surrounding listed buildings and other heritage assets is misguided and undervalues the architectural interest of the station. The group value of the station should be considered in the context of a) The Hampton Court Palace Estate; b) Hampton Court and River Ember Bridges; c) the group of historic buildings north of the River Thames in Richmond upon Thames and d) the historic buildings on the west side of Hampton Court Way forming part of the East Molesey (Kent Town) Conservation Area. The attached Heritage Asset Plan in Appendices figure 11, by Montague Evans (HTVI) demonstrates the multitude of heritage structures in the vicinity of the station, and along the river frontage that have a strong visual inter-relationship that contributes to the group value of the station and should be properly assessed. Please see the historic aerial images in the Appendices at figures 2 and 3.

a) There are three aspects to the group value of the station in relation to the complex of heritage assets at Hampton Court Palace estate:-.

Firstly, that the station is one of a number of related outlier or satellite buildings of Hampton Court Palace, second the stylistic relationship between the station and Hampton Court, and third the visual connection.

Hampton Court Station is one of a number of outlier or “satellite” buildings that are closely related to Hampton Court Palace historically, stylistically, visually and in terms of common materials. These include: the Tiltyard Tower to the north of the Palace; the Banqueting House on the river; and the Pavilion at the end of Pavilion Terrace. These buildings define the domain of Hampton Court over a wide area. It is my view that Hampton Court Station is one of this group of outlier buildings, extending the domain of Hampton Court on to the south side of the River Thames. The station can be seen as a metaphorical gatehouse or lodge, announcing the presence of Hampton Court Palace to visitors alighting from the train or approaching by road from the south.

Secondly, stylistically the gabled and chimneyed architecture of the station building relates architecturally to Hampton Court Palace, (see 1912 image in Appendices Figure 1). The lower block on the north side (containing the ticket office) has triangular “Tudor” gables, echoing those on the Tudor parts of the palace. (As did the engine shed, now demolished.) The 2006 report makes light of this relationship. Whilst the neo Jacobean gables on the two-storey block of the station are at variance with Hampton Court Palace itself, the use of Jacobean gables is appropriate as a successor to Tudor. The chimneys were removed at some point around the early 1970’s (compare 1864 engraving and 1912 image in Appendices Figure 1 with current

photographs) so there is a loss of connectivity with the richly chimneyed skyline of Hampton Court itself. But clearly there is the possibility of future reinstatement of the station's own chimneys, restoring this aspect of the architectural relationship. This is something the Railway Heritage Trust would be likely to give funding support to.

Thirdly, and related to the last point, there is a visual connection between Hampton Court Station and Hampton Court Palace, with a direct line of sight between the two buildings. The choice of location for the station, on meadowland outside Molesey village, was fortuitous: offering the alighting visitors a spectacular view across to Hampton Court Palace, seen reflected in the Thames. Aside from the visual pleasure of this view, the whole "idea" of Hampton Court can be understood in a single view: the Tudor buildings with "Henrykian" wings; the Wren/Talman rebuilding, the gardens extending down to the river and the park beyond. No other vantage point offers this complete experience.

The relationship of the station building to the Palace is seen in the illustration in the October 1864 Illustrated London News showing Hampton Court Station and the Banqueting House in the same view, together with the previous bridge to the 1933 Lutyens bridge. This visual relationship is not as apparent today as in previous times owing to the line of trees on the river's edge in Cigarette Island Park planted in the inter-war years, although these are now dying away and three have been lost. Also due to screening around the car park, planted in the post-war period to screen the car park from the Palace, which has the perverse effect of screening the station from the Palace as well, one which is easily capable of restoration. There are still tranquil views and a strong inter-visibility between the palace complex and gardens facing the river and the east canopied side of the stations from within the Cigarette Island parkland and particularly nearing the peninsular, where one gets a sense of the history of the nineteenth century development of the Molesey.

All the structures and parkland within the Hampton Court Palace complex are of the highest status of heritage assets, many being Grade I listed, scheduled ancient monuments or a Grade I Registered Park and garden. The fact that Hampton Court Stations is not listed is anomalous and indeed perverse.

b) The River Thames & listed Hampton Court Bridge & Ember River Bridge

When travelling north on the Hampton Court Way a pedestrian or driver realises they are leaving suburbia as soon as they reach the Bridge over the River Ember. This Grade II listed 1933 structure by Sir Edwin Lutyens has a simple but striking red brick and stone parapet which immediately connect the eye to a similar structure 300 metres ahead. The 1930-33 Grade II River Thames Bridge is also by Lutyens and has the same colour red brick panels on the ends which form pavilion bases to book end the Portland stone balustrades. There is a mass of history on the building of these two bridges and surrounding structures including the riverside embankment walls, mooring platform, obelisks to the park and the dredging and canalisation of the Rivers Mole and Ember (for example see excellent Hampton Court Railway and its

Environs by Todd Longstaffe- Gowan & Tim Knox 1998). At the point between these two bridges it becomes apparent one is at a historic settlement, and another settlement of greater age exists over the bridge.

Between these two bridges on the east side of the road sits Hampton Court Station, which has an appearance of physical connection in its red brick and stone window surrounds. Currently it sits in isolation and feels closely connected to the two bridges. The new bridge was repositioned to the east of the old bridge, previously aligned on Bridge Road, to intentionally form a direct link between the palace and the station. The station had previously been disconnected on an island and accessed only by a swing bridge. Similarly approaching from the north, as a traveller arrives at the highest point of the bridge, the station sits to the east as an unpretentious gatehouse. There is a strong physical and functional relationship between the station and two Lutyens bridges which should afford it a group value.

The stretch of the River Thames between Hampton and Kew is celebrated in the Thames Landscape Strategy, and the south bank of the river, and Hampton Court Station contribute to the “Arcadian Thames” with the river flowing through a unified landscape. The relationship between the palace of the cross-river connections make the Arcadian Landscape so special. The Surrey bank provides the green backdrop to the palace and the principal viewing platform towards the royal complex. The station sits at the end of a significant length green foreground, from Albany Reach and Ditton Fields to Cigarette Island, that sets the Surrey Hills in the long distance. Whilst the river itself does not have a heritage asset status it is the topographical feature that connects the group value of many surrounding heritage assets. See the aerial image in Appendices figure 3 which shows the impact of a continuation of the green space to the north of the station in 2012 when Historic Royal Palaces landscapes this privately owned area,

c) the group of listed buildings north of the River Thames in Richmond upon Thames.

North of the bridge sits the early settlement of a group of 17th, 18th and 19th century buildings closely associated with the palace and set within the Hampton Court Green Conservation Area. Immediately north west of the bridge is the Mitre Hotel, a three storey building of brown brick with red dressings from the mid 18th century which has an pleasing tiled roof that sits above the bridge from the low points when viewed from the south bank. Adjacent and behind sit a further group of attached historic buildings facing the alignment of the old bridge and road, and turning the corner of the green onto Hampton Court Road. The group as far as the as Rotary Court a large light rendered classical building have a presence from south of the river and in particular a visual connection from the station. The Mitre, and 1 & 2 Palace Gate are all Grade II listed specifically for their group value. It is contended that their relationship with the Palace is no stronger than the relationship that the station has with the palace. Additionally, the inter-visibility between the station and this group of

buildings produces a substantial group value as a set piece each side of the Lutyens bridge.

d) the buildings on the west side of Hampton Court Way within the East Molesey (Kent Town) Conservation Area.

Whilst there are no current listed buildings within the immediate part of Kent Town Conservation Area around Creek Road and Bridge Road to the immediate east of the station, there are an important group of buildings which have a strong visual, functional and historic connection to the station, and may contain listed building of the future. Prior to the coming of the station Creek Road fronted the River Mole and Bridge Road was a small ribbon development of buildings approaching the three earlier bridges. The surrounding land was farmland. The Albion dating from 1830 was the only Inn. By the late 19th century following the arrival of the station there were 5 or 6 public houses or hotels, and retail uses emerged alongside to create a truly unique and organic village with a sense of place derived from both its small scale and strong enclosure. The station sits outside this village character on a modern-day island created by the main highway to the bridge, in effect replicating the origins of the water course bound island. This relationship is part of the group value with historic buildings that make a positive contribution to the conservation area. Should this relationship be lost if the station is at risk of demolition or being engulfed in 21st century urbanisation, the edge of the conservation area would be undermined and the boundary necessitate a review.

Conclusion to Group Value

The definition of 'group value' has been expanded since the publication in November 2018 of the revised principles for the Selection of Listed Buildings to emphasise that group value doesn't relate just to contemporaneous or stylistically similar buildings, but rather group value can *"be achieved through a co-location of diverse buildings of different types and dates"*. The above four reasons demonstrate that Hampton Court Station is part of a significant group of diverse historic buildings set around a historically important river crossing.

Please review the spot listing request based on the above reasons with due care and attention to ensure this valuable building is safeguarded for future generations.

KAREN LIDDELL MRTPI(rtd) IHBC(rtd)

16 SUMMER ROAD, EAT MOLESEY, SURREY KT8 9LS

[REDACTED]

5th MARCH 2019

APPENDICES FOR STATEMENT SUPPORTING LSITING REQUEST AT HAMPTON COURT STATION



FIGURE 1- 1912 PHOTO SUPPLIED BY DAVID TURNER RAILWAY HISTORIAN
(Note the chimneys removed circa 1973, and canopies to the north and as existing to the south)



FIGURE 2- 1930 AERIAL PHOTO EXTRACT

(Note the strong relationship with the Palace not too long after the 1913 South Western Railway Act established a height limit of 50 feet in the area, and before the 1930-33 Lutyens bridge commenced)



FIGURE 3 - 2012 BBC AERIAL PHOTOS DURING THE CYCLING OLYMPICS

(Note the context of the station with the Bridge, Palace complex, village to the east, historic settlement to the north east and the River Thames)

**IMAGES TO DEMONSTRATE LEVEL OF RISK TO STATION FROM CURRETN PLANNING
APPLICATION 2018/3810**



FIGURE 4 - AS EXISTING MODIFIED EXTENDED GRAPHIC IMAGE



FIGURE 5 - PROPOSED APPLICATION 2018/3810 DEVELOPMENT



FIGURE 6

**MODIFIED IMAGE FROM HAMPTON COURT WAY ELEVATION FROM 2018/3810
(2.5 storey historic station engulfed by 4 & 5 storey buildings to the north east and south)**



FIGURE 7 - EXISTING VIEW FROM HURST ROAD EXTRACTED FROM 2018/3810
(The Environmental Statement Heritage Townscape and Visual Impact document HTVI)



FIGURE 8 - PROPOSED VIEW FROM HURST ROAD EXTRACTED FROM 2018/3810
(HTVI Doc the station is engulfed by 4 & 5 storeys to north, east and south)



FIGURE 9 - THIS IS AN IMPORTANT VIEW FROM CREEK ROAD IN ADOPTED THE EAST MOLESEY (KENT TOWN) CONSERVATION AREA CHARACTER APPRAISAL AND MANAGEMENT PROPOSALS



FIGURE10 - CREEK ROAD VIEW AFTER PROPOSED DEVELOPMENT from HTVI Doc
(The setting of the station is engulfed on 4 storeys to rear and 5 storeys to south east, with loss of tree and palace roofscape as a backdrop)

[illegible]

16 SUMMER ROAD, EAT MOLESEY, SURREY KT8 9LS

6

Adam Watts

From: Karen Liddell [REDACTED]
Sent: 18 March 2019 15:54
To: [REDACTED]
Subject: FW: HE1463469 Hampton Court Station
Attachments: 1964 John Maltby.PNG; Dates Chronology.docx; References to Hampton Court and the Line in the National Archives.docx; 2005 Colvin & Miggerideg landscape_assessment_03_01_06.pdf; Roy Summers History of the HC Branch line.rtf

Dear Aidan

Thank you for talking to me on Friday last week. I would ask if the case above has been allocated to an inspector yet? I really hope it does get a full assessment as the last assessment was 13 years ago and has serious flaws that I have identified. I have had an input from several others some of whom are ex English Heritage Inspectors. I have also put the case in the domain of the Victorian Society, Save and Private Eye and I am seeking support from other bodies. I have also briefed Elmbridge Council Officers & Members.

I would be pleased if you or another could answer an urgent question.

“As there is a planning application for a major development which in my professional opinion, and the opinion of Hampton Court Rescue Campaign and currently 820 public objectors, will seriously damage the setting of this historic building, can the Local Planning Authority proceed with making a decision on the application 2018/3810 & 2018/3803 before a decision is issued by Historic England or the Secretary of State on the Listing & Designation Application?”

I am attaching a few additional documents that I would like considered with the application please as follows:-

1. 1964 Photo by John Maltby
2. Dates Chronology Karen Liddell Draft in progress
3. David Turner National Archives review
4. 2005 Colvin & Moggridge Report
5. Roy Summers History of Hampton Court Line
6. No attachment. Please compare this station to Teddington Station listed 13/11/2012 Entry Number 1410351. Dating from 1863 Listed for architectural and Historic interest “as the earliest surviving example of a series of stations built in a similar” house style” by LSWR.” and “as a survival of Britain’s ‘first suburban railway on a mainline railway created by the LSWR to provide a commuter service to London’s expanding western suburb”. Hampton Court station is clearly much earlier but relates equally to the LSWR line as a station and line built for non-commuter purposes, namely the first tourist line in Britain. If Teddington is an important example of the Italianate house style, Hampton Court is equally important as the surviving example of the gothic style. Teddington has had more substantial alterations than Hampton Court.

I look forward to notification of the allocation of this case and a likely timescale as the application is currently due to be determined at a Special Planning Committee on 4th April. I will forward additional material as it comes to light.

Kind regards

Karen Liddell

Summer Road East Molesey



Compiled by David Turner

National Archives, Kew, extracts From Minutes from the LSWR's official minute books

References to Hampton Court Branch:

RAIL 411/2 – Court of Directors

20/09/1845 – Mr Locke was instructed to survey a line to Hampton Court and to consult with M Chadwick thereon.

13/02/1846 – Resolved That the question of relinquishing the Hampton Court Branch for this year at the insistence of the Staines + Richmond Company be deferred for the present.

31/07/1846 – Staines and Windsor – Mr Locke explained to the Court his views with respect to this district of country.

Resolved – that Mr Locke be requested to prepare plans for the information of the Directors shewing the system of railway accommodation he has recommended should be brought forward in the next session of Parliament by continuing the Hamtpn Court Branch through Kingston to join the Chertsey branch at Staines, with a view to extending the lines thus united to Windsor also taking a Branch from Chertsey by Virginia Water to Ascot Race Course.

RAIL 411/2 – Court of Directors

12/08/1847 – 344) Hampton Court Branch – Read letter from the Vicar and Churchwardens of Hampton enquiring when the Branch line to that place will be completed.

Ordered That the Secretary transmit a reply in accordance with the remarks of the Chairman at the Half Yearly Meeting.

09/07/1847 – 530) Hampton Court Branch – Resolved that the works on the Hampton court Branch, for which an act has already been obtained, be placed under contract without delay.

01/10/1847 – 630) Hampton Court Branch – Read letter from Mr Ker requesting instructions as to commencing the construction of the Hampton Court Branch.

Resolved That the consideration of proceeding with the works of this Branch be postponed until Mr Locke's return.

14/01/1848 – 805) Hampton Court Branch – That the works on the line from near Kingston to Near Hampton court Bridge, which have already been contracted for with Mr Brassey be forthwith proceeded in, and, if possible, completed by midsummer next.

Resolved That the secretary be requested to convey the substance of this resolution to the memorial of the inhabitants of Hampton

19/01/1848 – 814) Hampton Court Branch – Resolved – That a cheque for £2000 be handed to the solicitors of the Company on account of land purchases.

17/03/1848 – 948) Hampton Court Branch – The consideration of the memorial praying for a station to be placed in the Parish of Thames Ditton, nearer than that of the Esher Station was also deferred, and the secretary was requested to reply to the memorialists accordingly.

14/04/1848 – 989) Hampton Court Branch – Read letter dated 12th inst from the Rev. Pollard of

Thames Ditton to the Chairman, soliciting a donation from the company in aid of the appointment of a scripture reader among the Labourers on the Hampton court line.

Resolved that the secretary be requested to refer this letter to the contractor Mr Brassey for his favourable consideration, and to inform Mr Pollard thereof.

28/04/1848 – 1101) Hampton court Branch – Read letter from Mr Bircham of this date, enclosing one from Mr Craioter to him of the 24th inst. Intimating that he Mr Craioter, had agreed with Mr Raphael for the purchase of his land, required for the Hampton court Branch at the sum of £2500, but subject to the approval of the Court, which Mr Craioter recommend should be given.

Resolved That such approval be given accordingly, and the Secretary be requested to report the terms of the contract for the construction of this branch.

29/06/1848 – 1105) Fareham, Cosham + Hampton Court Lines – Resolved Further that it is highly desirable to open the Hampton Court and the Fareham + Cosham Branches as soon as possible, Mr Locke to be aquanted with this Resolution and requested to expedite the works accordingly.

01/12/1848 – 1354) Hampton Court Line – Letter from Andrew Miller at Hampton Court was laid on the table.

Mr Bircham was instructed to investigate the terms if the arrangement with Lord Hotham and communicate with Mr Locke thereon.

12/01/1849 – 1404) Hampton Court Branch – Mr Locke having reported that the Hampton court Branch will be ready for opening by the 1st February

Resolved that notice be given to the railway commissioners of the intention to open on the 1st February.

12/02/1850 – 1917) Hampton Court Races – Reference from the Traffic Committee of the 25th ulto as to a subscription to Hampton Court Races was laid on the table.

Resolved that it is considered judicious with a view to the revenue to be derived from Traffic on the railway that £200 be subscribed by the railway co., if the conditions can be arranged to the satisfaction of Mr Mills who is requested to communicate with the promoters of the races on the subject.

RAIL 411/4 – Court of Directors

09/09/1858 – 32) Twickenham to Hampton court +c – Mr Lacy gave notice of motion for next Board on the subject of a line from Twickenham to Hampton Court and Hampton Wick.

16/09/1858 - 42) Twickenham to Hampton Court – the proposed Railway schemes in the Twickenham and Kingston district having been brought under the notice of the Board, and plans +c considered.

Resolved

That the Board will advise the Proprietors to construct such further railway accommodation in the Twickenham and Kingston district; as on further consideration shall be deemed proper and sufficient to meet the public requirements it being the opinion of the Board that the interests of the company will be better served by this company making and owning such a railway, than by forming any working or other alliance with independent parties promoting such a scheme.

24/11/1859 – 1010) Refreshment Rooms – Hampton Court Station – Read memorial from parties at Hampton Court in favour of the Refreshment Rooms in course of Erection at this station.

Also letter from Messrs Tarnell of 19th inst urging their claims of the tenancy of the rooms. The secretary to reply that arrangements are already concluded with the tenant.

30/08/1860 – 1804) National Schools at Thames Ditton – Read Application from Rev. E.H.Rogers for a subscription from the company in aid of the above.

Declined.

11/04/1861 – 2410) Subscription to Races – Read letter from Mr J. Walton if 27 ulto applying for the company subscription to the Hampton court races in June next.

£50 to be given as last year.

RAIL 411/6 – Court of Directors

12/02/1877 – 189) Capital Expense – Station house at Thames Ditton - £200 approved

21/06/1877 – 377) Hayes, Clerk Hampton Court raised from £70 to £75 per year.

RAIL 411/33 – Court of Directors

08/03/1906 – Suggested Railway from Esher to West Molesey – A letter was submitted from Mr L.F. Sachs of Mole Abbey, West Molesey, dated 5th inst. Asking whether the Company would be prepared to extend their railway via Esher to West Molesey and stating that several land-owners would at once commence building operations in the neighbourhood of the proposed extension if the Directors would give the matter their favourable consideration.

In October 1898 an application was made to the company for a branch line from Esher to the Hurst Park race course in this neighbourhood and was declined.

Application to be declined.

RAIL 411/34 – Court of Directors

08/08/1907 – 79) Hampton Court Junction – Alteration of lines. - Read Minute of the Traffic Committee of yesterday's date with a plan shewing the following proposed alterations at Hampton Court Junction (authorised by the Company's act of last year)

(1) Diversion of the up line from Cobham to be carried under the main line by means of a dive-under bridge at an estimated cost, exclusive of land, of £12,611.

(2) Diversion of the down line to Hampton court to be carried over the main line by means of a fly-over bridge at an estimated cost, exclusive of land of £47,440

Referring to the Board with a recommendation that the first scheme to be carried out forthwith and that land purchased with a view to carrying out the second scheme.

The first scheme to be carried out by the Engineer forthwith and the acquisition of the necessary land for both schemes to be proceeded with.

RAIL 411/39 – Court of Directors

25/10/1912 – 117) Prentice Wireless System of Train Control – The General Manager submitted a letter from Mr Miles-Bailey of Stockbridge, Hants, dated 22nd instant offering to instal the above mentioned systems on one of the Company's Branch Lines, the cost to be borne in the first place by the Prentice Wireless Systems Limited and to be removed by them if not found satisfactory or if retained by the company to be paid for at a cost price subject to such terms as regards royalty etc. as may be arranged.

May be tried on the Hampton Court Branch on terms mentioned in the letter from Mr Miles-Bailey.

RAIL 411/43 – Engineering, Locomotive and Stores Committee

07/11/1883 – Directors Inspection Notes, 5th October 1883 – Extracts from the above notes in relation to the following matters were submitted viz:-

Hampton Court Station Approaches

New lamp with a direction to the station thereon to be applied for.
To be carried out.

06/02/1884 – Station Works - Extract from the Minutes of the Traffic Committee of 23rd January were read and approving of the following works.

Hampton Court – Raising of platforms
To Be Done.

30/04/1884 – Station Works - Extract from the Minutes of the Traffic Committee of 11th April were read and approving of the following works according to plans submitted.

Hampton Court – Footpath to up platform £41
To Be Done.

RAIL 411/43 – Engineering, Locomotive and Stores Committee

28/02/1880 – Locomotive Department returns at Hampton Court Station – Referring to the Minute of this committee of 14th February the question of relieving the agent at Hampton Court Station of the Locomotive Department returns at that station was again brought up.

Agreed to and Mr McDougall to be paid £5 for his services in the past year as recommended by Mr Adams.

RAIL 411/44 – Engineering Committee

30/09/85 – 1183) Cottage at Thames Ditton – read letter from Mrs E. duke of 10th Sept asking for some assistance towards rebuilding his cottage now standing on the company's land which is required by them in connection with the widening of the line from Hampton Court Jcn to Esher.

Also report from Mr Jacomb of 28th Sept with plan shewing the position of the Cottage in question +recommending that the matter be referred to the Solicitors to settle at not exceeding £10.
approved at not exceeding £5

RAIL 411/46 – Engineering and Estate Committee

26/10/1892 - 91) Drainage at Thames Ditton – Referring to the minute of this committee of 27th April, read letter from the Engineer of 13th October, reporting the completion of the improved drainage works at Thames Ditton to the satisfaction of the Highway Board.

15/02/93 – 432) Surplus Earth at Thames Ditton – Read letter from the Engineer of 13th February with an offer from Messrs Docuvia + Son, of about 30,000 cubic yards of earth which they are excavating at Thames Ditton.

To be accepted under proper conditions.

07/06/93 – 721) Hampton Court Station – Lands – Read letter from the Engineer of 5th June as to the small piece of land between the Rivers “Mole” and “Ember” at the above station coloured red on the plan submitted, and asking for instructions as to serving notice for the same under the Company's act of 1890, the powers for which will expire next month.

To come up again with further report at the next meeting of the committee.

733) Station Works – Read minute of the Traffic Committee of 24th May approving of the following proposed new works, as shown on the plan submitted viz:-

<u>Stations</u>	<u>Works</u>	<u>Est Cost</u>
Hampton Court	Rearrangements and Improvements To be done and £7438 charged to capital account	£8238

742) Ballast at Hampton court – Read letter from the Engineer of 3rd June, reporting an offer from Messrs John Aird + Sons to supply ballast, delivered at the company's wharf at Hampton Court at the price of 1s/6d per cubic yard, and asking for instructions in the matter.

This offer to be accepted under proper agreements to be made by the Engineer.

21/06/93 – 766) Hampton Court Lands – Referring to the minute of this committee of 7th June, read letter from the solicitor of 14th June, reporting that after conference with the General Manager, it is recommended that the land in question between the rivers “Mole” and “Ember” at the above station should be purchased, as it will not be required in connection with the proposed station improvements.

Nothing further to be done in this matter.

29/09/93 – 946) Hampton Court Station Lands – Referring to the minute of this committee of 1st March last, read letter from the solicitor of 30th August from Mr Speer, and the proceedings which are being taken in the matter under the notice given by Mr Speer to go to arbitration +c.

Approved and further report to come up.

21/02/94 – 1303) Voluntary Schools – Applications were submitted for assistance from the company as follows:-

East Molesey – For maintenance of existing schools.

A donation of £10 may be given in this case.

21/03/94 – 1377) Land at Hampton court – read letter from the Engineer of 17th March with plan of the land (1a 0r 19p) scheduled to the company's act of last year and recommending after conference with General Manager that notice to Treat be served in respect of the same for station improvements.

Notice to be served.

1391) Thames Ditton Water Supply – Read Letter from the Engineer of 14th March reporting that the present supply of water at the above station is insufficient and recommending that a supply be laid on from the Water company's Mains, the cost of the necessary connections being estimated at £40 as shown on the plan submitted.

To be done.

RAIL 411/48 – Engineering and Estate Committee

06/03/1895 – 150) Hampton court Station Improvements – Referring to the minute of 7th June 1893 read letter from the engineer of 27th February stating that in the re-construction of the gates across the Line at Summer Lane Crossing it is proposed to give up to the road the strips of land coloured blue on the plan and to take in the strip coloured red, and that if this is done the District Council will maintain the whole roadway except so much as crosses the rails.

Approved subject to proper agreement.

24/07/1895 – 517) Read letter from the Engineer of 16th July as to a hand water-cart required by the traffic department for watering the station yard at Hampton Court, the cost of which would be £4,17,6.

Approved and referred to the Storekeeper to supply.

18/03/1895 – 1190) Voluntary Schools – Applications for assistance from the company were submitted in the following cases:-

East Molesey Maintenance

£5,5/- donation to be given in this case.

01/04/1896 – 1247) Voluntary Schools – East Molesey – referring to the minute of 18th ulto read further letter from Mr cooper of 23rd ulto asking the company to increase their donation to the above school.

Former resolution to be adhered to.

05/08/1896 – 1671) Bridge over Molesey Creek, Hampton Court – Read letter from the Thames Conservancy of 18th June as to a nuisance caused by the deposit of refuse under the Company's bridge at the above spot and asking the company to take steps to prevent its continuance.

Also report from the Engineer of 31st July recommending that a short length of Iron unclimbable fencing be fixed at the spot as shown on the plan submitted.

30/09/1896 - 1734) Hampton Court Station – Read minute of the Traffic Committee of 5th august agreeing to the plan submitted for improvements at the station subject to re-consideration of the mode of construction of the platform and the siding alterations in regard to the loading dock recently constructed.

To come up again with amended plan and estimate.

14/10/1896 – 1790) 3. Station Works – Thames Ditton – Raising the extension of the platforms with additional roofing – Estimated cost £1165 – To be done and £11000 charged to the capital account.

06/01/1897 – 2118) Hampton Court Station – Referring to the minute of 30th September last, read letter from the engineer of the 18h inst with an amended plan of the proposed improvements at the above station reducing the estimate from £16000 to £14500 and asking for authority to proceed with the work.

Referred to the Traffic Committee in connection with the minute of 3rd August last.

RAIL 411/50 – Engineering and Estate Committee

17/02/1897 – 75) Hampton court Station – Referring to the minute of this committee of 20th January, read minute of the Traffic Committee of 3rd instant agreeing to the amended plan for improvements at above station at a reduced estimate of £145000 instead of £16000.

To be carried out and £13250 charged to the capital account.

26/05/1897 – 395) Company's wharf – Hampton Court – Read letter from the estate agent of 21st May reporting an offer by Messrs Tagg and Son to rent the company's wharf at Hampton court as shewn on plan submitted, at £1000 a year and repair the camp shedding if one years rent is allowed to them.

To be referred to the traffic committee to advise as to probable requirements of company.

07/07/1897 – 502) Wharf at Hampton Court – Referring to the Minute of this committee of 26th

May, read Minute of the Traffic Committee of 23rd June recommending that the offer of Messrs Tagg and Son to rent the company's wharf be declined.

To be declined accordingly.

05/01/1898 – 1058) Hampton Court – Doubling Bridge over Mole – referring to the minute of 5th August 1896 (station works) read letter from the Engineer of the 30th December as to the difficulty with the District Council who decline to give the necessary sanction for the above work unless the company agree to incur a further expenditure of about £325 in approving the approaches of the Creek Road as shewn on the plan submitted.

To be declined

1075) Engineering Arrangements – Accounts were submitted from Mr Galbraith for his examinations and reports on the Hampton Court Station and Fareham Tunnel in August and October 1896 amounting to £31:19:7

To be paid.

27/04/1898 – 1490) Hampton court Bridge over the River Mole 0 Referring to the minute of 5th January last read letter from the Engineer of 22nd April reporting his further negotiations with the surveyor to the district council who are now willing to revert to the original scheme for a fixed bridge, as shewn on plan submitted, and asking for instructions.

A fixed bridge to be constructed under agreement with the District council.

22/06/1898 – 1713) Hampton Court Station – Bridge over River Mole – Referring to the minute of 27th April read letter from the Engineer of 21st June reporting that the District Council of Molesey approved of the fixed bridge over the river Mole as shewn on the plan submitted, but suggest that application should be made to the Lords of the Manor and to the Lessees of the Mill for their consent to the erection of the bridge and asking for instructions.

Formal application to be made if necessary as to which the solicitor is to advise.

RAIL 411/52 – Engineering and Estate Committee

07/06/1899 – 858) Walton – Read letter from Mr G.W. Lamb of 9th May asking permission to walk on the railway between the above Station and Hampton court.

Also report from the engineer of 5th inst.

Declined

21/06/1899 – 886) Water Main at Hampton Court – Read letter from the engineer of 8th June with a communication from the Lambeth Waterworks Company as to the exposed position of the pipe across the river “Mole” (as shown on the plan submitted) which was laid by them for this company under agreement of 16th August 1888 for the supply of water to the above station and stating that the water company offer to lower the pipe a depth of 3 feet at an estimated cost of £45.

referred to the solicitor an engineer to communicate with the Lamber water company.

02/08/1899 – 1049) Accident to F. Pierce – Read letter from the Solicitor of 27th July reporting that Frederick Pierce, a Painter employed by Messrs Perry + Co. who was knocked down and injured by a light engine at Hampton court Station on the 27th May last has made a claim against the Railway Company for compensation, but that there is no liability upon the Company in the matter.

08/11/1899 – 1371) Accident to F. Pierce at Hampton Court Station - 27th May 1899 – Referring to minute of 2nd August read letter from the solicitor of 4th November stating that an application for arbitration has been filed in this matter under the Workmen's compensation Act 1897 and that he is taking the necessary steps to resist the claim.

22/11/1899 – 1401) Hampton Court – Cabmen's Shelter – Read letter from the Estate Agent of 17th November with a letter from Mr Herbert Andrews of East Molesey, asking the company to relieve him from the future payment of the rent of £1 per annum charged for the site of the above shelter.
To be declined.

RAIL 411/54 – Engineering and Estate Committee

03/10/1900 – 129) Hampton Court Station – Cycle Store – Referring to minutes of this committee of 4th July and Traffic Committee of 20th June read letter from the Engineer of 31st August with an amended plan shewing how the ladies waiting room at this station could be converted into a store for bicycles at an estimated cost of £21 instead of £60 as previously reported.

Approved

08/01/1902 – 1301) Hampton Court Station – Fire Precautions – Read letter from the Engineer of 23rd ultimo recommending that a new main and three new hydrants be provided at Hampton Court Station as Shewn on the plan submitted at an estimated cost, including the necessary hose of £30.

Recommendations Approved.

RAIL 411/56 – Engineering and Estate Committee

30/11/1904 – 1692) Hampton Court Station – Bridge over River Mole – Read Minute of the Traffic Committee of 16th November approving of construction of a lift-bridge over the river Mole at Hampton Court, similar to the existing one, so as to improve the access to the station.

The cost of the work, as shewn on the plan submitted, is estimated at £450.

To be done and Charged to the Capital Account.

To be placed on List 13.

RAIL 411/58 – Engineering and Estate Committee

15/05/1907 – New lines at Hampton Court Junction – South Western Railway Act 1907 – Read letter from the solicitor of 13th inst as to the land containing 2a 1r 0p belonging to Mr Banks which is required for the new lines Hampton Court Junction and reporting a receipt for a claim of £8420 to include compensation for damage to 29 acres of severed land in addition to which Mr Banks would require a level crossing or accommodation bridge to give access to the severed portion and a construction of a sewer from Couchmore avenue under the new line of railway. The solicitor also submitted a report from Mr Buckland who has been negotiating on behalf of the company with the vendor's surveyors and recommends the purchase of the 29 acres of severed land together with the land included in the Notice to Treat for the sum of £9112, the company to construct a 12 inch sewer from Couchmore avenue to the point A in the roadway coloured yellow on the plan submitted in order to drain Mr Banks' property but the company to have the right of using it and also to have a right of way of 40 feet wide (if required) between the points A and B on the plan in order to obtain cart access to the severed land.

Report approved and to be carried out.

RAIL 411/60 – Engineering and Estate Committee

08/10/1908 – 726) Works at stations – Read minutes of the Traffic Committee of 5th August last approving of the following works according to the plans submitted:-

Hampton Court Station – Two additional sidings – Estimate £580

To be done and charged to Capital

List B

22/10/08 – 742) Hampton Court - “Carnarvon Castle” Hotel – read letter from the estate agent of 15th inst as to an application for permission to transfer the benefits of certain agreements dated 1866, 1879, 1892 and 1900 affecting the company's property at Hampton Court Station to the Licenses Insurance Corporation and Guarantee Fund Ld and asking for instructions.

To be allowed

05/11/08 – 780) Hampton Court - “Carnarvon Castle” Hotel – Referring to minute of 22nd ultimo, read letter from the Estate Agent of 24th October reporting that the Licenses Insurance Corporation + Guarantee Fund Ld have agreed to sell these premises to Messers William Younger + co Ld and that a Licence is now asked for to transfer the agreements mentioned in the preceding minute to that firm.

To be allowed

RAIL 411/58 – Engineering Committee

30/09/1896 – 39) Hampton Court Station – Read minute of the Traffic Committee of 5th August agreeing to the plan submitted for improvements at the above station subject to reconsideration of the mode of construction of the platform and siding alterations in regard to the loading dock recently constructed.

To come up again with amended plan and estimate.

20/01/1897 – 121) Hampton Court Station – Referring to the minute of 30th September last read letter from the Engineer of the proposed improvements at the above station reducing the estimate from £16000 to £14500 and asking for authority to proceed with the work.

Referred to the Traffic Committee in connection with their minute of 5th August last.

17/02/1897 – 136) Hampton Court Station – Referring to the minute of this committee of 20th January read minute of the Traffic Committee of 3rd inst agreeing to the amended plan for improvements at the above station at a reduced estimate of £14500 instead of £16000.

To be carried out and £13250 to be charged to the Capital Account.

26/05/1897 – 211) Company's Wharf - Hampton Court - Read letter from the Estate Agent of 21st May referring an offer by Messrs Tagg + Son to the Company's Wharf at Hampton Court, as Shewn on the plan submitted at £100 a year and repair the camp shedding if one years rent is to be allowed them.

To be referred to the Traffic Committee to advise as to probable requirements of Company.

22/06/1898 – 480) Hampton Court Station – Bridge over rive Mole – Referring to the minute of 27th April read letter from the Engineer of 21st June reporting that the District Council of Molesey approve of the fixed bridge over the River Mole as shewn on the plan submitted, but suggest that application should be made to the Lords of the Manor and to the Lessees of the Mill for their consent to the erection of the bridge and asking for instructions.

Formal application to be made if necessary, as to which the Solicitor is to advise.

RAIL 411/71 – Engineering Committee

24/07/1895 – River Frontage at Hampton Court – Referring to the Director's Inspection Notes of 21st May last read letter from the Engineer of 19th July with particulars of three alternative methods for dealing with the Riverside Wharf at Hampton Court Station at estimated costs of £425 or £1000 or £6000.

referred to the Traffic Committee for consideration.

RAIL 411/90 – Finance + Estate Committee

24/02/1848 – p.491) This committee recommends that Mr Locke's attention be immediately called to press the completion of those Lines of Railway which are likely to prove move remunerative for instance the loop line of the Windsor and the Hampton Court Line and to retard other Lines, where the opening would not add so much to the coffers of the company – if upon consideration there should not be found sufficient funds for the prompt construction of the whole.

RAIL 411/95 – Finance + Estate Committee

03/01/1856 – p.181) Wages Pay Sheets – Referring to the Minutes of this committee of the 20th December 1855.

Read letter from Mr Godson explaining why the lodging of the Porter at Hampton Court was added to the “Wages” in week ending 5th December,
Lodging not to be included in “Pay Sheets”

RAIL 411/98 – Finance and Accounts Committee

04/04/1861 – 123) fines on Agents at Station – Read minute of the Board of the 28 March referring to the Finance Committee a letter from the Agent at Basingstoke complaining about having been fined.

The fine must be paid insomuch as another report for 31 March is now made. The station masters must be considered as the chief of the stations and responsible for their clerks,

Also a letter from Mr Dyson reporting the papers again late from the Basingstoke station as well as Hampton Court and Templecombe, also from Mr Powell reporting Hampton Court and Dean Agents.

Mr Legh Hampton Court and Mr Marinder Templecombe to be fined 5s/- each

RAIL 411/99 – Finance and Accounts Committee

17/09/1863 – 706) Hampton Court Station – Read Mr Dyson's Report upon the manner in which Mr Peacock the Booking Clerk at this station performs his duties.

Mr Legh to appear before the next Traffic Committee.

RAIL 411/128 – Finance and Accounts Committee

11/01/1912 – 521) Thames Ditton, Tithe Rentcharge – Surbiton + Guildford Line – Read letter from the Rating Agent of 8th inst stating that the Board of Agriculture made and order for Redemption of the Improprate Tithe Rencharge on lands in the Parish of Thames Ditton and included some land belonging to the Company near Claygate Station, but upon notice of Objection being given, the board have agreed to exclude the company's land.

RAIL 411/129 – Finance and Accounts Committee

21/11/1912 – 9) Thames Ditton Churchyard Extension – Referring to the minute of 8th August last the application from a committee of the Parishioners of Thames Ditton for assistance from the company towards the cost of enlarging the above churchyard was again brought up with a further report from the Rating Agent dated 18th inst.

£25 to be given subject to the total necessary funds being raised.

23/01/1912 – 52) Thames Ditton Churchyard Extension – Referring to the minute of 21st November last, read letter from the Rating Agent of 20th inst stating that the Extension Committee are assured of £774 towards the sum of £900 required for carrying out the scheme and ask that the company's promised donation of £25 may now be paid.

The donation of £25 may be given.

RAIL 411/162 – Traffic and Commercial Committees

14/10/1851 – 28) Accident to Mr Bass – Hampton court – Mr Stovin was authorised to settle this for £15.5.0

17/01/1850 – 108) Hampton Court Races – application of the 9th inst from Mr James Walton as to a subscription to the Hampton Court Races, was laid on the table.

Referred to Mr Mills on the same understanding as was the case last year.

20/05/1851 – 290) Hampton court Trains - Recommendation from Officers Committee of 16th June 1851 as to stopping Hampton court Trains to Thames Ditton was laid on the table and approved of.

01/08/1851 – 336) Thames Ditton Station – Letter from Sir E. Sugden was laid on the table complaining of the opening of the Thames Ditton Station.

Th Directors regret that a measure adopted to fulfil a public demand should be distasteful to Sir E. Sugden.

344) Hampton Court Trains – Recommendation from Officer's Committee of the 21st ulto as to additional accommodation to Hampton Court + as to working the Engines through + not as a branch. Approved of.

26/09/1851 – 399) Agent at Windsor – Mr Madigan to be appointed to the Windsor station at a salary of £100 per annum.

Mr Legh to go to Hampton Court at £90 per annum.

07/11/1851 – 446) The Traffic Manager Reported the accident on the 19th Oct at Hampton Court Mr Reed + Mr Lacy agreed to visit the site of the accident.

Letter from Mr Currie of the 3rd inst bearing testimony to the good + efficient conduct of the Coy's servants on this occasion, was read.

03/09/1852 – 703) Hampton court – Mr Andrews of the Flower Mill to be seen with a view to getting his Traffic upon the line.

The Turntable at the end of the departure line is too weak to allow an engine to pass over it, and should be changed.

17/11/1852 – 791) As instructed by the committee The Traffic Manager read a list of the proposed alterations of the proposed alterations of the salaries of various station agents and servants, of which the meeting approve. The list is as follows viz:-

	Present Salary	Proposed Salary	Yearly increase
Hampton C Agent at	£90	£100	£10

02/12/1852 – 819) Delays to trains – The 12.50 Train from Hampton court to Waterloo on ? Ultio was delayed 52 minutes in consequence of trailing wheels of ending getting off the line.

17/03/1852 – 1068) Excursion Fares to Hampton court – Read letter from the Secretary of the Christian Blind relief fund as to a trip to Hampton Court for 500 to 700 people.

To be charged £5 per 100 or 1s each there and back of adults and 9 d each if children to be conveyed by ordinary trains if the number does not exceed 300

31/03/1853 – 1100) Hampton Races – Read letter from the secretary of the Hampton Race fund soliciting the usual subscription of £100 to the ensuing meeting in June.
£50 to be granted.

26/05/1853 – 2001) Trains to Hampton Court – Read letter from Mr Deeds requesting an increased number of Trains to Hampton Court.
Not required by the traffic

08/07/1853 – 2175) Hampton Races – Read letter from Mr Walton requesting an additional subscription to a second race meeting at Hampton.
The matter was referred to Mr Mills with power to grant a subscription.

18/08/1853 – 2289) Revised salaries -
Legh Hampton Court 105,0,0 105,0,0

15/09/1853 – 2325) Alterations to Staff – Mr Legh from Hampton Court to be assistant Superintendent at Waterloo station at a salary of £150 per annum.
Mr Collins from Esher to succeed Mr Legh at Hampton Court at the same salary as Mr Legh received £105 per annum.

16/03/1853 – 2594) Hampton Races – Read letter from the Secretary of the Hampton Races fund soliciting the usual subscription from the company.
Recommend £50 to be given as customary.

30/03/1854 – 2616) Trains at Hampton Court – Read letter from certain inhabitants of Hampton Court and Kingston requesting additional trains from their stations.
The application to be kept in view in arranging trains for May

RAIL 411/164 – Traffic and Commercial Committees – Index (doc missing)

late 1854 – 131) Hampton Court Station – Recommend state of – In consideration of Board

18/01/1855 – Mr Legh to be Agent at Hampton Court at £110 per annum.

10/05/1855 - 604) Hampton Court Station Fare to Hampton Court by open carriages recommended to be reduced to 1/- - declined

27/09/1855 – 822) Tickets From – to be issued to all stations to London

08/10/1855 – 887) Down Line Platform – Recommend to Way and Works to Lengthen

22/11/1855 – 905) Level Crossing near Thames Ditton – Lord Richards making a complaint in reference thereto – Consideration of matter suspended until Col. Myme's (???) report received

17/01/1856 – 1018) Old Station to be converted into a waiting room for up passengers

19/06/1856 – 1240) Bell to be rung opposite side of river 5 mins before departure of trains – suggested by Mr Johnson of Lloyds but declined.

25/09/1856 – 1394) Light to be placed opposite station.

RAIL 411/174 – Locomotive & Way and Works Committee

04/01/1849 – 548) Hampton Court Branch – Upon Mr Martin's adverting [??] to the subject, the committee did not see any necessary for 2 main lines of siding at Kingston for accommodating the Hampton Court Trade and.

It was Resolved

That Mr Cawkell's leasehold Interest should not be purchased.

08/02/49 – Hampton Court Branch – IT WAS RECOMMENDED that the sum of £1500 on account be paid to Mr Nicholson the contractor for the station works at Hampton Court, on he certificate of Mr Tite.

19/04/49 – Turntable at Hampton Court – Mr Martin to transport the turntable which is at Datchet to Hampton court Terminus and fix it there – Informing Mr Locke thereof so that another turntable may be ordered for Windsor if necessary.

24/05/49 – Entrance to Hampton Court – Mr Martin was authorised to make the approach road to Hampton Court Station – it appearing that the land belonging to the company is available for that purpose.

31/05/49 – Platform at Hampton Court – Mr Martin was instructed to extend the length and fence the platform at the Hampton Court Station. The Additional length to be about 100 yards – which is estimated to cost 20/- a yard.

25/10/49 – Refreshment Rooms at Hampton Court – In reference top the Minute of 18th inst Mr Reed reported that he had inspected the Eyott near Hampton Court Station.

It appears to Mr Reed that although it is very desirable that whatever is possible should be done to attract visitors to Hampton Court by the Railway yet that the company have no power to grant such a leave as would justify the outlay necessary to make the Eyott a place of resort or entertainment neither would it be otherwise than dangerous to sell a property where proximity ro the Railway Station would render it possible to create a serious nuisance there. Mr Reed suggests whether some plan or other might not be devised by which the company should od what is necessary to render the spot attractive and let it in such a manner as will practically reserve the control in the hands of the company.

Resolved That Mr Reeds report be approved.

31/01/1850 – 45) Hampton Court Maintenance – Mr Bass to report upon this subject after seeing Mr Brassey.

14/01/1850 – 62) Mr Brassey – The Debenture Bond of £10.000 at 3 ³/₄ per cent which Mr Brassey has agreed to take in part payment of the sum due to him on the Hampton Court, Godalming and Alton Lines, is to be appropriated as follows viz:-

£6000 Guildford and Godalming

1000 Hampton Court

3000 Farnham and Alton

Mr Brassey is to be written to and desired to furnish a letter stating his acquiescence in the balance certified as being due to him by Mr Locke; and also in the appropriation of the money and bond now paid to him.

21/03/50 – 95) Hampton court Station – An account from Mr Nicholson for £1460,0,10 being the

balance due upon his contract for the building of the Hampton Court Station, and certificate by Mr Tite as correct was laid on the table and

RESOLVED

That Mr Tite be requested to furnish particulars as to what buildings are included in this account, and on what basis the prices are setted, they not being filled up in the accounts sent.

25/04/50 – 164) Hampton Court – Contractors Contract – Referring to the minute No. 95 of this Committee Mr Locke's final certificated dated 14th Dec '49 for the construction of this line was laid on the table.

RESOLVED

That it be recommended to pay the final balance due upon the certificate amounting to £654,5,1

25/06/50 – 244) Hampton Court Station – Nicolson's Account – Laid on the table Messts Nicholson's account shewing a balance of £460,0,10 certified by Mr Tite.

Read letters of the 17th & 24th instant from Mr Tite

RESOLVED

That it be recommended to pay the balance of this account.

16/07/50 – 310) Thames Ditton Burial Ground – Read letter from the Rev. Pollard dated 4th inst.

Recommended to subscribe £10 towards the purchase of land to enlarge the burial ground to avoid the necessity for a rate in the parish with an intimation that if the said rate be struck the company will expect to be credited with the amount.

29/08/50 – 351) Hampton Court Station – Surplus Land – Read Letter from Mr Davis dated 12th instant .

The piece of land which Mr David wishes to purchase, cannot be parted with at present.

04/09/50 – Hampton Court Station – Read letter from Mr Maude dated 3rd instant.

To prevent accidents Mr Bass is requested to lay down flaps where the platform at Hampton Court Station is cut away to admit the turntable.

RAIL 411/178 – Locomotive and Store Committees

20/11/1856 – 115) Signals and Water Tanks at Stations – Read letter from Mr Beattie of the 19th inst as to additional signals and water tanks required.

Signals to be erected as proposed at Fareham, Hampton Court and Feltham Junctions and Moreton and Vauxhall stations.

26/07/1860 – 1120) Fire in Engine Shed at Hampton court – Read report of Mr Legh of 22nd inst as to a fire having been discovered in the Engine Shed at Hampton Court Station at 1.30 am on the morning of that day by some watermen who were returning on the river from Putney + that it was extinguished by them.

Also that the fire was occasioned by the negligence of the cleaners in not having turned off the gas + in leaving the jet in close proximity to the working bench.

The watermen to be rewarded.

Mr Beattie to enquire into the apparent negligence of the Watchmen and report on.

09/08/1860 – 1130) Fire at Hampton Court Station (July 22nd) – Read report from Mr Beattie of 8 inst of his enquiries into this occurrence, exonerating the cleaner from any blame and suggesting the repair if the fences in order to the better security of station premises.

Recommend to the Way + works committee to have the fences properly repaired.

RAIL 411/180 – Locomotive and Store Committees

14/03/1867 – 905) Locomotive Returns from Branch Line Stations - Read letter from Mr Beattie of 12th inst as to allowances heretofore paid to Engine Drivers for keeping returns of men's time and consumption of fuel, oil and other stores +c at certain of the small branch Line stations where Locomotive Foremen are not placed and suggesting that such returns should in future be kept by the Station Masters which would save about £5 per month to the company.

Consideration Postponed.

25/04/1867 – 913) Locomotive Returns from Branch Line Stations – Referring to Minute of 17th ult Mr Beattie's Suggestion as to the Returns in question was further considered and approved.

The returns to be made accordingly by the Agents at Hampton Court, Leatherhead, Chertsey, Midhurst, Bishops Waltham, Lymington, Christchurch, Poole junction and Chard.

RAIL 411/182 - Traffic& Locomotive and Locomotive Committees

14/01/1875 – 698) Coal Stages at Twickenham, Windsor and Hampton Court Stations – Read Report of Mr Beattie of 12th inst with plans of the proposed stages at the above three stations in order to avoid the coaling of so many of the engines at Waterloo.

To Be Done.

RAIL 411/186 – Locomotive Committee

29/09/1886 – 696) Slight collision at Hampton Court – Read letter from the Locomotive Superintendent of 15th September as to the 2.40 pm down train on the 12th September having struck some coaches which were standing at the end of the arrival line at the above station whereby a box wagon +stop blocks were damaged.

The Locomotive Superintendent to make further report as to the driver.

27/10/1886 – 733) Slight collision at Hampton Court - 12th Sept 1886 – Referring to minute of this committee of 29th Sept read letter from Locomotive Supt of 22nd Oct stating that he has placed driver "Scott" on Goods Work and reduced his pay from 7s/6d to 6s/- a day.

Approved.

16/02/1887 - 890) Engine Tubes – Referring to the minute of this committee of 19th January read letter from the Locomotive Superintendent of 14th February recommending that samples of water be obtained for analysis at Waterloo, Nine Elms, Twickenham, Kingston, Windsor, Hampton Court, Basingstoke, Winchester + Salisbury and that in the meantime brass tubes already applied for through the storekeeper be ordered by the company.

The Analysis to be obtained + tubes to be supplied.

03/07/1889 – 1592) Water Purification for Engine Boilers – Referring to the minute of this committee of 30th January, read letter from the Locomotive Superintendent of 28th June reporting the satisfactory trials of Seale's Patent Water Purifying apparatus in engine No. 415 at Hampton Court and stating he will report further when 5 other engines which have been similarly fitted as ordered by the above mentioned minute, have their boilers examined.

RAIL 411/190 – Locomotive Committee

01/03/1899 – 1379) Accident at Hampton Court - 8th February 1899 – Read letter from the Locomotive Superintendent of 18th February with a report from Driver W. Benham who states that

when arriving at Hampton Court Station with the 12.0 noon train from Waterloo on the above date he collided with a South Western Goods Wagon standing at the stop blocks and broke the buffer casting of the wagons.

RAIL 411/192 – Locomotive Committee

04/07/1900 – 404) Accident at Hampton Court Station 30th June 1900 – Read letter from the Locomotive Superintendent of 21st June reporting that Driver G.C. Martin when working the 9.47 am Special Passenger Train from Clapham Junction to Hampton Court on the 20th ulto failed to stop his train in time at the latter station and ran into the stop blocks. Slight damage was done to the Engine and Rolling stock and several passengers were injured,
To await Board of Trade Report.

411) Accident at Hampton Court Station 30th June 1900 – Read Letter from the Carriage and Wagon Superintendent of 22nd instant with details of damage to rolling stock in this accident estimating the cost of repairs at £30.

07/08/1901 – 751) fires on the Line – (Between Thames Ditton and Hampton Court) – Read Letter from the deputy Solicitor of 31st July as to a fire which occurred on the 29th June near Thames Ditton destroying 42 feet of Garden Fence belonging to Mr Keele who has had it re-instated at a cost of £3,11,3 and claims that amount from the company.
May be paid, but without the admission of liability.

755) Accident at Hampton Court - 18th July 1901 – Read Letter from the Carriage + wagon Superintendent of 29th July giving particulars of damage to rolling stock in this accident and estimating the cost of repairs at £13.

RAIL 411/219 – Special Committees

28/09/65 – Accident at Hampton Court - 16th September – Read letter from Mr J P Hall of 22nd inst stating that he and his wife sustained a shock while travelling in the train which arrived at the Hampton Court Station at ¼ to 4 O'clock on the 16th inst in consequence of a collision with the buffers there.
Claim to be resisted.

Cases if Mr Abbott, Mr Stopher and Miss Jones – Read letters from Mr Payne of 19th inst claiming compensation on behalf of the above parties in respect of this alleged accident.
To be declined

26/10/65 – Accident at Hampton Court Sept 16th 1865 – Case of Mr Finney – The Law Clerk reported as to this claim the consideration of which was postponed for further enquiry.

RAIL 411/227 – Traffic & Coaching Committee

19/06/1846 – p.3) Read letter from Mr Stovin as to a Donation to the Hampton Race Fund.
Cheque to be drawn (in index RAIL 411/228 referred to as 'Hampton Court')

10/03/1848 – p.208) Read letter from the inhabitants of Thames Ditton assembled in vestry, relative to station on Hampton court Branch.

The receipt of the letter to be acknowledged and the writer to be informed that the subject shall be taken into consideration. Mr Locke to be consulted.

20/04/1848 – p.220) Read letter from the Churchwardens of Hampton relative to the progress made on the Hampton court branch and stating that a great traffic may be expected during the races, should the line then be open.

The Secretary to write to the churchwardens thanking them for their suggestion

05/05/1848 – p.225) Read letter from Mr Parsons as to subscription for railway plate at Hampton court Races.

Mr Parsons to be informed that the Directors regret they have no funds available.

02/06/1848 – p.234) Read letter from Mr Schofield requesting that a train from Kingston may start from Nine Elms Daily at 7h 0m or 7h 30m pm.

Mr Schofield to be informed that the opening of the Hampton Court Branch may perhaps induce some alteration.

19/05/1848 – p.233) Read letter from Mr Parsons, clerk of the Course of the Hampton court Races requesting a reconsideration of the question of the subscription to the races.

Mr Parsons to be informed that the Directors cannot alter their decision.

21/07/1848 – p.246) Read report from Mr Stovin as to the arrangement of the Trains on the Windsor, Hampton Court +Fareham + Cosham lines. - Which was approved,

01/12/1848 – p.286) Read letter from Mr Marriott asking to have the privilege of working Omnibuses to + from Hampton Court Station as a compensation for the loss he will sustain in working to + from the Kingston station during the winter,

Mr Stovin to see Mr Marriott + ascertain the lowest charge he will make from Hampton court when the line is opened + advise him to apply to Mr Young as to the toll of the bridge at Hampton.

15/12/1848 – p.293) Read letter from Mr Marriott as to fares of Omnibuses to + from the Hampton court station which was approved

12/01/1849 – p.299) The question as to the opening for traffic of the Hampton Court Branch being brought forward. It was recommended that Mr Locke be referred to as to when this line will be ready. Fares +c same as to Esher.

19/01/1849 – p.301) Read Letter from Mr Adams as to the opening of the Hampton Court Branch + enquiring if second class season tickets will be issued.

Mr Adams to be informed that it is expected the line will opened early in February.

The fares will be as follow

1 st Class Single	3s 0d
2 nd “ “	2 . 0
1 st “ double	5 . 0
2 nd “ “	3 . 4

It is not in contemplation to make any alteration in the fares nor to issue second class season tickets

p.302) The opening (subject to the approval of he Railway commissioners) of the Hampton Court Branch on the 1st February next to be advertised.

23/02/1849 – p.316) Read letter from Mr Walton secretary to Hampton Court Race committee soliciting subscription.

It was recommended that £25 be given.

p.316) Economical Enquiry – The following increases in the way of reduction of expense have recent taken place in the departments coming under review of the committee.

The Waterloo extension Line

The Windsor Line and

The Hampton court Branch have been manned without adding a single individual to the company's staff.

23/03/1849 – p.338) Bridge over the Mole – Read letter dated 22nd inst from Mr Stovin as to the Bridge over the Mole at Hampton court + Advertising the appointment if a waterman at wages of £10 per am,

Mr Stovin to allow 4d per week for the service + to ascertain how it is worked.

30/03/1849 – p.340) Station Agents at Hampton Court + Datchet – Read letter dated.....from Mr Madegan with account of Rent due to Ladyday £6.13.4

Mr Stovin to enquire as to term +c + pf occupancy

13/04/1849 – p.341) Ticket box near Hampton court – Read letter dated 4th inst from Mr Madegan requesting that Box should be erected for the issue of tickets to Inhabitants of Thames Ditton + Weston Green at the Bridge .

It is recommended that this be tried as an experiment .

p.342) Agent's House at Hampton Court – Read letter dated 10th inst from Mr Madegan with copy of Agreement under which he was to occupy house at Hampton Court.

It is recommended to Finance committee pay the rent due £6.13.4 + that the company do enter into an agreement as submitted by Mr Mullings the landlord for the occupation of the house.

20/04/1849 – p.346) Arrangement of Trains - For the ensuing Month was Brought Forward.

DOWN – the 4.30 to be altered to 4.35

27/04/1859 – p.348) Season Tickets – The reconsideration of the Season Tickets was brought up.

It is recommended to the court to issue annual season tickets at the following rates viz:-

	Yearly		six months		three months	
	1 st	2 nd	1 st	2 nd	1 st	2 nd
Esher or Hampton Court	£28/0	£21/0	£15/14	£11/16	£9/0	£6/15

04/05/1849 – p.350) Arrangement of Trains – The reconsideration of trains was brought forward – The return train to Hampton Court to leave Waterloo at 1.30

p.352) Hampton court excursions – It was reported that trains to this place had been advertised for every Monday + Tuesday in May commencing on the 7th inst at 10.45 returning at 6.30 fares there + back 2s/-

Approved

17/05/1849 – p.355) The reconsideration of a proposed Station at Alms Houses at Hampton Court was brought forward.

It is recommended that this subject be for the present postponed.

06/07/1849 – p.370) Hampton Court Train – Rad letter dated 29th ulto from Mr Adams asking that Train from Hampton court might join express train at Kingston at 9.35 am instead of train at 9.50.

This alteration to be made.

p.371) Hampton court Excursions – during the summer

Excursion trains to Hampton court on Mondays + Tuesdays to be organised at 2s/- fare there and back. Distributors to be allowed 2d per ticket sold + Mr Edwards for looking after + managing their distribution 5 per cent on the money received by the company for such distribution .

Mr Stovin to arrange a tend and band of three instruments.

Mr Beattie to have some Tables + Seats in a rough way put up at the ends of the tent.

27/07/1849 – p.385) Coals to Hampton Court -Mr Stovin to ascertain what quantity of coals Mr Cawkwell will guarantee + what rent he will pay.

21/09/1849 – p.396) Excursions – Read letter from Mr Louth recommending an excursion from that neighbourhood including Salisbury to Hampton Court.

Approved

Also that an excursion be advertised from London to Hampton court for the two Mondays + Tuesdays at 1s/6d fare.

p.398) Suburban Traffic – Read Extracts from the proceedings of the Court as to suburban traffic.

It is recommended to the court to adopt the following scale of fares.

02/11/1849 – p.409) The following accounts were submitted

Godson Musicians at Hampton Court 14.14.0

	Miles	1 st Cl	2 nd Cl	1 st Dble	2 nd Dble
Hampton court	15	2.0	1.6	3.0	2.0

25/01/1850 – p.432) Hampton court Races – Read letter dated the 16th inst from Mr Walton asking for subscription to Hampton court Raced.

Referred to the Board.

22/02/1850 – p.457) Read letter dated the 19th inst from Mr Legh asking to be allowed his rent.

It is recommended that he be allowed £15 per year.

12/04/1850 – p.471) Hampton court – Rent of Agents House for Half year to Ladyday last amounting to £18.0.0

24/05/1850 – p.487) Hampton Court Races – Mr Mills reported that he had in pursuance of the authority given him under Minute of the Board of the 15 February last increased the Subscription to Hampton Court Races to £50 by arrangement with the race committee to be given as a cup or plate in the second day.

07/06/1850 – p.491) Trains Hampton Court – As to additional late train from Hampton court on Sundays and to Hampton court from the Mail Train on weekdays.

Referred to the Officers committee to settle.

21/06/1850 – p.494) Read letter dated thefrom Major Archer as to the conveyance of the Band of the 16th Lancers to Hampton court.

To be allowed to travel free.

30/08/1850 – p.517) Submitted application from Mr Madegan of Hampton court asking for an increase of salary.

Consideration postponed for the present.

RAIL 411/229– Traffic Committee

02/07/57 – 4) Train Arrangements – Read memorial from Residents at Hampton Court suggesting what they deem an improvement in the working of the up morning trains,
Decline to alter the existing arrangement.

11/03/58 – 396) Hampton Races – Read letter from the secretary to the Hampton Race fund requesting the usual subscription for the races to be held on 9th June 1858.
Recommend a subscription of £50 as usual.

15/07/58 – 616) Thames Ditton – Read Letter from Mr Lermitts calling attention to the short platforms at Thames Ditton Station + to the danger there arising,
Recommend to the Way + Works Committee to Lengthen this platform.

07/10/58 – 749) Flys – Read letter from Mr Brown of Thames Ditton offering £45 a year for the sole right to ply with flys from the Hampton court Station Yard:-agreed to upon the same conditions as in the Esher Station Yard

24/02/59 – 949) Hampton Court Station – read application from Mr Moore to be allowed to erect a stable ad Coach House at Hampton court Station.
Recommend Way + works Committee to let a piece of ground suitable for the purpose at a Rental, and upon condition that possession be given up whenever required.

24/03/1859 – 970) Refreshment room at Hampton court – Read letter from Mr Royer requesting permission to erect a refreshment room at Hampton court Station.
Recommend this to the Way + Works Committee.

24/03/1859 – 1001) Subscriptions to Races – Read letter from Mr Walton requesting a subscription towards the Hampton court Race Fund.
Recommend the usual subscription of £50.

15/06/1859 – 1140) Accident at Hampton court – Mr Scott reported an accident at Hampton court Station on Whit Monday, through the failure of the platform there.
The attention of the Way +Works Committee to be called to this accident.

30/06/1859 – 1157) Gas at Thames Ditton – Read letter from Mr copley stating that if the company will use Gas at Thames Ditton Station the Gas company will lay pipes up to the station gates.
Agreed to, upon usual terms.

17/11/1859 – 1379) Memorial – Read letter from Mr Durnford enclosing memorial against the establishment of a Refreshment Room at Hampton Court Station
As the refreshment room is in the course of erection thus committee cannot reconsider the matter.

23/02/1860 – 1546) Thames Ditton – Read letter from Mr Harrison complaining of the condition of the Thames Ditton Station.
Referred to the Way + works committee with a recommendation to improve the condition of the station.

RAIL 411/231– Traffic Committee

05/04/1860 – 38) Hampton Court Station – Mr Scott recommended that an additional crossing should be laid down at Hampton Court Station so as to give greater accommodation to the trains to and from Hampton Court during the holidays + other busy times
Recommend this to the Way + Works Committee as necessary.

04/10/1860 – 374) From J.H. Poole, Thames Ditton Station now receiving 22/- per week.
To be increased to 24/- per week and find security

15/11/1860 – 457) Thames Ditton station – Read letter from the season ticket holders at Thames Ditton Station requesting additional shelter on the up platform at that station.
Declined

25/07/1861 – 966) conveyance of Scholars – Read letter from Mr Symonds, asking for a Free Trip to a Country Station for about 200 Scholars + 13 Teachers of a School at Nine Elms principally attended by the children of the men employed there.
The fare to be 6d to Richmond or Hampton Court for the double journey:- Children of Parents in Company's employment to Travel Free receiving a pass.

19/09/1861 – 1087) Malden and Thames Ditton Stations – Read letter complaining of the state of Malden + Thames Ditton station in consequence of the want of water at these stations.
Referred to the way + Works committee

RAIL 441/233 – Traffic Committee

05/03/1863 – 583) Hampton Court Station – Read letter from Mr J. Brown Hampton court stating that he was unable to continue the Rental of £45 a year for the privilege of supplying Hampton Court Station with flys and offering £20 a year.
No exclusive privilege to be granted but each cab admitted into the station yard to pay a weekly sum as at Richmond Station.

16/04/1863 – 661) Read Letter from Mr Walton Secretary of the Hampton Races requesting the usual subscription of £50 for this years races.
£50 to be given as formerly.

30/04/1863 – 671) Earlier Train From Hampton Court – Read letter from Mr Peek of Wimbledon Suggesting that earlier train should run from Hampton Court to London to arrive there about 7.40 am
Consideration Postponed

28/05/1863 – 741) Thames Ditton Station – Read letter from Mr Harrison complaining of the condition of Thames Ditton Station.
Mr Strap to prepare a plan and estimate

01/10/1863 – 970) Passenger's Accommodation at Thames Ditton – Read letter from Mr Harrison complaining of insufficient accommodation for passengers at the Thames Ditton Station.
Recommend to the Way and Works Committee that better station accommodation be provided at Thames Ditton Station.

04/02/1864 – 1164) Trains at Hampton Court – Read letter from Mr Cartwright to Capt Mangles requesting additional train accommodation to and from Hampton Court.
Mr Scott to consider whether the requirements can be met without much additional expense.

RAIL 411/235 – Traffic Committee

31/03/60 – Trains – Read Letters urging for increased Train accommodation on the Richmond, Surbiton and Hampton Court Lines.

04/10/60 – 374) Read the following applications for increased Salaries and pay.

From J.H. Poole, Poole, Thames Ditton Now receiving 22/- per week.

To be increased to 24/- per week +to find security

15/11/60 – 457) Thames Ditton Station – Read letter from the Season Ticket Holders at Thames Ditton Station requesting additional shelters on the up platform at that station.

Declined

RAIL 411/237 – Traffic Committee

19/07/1866 – 72) Malden & Thames Ditton. - Read Extract from minutes of the Officers Committee of 16 July recommending that the platforms at Malden and Thames Ditton Stations should be lengthened.

Approved but the extension of the platforms not to be wider than actually necessary.

28/02/1867 – 421) Hampton Court Trains – Mr Scott recommended that Third Class Carriages should be attached to most of the local trains between London and Hampton court excluding the heavy morning and afternoon Trains and that Third Class return tickets should be issued by these trains.

Referred to the Officers Committee for a report each member giving his individual opinion upon the the policy of adopting the recommendation in the interest of the company.

RAIL 411/239 – Traffic Committee

26/08/1869 – 720) Thames Ditton Station – Also that the Down and Up Platforms at the Thames Ditton Station should be lengthened each by 100 feet:-

Recommend this to be done to prevent accidents to passengers.

04/11/1869 – 848) Hampton Court Station – 8 – Recommending that wooden flaps be placed over the portion of the platform at Hampton Court Station where goods wagons cross.

24/03/1870 – 1103) Hampton Court station – Recommending that an alteration of the office at Hampton Court Station at a cost of £30 in order to have one booking clerk – recommend that this be done.

1117) Mr Galton – Thames Ditton – Read application from Mr Galton – Station Agent at Thames Ditton Station requesting an increase of pay he now receiving 27/6 per week but without a free house.

His pay to be increased to 30s/ a week.

07/04/1870 - 1136) Staff Alterations – Mr Wakeford be removed from Hampton Court to Winchester and his salary be increased from £60 to £70 .

RAIL 411/241 – Traffic Committee

05/01/1871 – 49) Parting of a train between Surbiton and Hampton Court – That rewards of 10/

each be given to Enginemen Ewen & Ward and to “Godfrey” a guard for promptness on the occasion of a goods train breaking away – approved.

13/07/1871 – 370) Thames Ditton – Recommending the widening the platforms at Thames Ditton Station – Recommended this to be done and charged to the revenue account.

18/04/1872 – 821) Thames Ditton – Mr Scott recommended that Mr Galton Agent at Thames Ditton and “Leach” porter at that station be fined for the loss of a parcel. - Mr Galton to be fined 5/- and the Porter 2/6.

02/05/1872 – 828) Hampton Court Trains – Read memorial from residents at Hampton Court requesting an additional train from London to Hampton Court between 6.10pm and 7.30pm – Declined.

29/08/1872 – 1061) Hampton Court – That additional signals be erected at Hampton Court Station. - to be done

13/02/1873 – 1362) Teddington – Read letter from Mr J. Rosamund Agent at Teddington station resigning his situation as on 1st March – resignation accepted

Mr Scott recommended that inspector Murray, Hampton Court, should be appointed Agent at Teddington and his pay should be increased from 30/- per week to £90 a year and he be placed on the salaried list – approved

RAIL 411/243 – Traffic Committee

08/05/1873 – 14) Hampton Court Gas Company (Siding) – Read letter from the solicitor of the Hampton Court Gas company requesting that a siding may be laid in for the works between Kingston and Teddington Stations – Declined

14/08/1873 – 169) Thames Ditton – Read letter from Mr Watson, a shareholder, recommending that a proper station be erected at Thames Ditton – Declined.

28/08/1873 – 201) Hampton Court Gas Company – Read application from the Hampton Court Gas company requesting that a siding for coal may be laid into their works between Teddington and Hampton Wick Stations – Declined

25/09/1873 – 246) Hampton Court Junction Box – That signalman Morris Hampton Court Junction be paid 15/- for money lost in the fire at that junction.

12/02/1874 – 480) Hampton Court – Also that accommodation for Goods Traffic at Hampton Court Station be improved and increased at a cost of £837 – consideration postponed

13/03/1874-529) Hampton Court – read application from the Executors of the late Mr Choveaux to continue the occupancy of the coal pens at Hampton Court Station.

534) Hampton Court – That Accommodation for goods traffic to be enlarged at the Hampton Court Station at a cost of £837 – To be Done

19/06/1874 - 706) Trains – Waterloo and Hampton Court – read Memorial from Residents at Surbiton requesting that a new train should run from London to Hampton Court at 10.15pm as the interval from 9.30 to 11.00pm was too great – Declined

719) Fines – Read reports against Mr W. Knight Telegraph clerk at Hampton court for neglecting to attend to the instrument – to be fined 2/6

03/12/1874 - 985) Teddington – Read letter from Mr Hammond Secretary to the Hampton Court Gas Company requesting that a siding may be laid into their works near Teddington -May be done provided all the expenses be paid by the Gas Company.

997) Mr Scott recommended that the following appointments of Junior Clerks be duly nominated
Mr G Waterworth at Hampton Court from 6 Nov

14/01/1875 - 1077) Teddington (siding) – Read letter from Mr Hammond of the Hampton Court Gas Company agreeing to pay the cost of extending the Ballast siding at Teddington to the Gas Works – to be carried out at their expense.

17/06/1875 -1271) Allowances – The following allowances for errors overcharges etc were submitted for sanction

Hampton Court Station	5,5,0
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RAIL 411/245 – Traffic Committee

18/11/1875 – 94) Hampton Court – That coal ground be made up at Hampton court station and let to Mr Gowdy for £10 a year – To be done at a cost not exceeding £52,1,0

10/02/1876 – 220) Thames Ditton – Mr Scott recommended that the old office at Thames Ditton Station be converted into a dwelling house for the station agent at a cost of £180. This will save £11 a year rent now allowed to the agent. - To be done

27/04/1876 - 336) Allowances – The following allowances for errors overcharges etc were submitted for sanction

Hampton Court Station	7,11,8
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337) Applications for Assistance – Read letters requesting some assistance from.
From Mrs Richardson Widow of a Platelayer killed at Exeter.
£5 to be given as a gratuity.

25/01/1877 - 792) Thames Ditton – That the old Station at Thames Ditton be converted into a dwelling House for the Station agent and so save the rent now allowed to him and enable him too live at the station.

Approved at a cost not exceeding £375.

06/09/1877 – 1180) Allowances – The following allowances for errors overcharges etc were submitted for sanction

Hampton Court Station	28,16,0
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RAIL 411/247 – Traffic Committee

20/09/1877 – 23) Allowances – The following allowances for errors overcharges were submitted for sanction.

Hampton Court Emigrants Fares	£62	8s	0d
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Allowances – The following allowances for errors overcharges were submitted for sanction.

Hampton Court	9,4,11
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01/05/1878 – 436) Allowances – The following allowances for errors overcharges were submitted for sanction.

Hampton Court	12,3,0
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29/05/1878-Hampton Court -Trains – Read memorial from the residents at Hampton Court requesting an extra train from London between 6.15 and 7.30 pm – This will be done from 1st June

13/11/1878-Hampton Court -Read letter from Mr Cann, East Molesey calling attention to a proposal made by the lower Thames Valley Drainage Board to make a large sewage farm on land at West Molesey, near Hampton Court – Mr Scott to reply:- This matter to be watched

22/01/1879- 896) Allowances – The following allowances for errors overcharges were submitted for sanction.

Hampton Court	7,2,1
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04/09/1879- 1283) Allowances – The following allowances for errors overcharges were submitted for sanction.

Hampton Court	17,13,6
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RAIL 411/249 – Traffic Committee

12/11/1879 – 124) Staff – Read Reports against

Mr Galton Agent at Thames Ditton Station for being short in his cash to the extent of £11.2.5
Mr Galton to be called upon to resign.

26/11/1879 – 157) Read letters of Resignation from

Mr Galton at Thames Ditton Station resigning his situation as ordered but asking for a reconsideration of his case.

Mr Scott Recommended the following changes in staff.

Mr Hayward Clerk at Virginia Water to be removed to Thames Ditton as Agent there (vice Galton) and his salary increased from £70 to £80.

Approved.

10/12/1879 – 174) Read Letter from Mr Galton Agent at Thames Ditton, pressing that he not be called upon to resign on account of his long service and that money had been stolen from his till.

Mr Galton's resignation to be insisted on, but on consideration of his long service he may be employed as a weekly servant.

07/04/1880 - 385) Hampton Court (John McDougall) – Read memorial from residents in the neighbourhood of Hampton Court requesting that John McDougall Inspector at that station may be appointed Station Agent there when a vacancy occurs. - To be considered at the proper time.

07/07/1880 – 526) Train – Hampton Court – Read Memorial from residents at Hampton Court requesting that the 8.47 am up train to London may cease to call at Clapham Junction. - Declined

30/09/1880 – 695) Hampton Court – That permission may not be given to place a coffee stall at the Hampton Court Station – Permission May be given.

08/12/1880 – 856) Directors Inspections – July, August, September – Hampton Court – Additional sidings required – referred to the officers committee to report.

An Old Carriage to be provided for Lamp room – To Be Done.

02/03/1881 – 1063) Proposed Station at Hampton Court Junction – Reduced fares to families of holders of season tickets – Read letter from Mr G B Edwards to the chairman suggesting the erection of a station at the Hampton Court Junction and the issue to the families of season ticket holders of ordinary tickets at reduced fares. - Referred to Mr Scott to make enquiries and consult other companies.

RAIL 411/251 – Traffic Committee

15/09/1881 – 140) Mr Scott Recommended the following increases of salaries.

Mr G Waterworth Clerk at Hampton Court	£60 to £70
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21/12/1881 – 412) Read Memorial from the East Molesey Local Board recommending that inspector McDougall should succeed Mr Leigh as Agent at Hampton Court Station

To be replied to that the recommendation will be duly considered at the proper time.

01/02/1882 – 502) Staff Pension Fund – Read Minute of the Board referring to this Committee certain cases requiring consideration in connection with the Staff Pension Fund and the Superannuation of Old Officers in the Tarffic Department.

The Cases brought forward by the committee of the staff pension fund were considered decided upon as follows.

	Age	years in service	Present Salary	Average salary
Legh Mr – Agent at Hampton Court	72	35	£110	£106
To retire with an allowance of £95 from the Pension Fund				

15/02/1882- 532) Staff – The following alterations in the staff were recommended consequent upon retirements and deaths

Inspector McDougall to be Agent at Hampton Court (pay now 32/6 per week)	£95
Mr Hayes Clerk at Hampton Court to be increased	£75 £85

15/03/1882 - 583) Hampton court – Accident case re “Creswick” - read the following applications
A claim for £4 4/- from Mrs Creswick for injury in getting into a carriage at Hampton Court.
Deny liability

10/05/1882 – 661) Hampton Court (trains) – read memorial from tradesmen at Hampton Court requesting that the 4.55am early train from Surbiton should start from Hampton Court – declined

24/05/1882 – 706) Hampton Court – read letter from Mr Tyler recommending that the urinals & water closet at Hampton Court should be removed from the station building and placed at the western end of the platform near the river.

Referred to the Engineering committee to carry out.

17/01/1883 – 1299) Hampton Court – Accident case re “Duncan” - read letter from Messrs Bircham stating hat the solicitors of D G Duncan who complained of being injured in getting out of a carriage at Hampton Court in May last claimed £1000 as compensation – This claim to be resisted.

RAIL 411/253 – Traffic Committee

04/07/1883 – 155) Hampton Court – Excursion Fare from Waterloo – Read memorial from residents and tradesmen at Hampton Court requesting that cheap excursion tickets at 1/- each may be issued from London to Hampton Court and back daily.

The fare to remain at 1/6 as at present

10/10/1883 – 405) Hampton Court – Mr Scott recommended that 12 signal lamps at Hampton Court be lighted by gas at a cost of £60 a saving of about £60 a year being the estimated result. -

Approved

24/10/1883- 1283) Allowances – The following allowances for errors, overcharges etc were permitted.

Hampton Court	26,0,6
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07/11/1883 – 464) Directors Inspection – Read Minutes of the Inspection Committee referring to this committee – Hampton Court – Additional Siding Accommodation required – consideration postponed

21/11/1883 - 500) Trains – Hampton Court and London – Read Memorial from residents at East Molesey requesting increased train accommodation between Hampton Court and London.

Also that station accommodation at Hampton Court should be improved.

The memorial has not been received as expected.

05/12/1883 – 550) Hampton court -Trains – Station Accommodation – Read letters from Mr Slade and report of the proceedings at a public meeting of residents at Molesey and Hampton Court with reference to increased train and station accommodation.

A deputation is to attend at noon today

The Deputation attended:-

The train service to be reconsidered: And a plan to be prepared for improving the station accommodation at Hampton Court.

589) Staff – Mr Verrinder recommended that

Mr Waterworth Clerk at Hampton Court to be removed to Twickenham as Booking Clerk and his salary increased from £70 to £80

19/12/1883 – 591) Trains – Read Memorials and Letters requesting additional Train and station accommodation

An early morning train from Hampton Court – declined.

09/01/1884- 613) Hampton Court – Trains and Accommodation – Mr Scott requested instructions as to the reply to be sent to the deputation from Hampton Court which recently met the Directors.

Mr Scott may arrange for an additional fast up morning train from Hampton Court. The plan of the improved platforms at that station to be submitted as soon as possible.

646) Staff – Mr Verrinder recommended the removal of Mr Parker, Clerk at Porkstone to Hampton Court and that his salary be increased from £60 to £70.

23/01/1884 - 680) Hampton Court – read plan from Mr Jacomb with plan for improvements at the Hampton Court station at a cost of £1780.

The Platform to be raised with as little delay as possible: The arrangements respecting the Goods Yard and sidings to be further considered, referred to the engineering committee.

19/03/1884 – 823) Hampton Court – Read letter from the residents at Hampton Court as to further

train accommodation. - Letter referred to the general manager for consideration.

16/04/1884 – 859) Thames Ditton – A plan for a foot path at Thames Ditton Station at a cost of £42
– To be carried out – Referred to the Engineering committee

27/05/1884- 941) Trains – Hampton Court – Read letter from Mr Kesling requesting additional fast train may be run between Hampton Court and London.

09/07/1884 – 1057) Trains – Read minutes requesting additional train accommodation – Between London and Hampton Court – Declined.

26/11/1884 – 1420) Directors inspection (24th October) Read minutes of the directors inspection on 24th October

Hampton Court – Additional sidings required – a plan and estimate to prepared.

RAIL 411/255 – Traffic Committee

17/12/1884 – 51) Staff – Mr W. Chalwin Warehouseman at Hampton court to be Agent at Medstead with the pay of 30/- per week and a free house.

07/01/1885 – 98) Staff – Read letter from Mr verrinder recommending that the Minute appointing Mr Chalwin of Hampton court as Agent at Medstead Station be cancelled.

And that Mr Carpenter Clerk at Wimborne be appointed Agent at Medstead Station and his salary increased from £80 to £90.

Approved.

18/02/1885 – 168) Local Line – Hampton Court Junction + Surbiton – Read letter from the Board of Trade with report by Col. Yolland upon his inspection of the up local line from Hampton Court Junction to Surbiton west Signal Box which had been omitted to be inspected although authorised to reopen for traffic conditionally on a future inspection: - a requirement is now made that the up local platform should be raised to the same height as the through line platform.

Col. Yolland's requirement to be carried out – referred to the engineering committee.

01/04/1885 – 291) Hampton court Trains – A petition from season ticket holders and residents at Hampton Court as to the train between that station and Waterloo with a report from Mr Verrinder thereon of 30th March recommending that no alteration be made in the present service.

Approved

02/09/1885 – 540) Mr Johnson, late Porter at Twickenham – The General Manager submitted a letter from the Rev W.T. Reynolds Vicar of East Molesey as to the case of the widow and family of the above man who was accidentally killed at the Twickenham Station on the 24th July last
£10 gratuity may be given.

20/01/1886 - 732) Proposed station at Long Ditton – a memorial was submitted from residents in the neighbourhood of Long Ditton asking for the erection of a station for that locality near Hampton Court Junction - Declined

06/01/1887 - 1158) Hampton Court Station Accommodation – The General Manger reported the communications he has received with reference to the present accommodation at the above station – Plan and estimate to be prepared.

01/02/1888 – 1654) Hampton Court Station improvements – The general manager submitted a plan of proposed improvements to the above station at an estimated cost of £1170.

26/09/1888 – 1877) Hampton Court Station – footwarmer apparatus - The general manager recommended that apparatus for heating footwarmers be provided at the above station at an estimated cost of £82.

05/12/1888 – 1960) Siding near Hampton Court – The General Manager reported an application from Messrs Williams and Robinson to be allowed the use of a catch siding near the above siding for their goods traffic and from the railway for which purpose certain work would be necessary at an estimated cost of £50 as shown on the plan submitted besides the accommodation which Messrs Williams and Robinson proposes to provide themselves – deferred for further consideration,

RAIL 411/257 – Traffic Committee

02/01/1889 – 3) Hampton Court Station Improvements – The General Manager recommended that the arrival platform at the above station be widened and that additional roofing be provided as shown on the plan submitted at an estimated cost of £333.

13/02/1889 – 76) Siding near Hampton court Station – Referring to the minute of this committee of 25th December the General Manager reported further as to the application of Messrs Williams and Robinson for the use of the siding in question.

May be allowed on a payment of £50 to the company under proper agreement and three months notice to terminate tenancy.

03/07/1889 – 250) Hampton Court Station Improvements – The General Manager submitted a plan of general alterations in the above station yard including a footpath and paved crossing at an estimated cost of £170. - Approved.

04/12/1889 – 439) Staff alterations – The General Manager submitted a list of proposed increases of salaries to Station Masters and Clerks as follows:-

Name	Position	Station	Date of last increase	Present salary	Proposed salary
McDougall	Station Master	Hampton Ct	1882	95	110

11/06/1890 – 679) Hampton Court Station – Shelter for ticket collectors etc – The general manager recommended that an old carriage be supplied as a shelter for ticket collectors and shunters at the above station – approved

17/06/1891 – 1087) Hampton Court Station Horse Dock – The general manager recommended that a horse loading dock be provided at the above station according to the plan submitted at an estimated cost of £125 – Approved.

01/07/1891 – 1106) Hampton Court Station Shelter for ticket collectors – The General manager reported that a carriage fitted with benches etc. has been placed at the above station for use by ticket collectors at a charge by the Carriage Department of £14.12.0

25/11/1891 – 1239) Hampton Court Station approach etc. - read letter from the secretary of the Hurst Park Club asking that steps should be taken for widening the bridge over the river mole at

Hampton Court to improve the access to the station and for enlarging the loading dock accommodation there.

Plan and estimate to be prepared for widening the bridge.

03/02/1892 – 1334) Staff alterations – The General Manager submitted a list of proposed increases of salaries to Station Masters and Clerks, amounting to the aggregate sum of £1275 a year as follows:-

Name	Position	Station	Date of last increase	Present salary	Proposed salary
Clay W. J	Clerk	Hampton Ct	July 1883	90	100

25/05/1892 – 1471) Company's Wharf at Hampton Court – with reference to the engineering committee minute of 13th April the General Manager reported as to the question of selling or letting a portion of the above wharf as applied for by Mr Everitt – Declined

03/08/1892 – 1561) Thames Ditton Station Platforms – Referring to the directors inspection note of 27th May last the engineers plan was submitted for raising the platforms at the above station to take standard height, the cost of which is estimated at £280. - Do not recommend that this plan be carried out.

RAIL 411/259 – Traffic Committee

24/05/1893 – 25) Hampton Court Station – Improvements – The General Manager submitted plans of proposed improvement works at the above station at a total estimated cost of about £20,700, an instalment of which it is suggested should be carried out , as shown on the plan marked “A2” at an estimated cost of £8238 – approved

03/10/1894 - 648) Staff alterations – The General Manager submitted a list of proposed increases of salaries to Station Masters and Clerks as follows:-

Name	Position	Station	Date of last increase	Present salary	Proposed salary
Parker W.	Booking Clerk	Hampton Ct	Dec 1889	80	90

23/01/1895 – 816) Staff alterations – the General Manager reported that Mr McDougall, Station Master at Hampton Court, who has reached 64 years of age has been certified as permanently incapacitated + wishes to retire.

Mr McDougall to be retired.

In connection therewith the General Manager recommended as follows:-

Mr F. Molyneaux, Station Master at Sunningdale to be transferred to Hampton Court and his salary increased from £90 to £110 a year.

06/03/1895 – 865) Sykes' interlocking Arrangements – The General Manager recommended the extension of Sykes' system of Interlocking from Earlsfield to Hampton Court Junction at an estimated cost of £1975, and from Clapham Junction to Twickenham at an estimated cost of £1920, making a total of £3895.

The Work to be carried out.

29/05/1895 – Hampton Court – Cottages for staff- The General Manager submitted a petition from the staff at Hampton Court Suggesting that the company should erect cottages for their use near to the station. A plan was also brought up shewing a suitable site for four cottages, the cost of which is estimated at £1100 – Declined.

07/08/1895 – 1114) Signalling Irregularity at Hampton Court. - Read a report from the Superintendent of the Line stating that by an error on the part of the signaller at Hampton Court , the 10.20pm train from Waterloo on the 27th July was turned into the wrong road at Hampton Court Station narrowly escaping collision with an up train which was standing at the platform, the mistake having been observed by a porter in time to warn the driver of the down train.

The signaller to be severely cautioned and warned that any future mistake will entail dismissal. The porter to receive a reward of 5s/-

16/10/1895 – 1165) Hurst Park Race Course – the General Manager reported as to an application from the Hurst Park Company for the extension of the railway onto their race ground.

An approximate estimate of the cost of connecting the Hurst Park Race Course with Hampton Station to be prepared.

11/12/1895 – 1251) River Frontage at Hampton Court – Read Minute of the Engineering Committee of 24th July Last referring to this committee the question of dealing with the company's riverside wharf at Hampton Court.

To come up again

01/04/1896 – 1506) Telephonic Communication - Read Minute of the Engineering Committee of 18th March ordering that additional telephonic communication be provided as follows, subject to the approval of this committee.

	<u>Estimated Cost</u>
Between Thames Ditton and Hampton Court	£33

29/04/1896 – 1544) Hampton Court Station Improvements – The General Manager submitted a plan of proposed station improvements and additional sidings at Hampton Court at an estimated cost of £16000 – to come up again at the next meeting.

1572) A report was submitted from the Superintendent of the Line as to the neglect of duty on various occasions by Mr W. J. Clay clerk at Hampton court and asking for instructions with reference thereto.

Mr Clay to be called on to resign.

08/07/1896 – 1885) Hurst Park Race Course – Referring to the minute of 16th October 1895 a report was submitted from the Engineer as to the question of extending the railway to the Hurst Park Race Ground.

No action to be taken at present.

22/07/1896 – 1908) Hampton Court Station – Improvements – Referring to the minute of 29th April last the general manager again brought up the plan of proposed station improvements and additional siding accommodation at Hampton Court at the estimated cost of £16000.

Plan generally approved. Referred to the General Manager to consult Mr Galbraith and report further.

1909) The General Manager also submitted a plan for doubling the bridge over the river Mole at

Hampton Court to improve the access to the station. The cost estimated at £750.

Approved.

05/08/1896 – 1937) Hampton Court Station – Improvements – Referring to the minute of 22nd July the General Manager submitted a report from Mr Galbraith upon the scheme for station improvements at Hampton Court.

Plan approved subject to the reconsideration of the mode of construction of the platform and the siding alterations in regard to the loading dock recently constructed.

30/09/1896 – 2001) Thames Ditton Station – Complaint of the District Council as to the want of better accommodation.

Plan submitted shewing proposed raising and extension of platforms with additional roofing, the cost being estimated at £1165 -approved.

RAIL 411/261 – Traffic Committee

09/12/1896 – 63) Diamond Earring found at Hampton Court Station – The superintendent of the line reported that a diamond earring valued at being worth between £25 and £40 was found by a carriage cleaner in a Third Class Carriage at Hampton Court Station on the 4th November – To be advertised.

03/02/1897 – 156) Read Minute of the Engineering Committee of 20th January as to the amended plan for improvements at Hampton Court Station at a reduced estimate of £14,500 instead of £16,000 – Plan approved

31/03/1897 – 320) Staff alterations – The General Manager recommend the following increases of salaries viz:-

J.F.Molyneux, Station Master Hampton Court from £110 to £130 a year

23/06/1897 – 461) Wharf at Hampton Court – Read Minute of the Engineering Committee of 26th May with reference to an offer made to the company to rent their wharf at Hampton Court at £100 a year.

Recommend that their offer be declined.

10/11/1897 – 731) Hampton Court, Cottages for staff – A petition was submitted from the staff at Hampton Court asking the company provide cottages for them near the station – Declined.

02/02/1898 – 924) Thames Ditton Station – Subway – The General Manager reported as to a suggestion made by the district council of Esher and Ditton that a subway should be constructed at the above station, the cost of which the engineer estimates would be about £700.

Declined

25/05/1898 – 1175) Staff – The General Manager recommended the following changes viz:-

Mr T F Molyneux – Station Master at Hampton court to be transferred to Surbiton (upon the retirement of Mr Tayler) and his salary increased from £130 to £150 a years.

Mr A Byles – Station Master at Brentford to be transferred to Hampton Court and his salary be increased from £120 to £135 a year.

08/06/1898 – 1193) Hampton court goods accommodation – The General Manager submitted a plan shewing proposed additional sidings, a goods shed and 10 ton crane etc at the above station the cost of which is estimated at £3000 and reported as to the question of purchasing land on the down side for future requirements.

Plan approved. Probable price of land to be ascertained.

11/10/1898 – 1451) Hurst Park Race Course – The General Manager submitted an application from the Hurst Park Club Syndicate for a Branch Railway to the Hurst Park Race Course and also submitted a report with plans and estimates from the engineer of the company.

Further report to be made at the next meeting of the company.

26/10/1898 – 1479) Hurst Park Race Course – With reference to the minute of the 11th instant the general manager again submitted plans and estimates for the proposed line to Hurst Park shewing a total estimated expenditure of about £78000

He also reported an interview with Mr Davis, who has offered on behalf of the race course syndicate to increase the proffered guarantee to 2 per cent on any sum up to £80000 for a period of seven years.

Referred to the Board tomorrow.

15/02/1899 – 1739) Slight Collision at Hampton Court – The General Manager Submitted a report as to the 12 noon train from Waterloo to Hampton court on the 8th inst having run against some Vehicles which were standing at the end of the platform line at the latter station, damaging a buffer casting and causing complaints from two passengers.

Further report to be made.

01/03/1899 – 1758) Slight accident at Hampton Court 8th February 1899- Referring to the minute of 15th ulto the General Manager submitted a further report as to the cause of this accident.

26/04/1899 – 1825) Hampton Court Station – Water Columns – The General Manager recommended that in connection with the Station Improvements at Hampton Court these additional water columns be provided as shewn on the plan at an estimated cost of £227

21/06/1899 – 1924) The General Manager submitted applications for contributions to the following East and West Molesey Cottage Hospital – Declined.

05/07/1899 – 1951) Hampton Court Trains – The General Manager submitted a letter from the clerk of the East and West Molesey District council suggesting an acceleration of two evening trains from Waterloo to Hampton Court

The General Manager to reply.

RAIL 411/263 – Traffic Committee

14/03/1900 – 298) Signalling Irregularity – The general manager submitted reports as to the 7.10 am passenger train from Waterloo having been allowed to leave Surbiton Station whilst an empty train was in the same section through a mistake on the part of signalman Saunders at Hampton Court Junction who has been suspended from signal box duty and put to platform work.

Signalman Saunders may be reinstated.

20/06/1900 – 415) Hampton Court Station Cycle store – The General Manager recommended that one of the two ladies waiting rooms at Hampton Court be converted into a cycle store as shewn on plan at an estimate of £60.

04/07/1900 – 433) Accident at Hampton Court – A report was submitted from the superintendent of the line as to an excursion train from the Brighton Railway, drawn by a South Western engine, having run into Hampton court Station and collided with the buffer stop on the 20th ulto causing

injuries of a slight character to many of the passengers.

01/08/1900 – 508) Hampton Court Accident - 20th June 1900 – The Board of Trade Inspectors Report upon this accident was submitted.

01/05/1901 – 936) Staff – The general Manager submitted a list of proposed increases of salaries dating from the 2nd inst as follows:-

Name	Position	Station	Date of last increase	Present salary	Proposed salary
Clarke A.	Clerk	Hampton Ct	Aug 1898	80	90

06/11/1901 – 1185) Hurst Park Race Course – referring to the minute of the 28th October 1898, the General Manager reported that Mr Davis the Managing Director of the Hurst Park Club Syndicate Ltd had asked for a reconsideration of his proposal for a line to the race course and submitted plans showing how such a line could be provided under different schemes at a cost, exclusive of land of £39,069, £54,720 + 3118,633 respectively.

Mr General Manager to reply declining the suggestion.

05/02/1902 – 1334) Burglary at Thames Ditton Station – A report was submitted from the Superintendent of the line as to the Thames Ditton Station having been broken into on the night of the 25th ulto and several collecting boxes and an automatic machine forced open.

28/05/1902 – 1505) The General Manager reported as to the case of H. Chalwin, warehouseman at Hampton Court, who is stated to be developing general paralysis and is therefore unfit for further railway work.

Chalwin is 56 years of age, has been in the service 41 years and is in receipt of 27s/- per week.

Half pay may be allowed for 3 months. The case to come up again after that period.

09/07/1902 – 1558) Staff – The general Manager the following increases of salaries dating from the 10th inst.

Name	Station	Position	Date of last increase	Present salary	Proposed salary
Braithwaite C.H.	Hampton Ct	Clerk	June 1900	60	70

08/10/1902 – 1670) referring to the minute of 28th May last granting half pay to H Chalwin warehouseman at Hampton Court for three months, a further report was submitted from the superintendent of the line stating that Chalwin is still certified to be unfit for railway service .

Half pay for further 3 months may be allowed

RAIL 411/265 – Traffic Committee

07/01/1903 – 69) referring to the minute of 8th October allowing half pay to H. Chalwin, warehouseman at Hampton Court a further report was submitted from the Superintendent of the line stating that the company's Medical Officer is of the opinion that Chalwin is suffering from softening of the brain and will slowly grow worse. Being only 57 years of age he is not entitled to the Pension

Fund benefits and his case is submitted for the further consideration of the directors .

Half Pay may be continued for 3 months.

04/02/1903 – 112) Accidents – On the 22nd ulto when the 7.5 pm up train was starting from Hampton Court Station the hindmost Vehicle, a third class brake left the rails at some points and after travelling about 50 yards the wheels again took the rails.

The accident was caused by the mistake of a relieving signalman who has been reprimanded.

18/02/1903 – 140) Accidents – Reports from the Superintendent of the line were submitted as to the following occurrences:-

On the 13th inst the 11.23 pm passenger train from Hampton Court when running into Waterloo station collided with an empty milk churn train throwing two milk vans off the rails and delaying traffic.

04/03/1903 – 160) Staff – The General Manager recommended the following increases of salary dating the 5th inst.:-

Name	Station	Date of Last Advance	Position	Present pay	Proposed pay
Byles A	Hampton Ct	July 1898	Station Master	135	145

01/04/1903 – 219) Referring to the minute of 7th January last, allowing Half Pay to H. Chalwin warehouseman at Hampton Court, for three months, the general manager reported that Chalwin is still unfit for duty and submitted the case for further consideration.

Half Pay may be allowed for six months,

05/08/1903 – 409) Staff – the General Manager recommended the following alterations consequent on the retirement of W. Hilditch, station master at Waterloo and the resignation of W. Gibson, Station Master at Woking.

Mr A. W. Byles – Station Master at Hampton Court to be transferred to Kingston and his salary to be increased from £145 to £160 per annum

Mr G. F. Parsons – Station Master at Swanage to be transferred to Hampton Court and his salary to be increased from £130 to £145 per annum.

10/08/1904 – 1052) Complaint of insult to passengers – A letter was submitted from Messrs Herbert Smith and Co of 20 Copthall Ave E.C. As to a complaint by Mr .H. Gutman, Mr W. Tecklenborg and Baron E. Wœchler of having been insulted by another passenger in a third class compartment of the 6.15 train from Waterloo to Hampton court on the 21st ulto and asking whether the company are prepared to move in the matter.

Also report thereon from the superintendent of the line.

The General Manager to reply that the directors regret to hear of the annoyance suffered by their clients; that they are glad to hear that the gentlemen in question are pursuing the matter and that the company will give them any assistance in their power if requested to do so.

05/10/1904 – 1096) Hampton Court Station – Telephonic Communication – The General manager Recommended that Hampton Court Station be connected with the Post Office telephone system at a

charge of £4 10/- per annum plus 1d per call on the local exchange office and 2d per call on any other exchange with a minimum payment of £1 10/- per annum payable in advance.

16/11/1904– 1202) Hampton Court – Bridge over the river Mole – with reference to the Directors inspectors Note of 26th April last the General Manager submitted a plan prepared by the engineer shewing how a lift-bridge, similar to the existing one could be constructed over the River Mole and so provide improved access to Hampton Court Station.

The cost is estimated at £450
approved

08/02/1905 – 1329) Burglaries – Thames Ditton – A report from the Superintendent of the line was submitted stating that a thief broke into the Station at Thames Ditton on the night of the 25th Ultio and stole the sum of 28s 7d from the booking office till
28s 7d to be cleared

12/07/1905 – 1567) Staff – the General manager recommended the following increases in salary dating from the 13th inst.

Name	Station	Position	Present salary	Proposed salary
Clark A	Hampton Ct	Booking Clerk	90	95

04/10/1905 – 1666) Staff – to fill the vacancy the following alterations were recommended.

Mr W.J. Saunders – station master at Thames Ditton to be transferred to Ravenscourt Park at his present salary of £90 a year.

Mr W. Tyrell – Chief booking clerk at Richmond be station master at Thames Ditton at a salary of £90 a year with free house etc.
Approved.

RAIL 411/267 – Traffic Committee

21/02/1906 – 17) Proposed Station at Long Ditton – The General Manager submitted a letter from the clerk of the Urban District Council of Esher and the Dittons with a memorial from residents suggesting that a station should be provided at Hampton Court Junction between Surbiton and Esher.

To be Declined.

06/03/1907 -580) The General Manager recommended the following changes in consequence of the retirement of the station masters at Exeter, Teddington and Camberley, during the present month.

Mr A. Clark – Booking Clerk at Hampton Court to be appointed Station Master at Wanborough at a salary of £90 per annum, with free house, coal and light.

20/3/1907 - 598) – Hampton Court Fares and Trains – The General Manager Submitted a memorial from the East and West Molesey Urban District Council calling attention to the fares and season ticket rates charged between London and Hampton Court; also suggesting that an additional through train to Waterloo at 9 am be provided and asking the Directors to receive a deputation. A report was submitted from the Superintendent of the line dealing the complaints raised in the memorial.

The General Manager to Reply.

29/05/1907 – 694) Staff – The General Manager recommended increases of salaries, dating from the 30th inst as follows

V.T. Brown – Hampton Ct. - Junior Clerk - £50 - £60

07/08/1907 – 817) Hampton Court Junction – alteration of the lines – The General Manager submitted a plan shewing a proposed scheme of alterations at Hampton court Junction by diverting the up Cobham line and Down Hampton Court line, the former to run under the main lines and the other over them . The cost of the works is estimated approximately at £12,611 and £47,440 respectively.

First scheme approved and referred to the Board with a recommendation that it be carried out forthwith and that land be purchased with a view to carrying out the second scheme.

09/10/1907- 867) The General Manager reported that Mr Parsons, Station Master at Hampton Court, who has reached 60 years of age asks to be allowed to retire on his annuity from the superannuation fund and recommended that this be granted, dating from the 1st November.

Approved

06/11/1907 – 911) Staff – The General Manager recommended that Mr H.J. Hitchens, chief Clerk in the Main line Superintendents office Clapham Junction be appointed Station Master at Hampton Court at a salary of £150 per annum with free house, coal and light, once Mr Parsons retired.

Approved

20/11/1907 – 926) Letting of Land at Hampton Court Station – The General Manager recommended that a piece of ground additional to their present holding, be let to Messrs Taylor Bros for the erection of a cart shed and store as shewn on plan, on condition that the buildings be kept at least six feet from the siding rail.

01/04/1908 – 1171) Staff – The General Manager reported that upon a recent audit of the accounts at Thames Ditton a deficiency of £26,5,7 was discovered and that the amount had since been paid by Mr Tyrrell the Station Master. It was recommended that Mr Tyrrell be removed to another station as booking clerk at a salary of £100 per annum.

Approved

29/04/1908 – 1192) Staff – the General Manager recommended that Mr J. Rice, booking clerk at Waterloo be appointed station master at Thames Ditton at a salary of £95 per annum with free house, coal and light in place of Mr Tyrrell transferred to a booking office.

05/08/1908 – 1338) Hampton Court Station Sidings – The General Manager reported that in consequence of additions to the ordinary train services to and from Hampton Court there is not sufficient siding room at that station for berthing special trains on race days and recommended that two new sidings be provided as shewn on plan at an estimated cost of £580.

approved.

07/01/1909 – 1520) Staff – the General manager submitted lists of proposed increases of salaries in the passenger and goods departments dating from the 1st inst as follows-

Name	Station	Position	Present salary	Proposed salary
Webb W.C.	Hampton Ct	Clerk	50	60

24/06/1909 – 1723) Lettings at Stations – The General Manager submitted plans shewing proposed lettings as follows:-

Thames Ditton – Messrs Walten +Co

Site for an estate office

07/10/1909 – 31) Hampton court station – Access – the general manager submitted a letter from resident sin Summer Road, East Molesey asking the company to consider the question of providing an entrance to Hampton Court station from the level crossing in summer road. Also a report thereon from the Superintendent of the Line.

To be declined

04/11/1909 – 950) Burglary at Thames Ditton Station – The General Manager Submitted a report from the Superintendent of the Line stating that between 12 and 1 o'clock on the 19th ulto while the Station Master was at dinner, the booking office at Thames Ditton was entered by a thief and the sum of £9.9.4 stolen.

£9.9.4 to be cleared

RAIL 411/269 – Traffic Committee

06/04/1911 – 698) Inspections of the Line – read minute of the engineering committee of 23rd ulto suggesting that inspections be arranged for the present year as follows :-

1. Leatherhead, Hampton Court, Camberley Reading and Chertsey lines – Friday 28th April.

700) Staff – The General Manager recommended increases of salaries as follows :-

Name	Station	Position	Present salary	Proposed salary
Webb W.C.	Hampton Ct	Booking Clerk	70	70

02/11/1911 – 954) read Minute of the Staff pension committee of 20th ulto recommending retiring allowances to old servants as follows:-

Dean F.	Passenger Guard	Hampton Court	10/3 per week
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14/12/1911 – 1002) Lettings at Stations – The General Manager submitted plans shewing proposed lettings as follows:-

Hampton Court – Mr Angus – site for a portable office in connection with goods delivery business.

19/12/1912 – 1323) Hampton Court Junction Fly-over line – the General Manager submitted a plan of the proposed down line and fly-over bridge at Hampton Court Junction for Hampton Court Trains which work has been sanctioned by the board in connection with the electrification scheme. The cost is estimated approximately at £49,440 – Approved.

27/01/1913 – 1375) Traffic Officers Conference – the minutes of the meeting of the Traffic Officers held on Tuesday the 25th instant were submitted and approved.

The following matters were considered as special recommendations and were confirmed viz:-

Hampton Court station - Porters Room – Minute 66a – proposed fitting up of the disused footwarmer house as a porters room at an estimate cost of £17 as shewn on plan

RAIL 411/271 – Traffic Committee

22/04/1915 – 234) Thames Ditton Station – Ticket Issuing Machines – Minute No. 962 – Ticket Issuing Machines costing £33 to be placed at the entrance to the down platform at Thames Ditton Station

29/06/1916 – 547) Electric Traction – Minute No 1378 – It was reported that the electric train service between Waterloo ++ Hampton Court commenced on the 18th June.

27/06/1918 – 1177) Thames Ditton – Provision of cycle store plan No. 14375 estimated cost £183

ONE MISSING, NUMBER IN INDEX

RAIL 411/469 - Locomotives, boilers, rolling stock, etc: correspondence

11/03/78 - 744) L&SWR Nine elms Works – March 11th 1878

W, Adams Esq

My Dear Sir

to meet the present demand for power in our Metropolitan District and for the opening of new lines we require at the least 12 new bogie tank engines, not having had any built of the “tank” class since 1875

We Require

2 for the Holsworthy Line
2 “ Ascot and Aldershot Line
2 “ Hounslow Trains
2 “ Kingston “
1 “ Hampton Court
4 Spare

Total 12

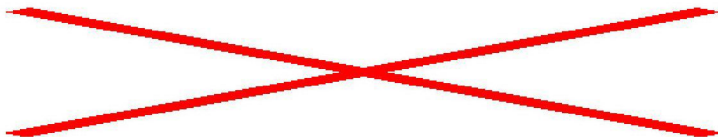
The 2 engines are required at Kingston to enable the present engines stationed there to have a shed day. They are at the present time running and in steam 19 hours per day and they only have 3 ½ hours once in 8 days to wash out the boilers and get repairs done, which is not time for the drivers to do their duty and keep the boilers and fireboxes clean. The accumulation of incrustation causes the tubes to be taken out and the fireboxes patched sooner than they ought to be. This could be saved to a great extent by placing the two engines I ask for at Kingston,

The additional engine is required at Hampton court to make the engines stationed there to have a shed day. These engines are only washed out are only washed out on Sunday after running 7 days, and in steam and running 19 ½ to 20 hours per day. By one more engine being placed there one of them would have a shed day every fourth day. This would enable the drivers to to keep the boilers and fireboxes clean, which is not the case at the present time.

4 Engines could then be left spare for repairs and special duties.

Yours Truly

Supt W. Adams



RAIL 412/3 London and Southampton Railway Traffic & General Purposes Committee

23/03/1839 – Hampton Court Traffic – Read Mr Stovin's report on the Traffic to Hampton Court – An advertisement in reference to this traffic was settled and ordered to be inserted forthwith.

16/08/1839 – Read application from parties residing at Wimbledon, Merton, Moulsey, Hampton Court + Esher requesting that a train might start at 6 O'clock in the evening.

The Secretary was instructed to reply thereto.

03/01/1840 – Read letter from Mr Young dated 27th ulto suggesting the assistance of the company in respect to the losses which he has sustained by his omnibuses from Ditton to Hampton Court.

The secretary was instructed to inform Mr Young that the Directors cannot comply with his request.

Read letter from Mr Hilditch dated 27 ulto containing a suggestion from Dr Mitchell as to the words "Hampton Court + Esher" being printed on a board at Ditton Marsh

Ordered That Dr Mitchell's suggestion be brought under the consideration of the Court of Directors

21/02/1840 – Read letter from Mr Clarage dated 16th Jany as to the establishment of an Omnibus between Ditton and Hampton Court,

Mr Stovin was instructed to enquire into the circumstances with a view to see whether any further facilities can be furnished for the Passengers to Hampton Court.

13/03/1840 – Read letter from Mr Young dated 12th inst respecting his omnibus which runs between Ditton and Hampton Court

31/07/1840 – Read letter from Mr Perry dated 26th inst requesting he be allowed to place a board of the Joy Tavern + Hotel at Hampton Court at the Hampton + esher Station.

The secretary was instructed to refer Mr Perry to Mr Easthope who will see him at his house at Ditton.

09/02/1844 – p.213) As to Kingston Station Being the Hampton court Station – Mr Stovin introduced the question of an alteration in the Esher + Kingston Stations by discontinuing to call the former "Esher and Hampton Court Station," but simply the "Esher Station" and to designate the latter the "Kingston + Hampton court Station" In support of the suggestion he produced a return showing the number of passengers travelling to Kingston during the months of January 1843 + 1844. By this it appears that a great increase had taken place which is practically attributed to the omnibuses plying for hire between Kingston + Hampton Court since Mr Young carried? To see his vehicles to the Esher station. Mr Stovin also recommended that Third class Carriages should be attached to the 11.30 down and last up train from the city, by rail to Kingston and thence to Hampton court by omnibus and thus in a measure the Road competition would be destroyed.

Mr Martin which upon this subject brought forth the Committees instructions to confer with

Mr Bircham as to the feasibility of enclosing a piece of ground between Mr Kay's ground? And the railway station so as to prevent the populace from crowding around the iron railings down? To the platform.

The committee approved both the suggestions of Messrs Martin + Stovin and recommended the former to be carried out as regards the altering of the title of the station and also the latter if it can be legally effected.

08/11/1844 – p.276) Mr Cole Omnibuses – Read letter from Mr Cole Progenitor of the Omnibuses plying for hire between Kingston station and Hampton court, applying for the exclusive privilege of providing vehicles and undertaking to supply as many as traffic requires.

The Secretary to acknowledge the letter and to state that the directors cannot grant the exclusive privilege.

09/05/1845 – The agreement with Lord Hotham as to the construction of an inclined plane at the Esher Paper Mills to be carried out under the inspection of Mr Martin

RAIL 645/33 – Southern Railway Engineering and Estates Committee

01/02/23 – Land at Hampton Court – Referring to Engineering Committee minute dated 23rd February 1922, under which authority was given for the grant of a lease to Mr Herbert Jones for 42 years from 25th March 1922 at a rent of £20 per annum, it is proposed to make the term 99 years from the same date at the agreed rent of £20 plus maintenance charge of £5 per annum in respect of the campshedding on the river front, the Company reserving right to resume possession at any time if the premises are required for railway purposes.

RAIL 1110/281 – L&SWR Reports and Accounts

26/01/1846 – p.99 – Dec 1846 ½ year) Special meeting of the proprietors of this company, was held on Tuesday 26th January 1846, at the offices of the company, Nine Elms, Vauxhall. The Hampton Court Branch may be executed at a trifling cost, and will, doubtless, prove remunerative in the hands of this company, more especially when, by the London extensions of the line, the great masses of population reside near the Vauxhall, Waterloo Bridge and London Bridge Stations, will be placed within half an hours reach of the Palace at Hampton court. The Directors, therefore, recommend an application to Parliament for this Branch and they anticipate the more ready acquiescence of the Proprietors, because, at the same time that the measure will be one of profit to the Company, it will afford a fresh means of cheap and legitimate recreation to the poorer classes.

p.100) *Third* – That the Directors be authorized and requested to apply to Parliament, if they see fit, for powers to construct a Branch from this Railway to Hampton court Bridge.

ZPER 11/5 – South Western Gazette

01/02/1886 – p.26) Memories of the month - 1st February 1849.

01/04/1886 – p.59) List of Station Masters

Thames Ditton – Mr Cooper

Hampton Court – McDougall

ZPER 11/6 – South Western Gazette

01/05/1887 – p.69) The Easter Bookings from Waterloo probably owing to the early period of the year, were not so numerous as in 1886. Those booked to Hampton court were 6,075

ZPER 11/22 – South Western Gazette

Feb – p.5+6)– Alphabetical List of Station Masters

Station	Miles from Waterloo	Agents
Hampton Court	13	G.F. Parsons
Thames Ditton	14	W.J. Saunders

ZPER 11/26 – South Western Gazette

Jan – p.5+6)– Lists of Stations and Agents

<i>Station</i>	<i>Miles from Waterloo</i>	<i>Agents</i>
Hampton Court	13	H.J Hitchens
Thames Ditton	14	F. Rice

ZPER 11/28 – South Western Gazette – 1911/ 1912/ 1913/1914/1915

Jan – p.5)– Lists of Stations and Agents

<i>Station</i>	<i>Agents</i>
Hampton Court	H.J Hitchens
Thames Ditton	F. Rice

p.6) Locomotive Superintendents – In charge of Depots

<i>Station</i>	<i>Name</i>
Hampton Court	G. Bull

ZPER 11/32 – South Western Magazine – 1916

Jan – p.168-169)– Lists of Stations and Agents

<i>Station</i>	<i>Agents</i>
Hampton Court	H.J Hitchens
Thames Ditton	F. Rice

p.169) Locomotive Superintendents – In charge of Depots

<i>Station</i>	<i>Name</i>
Hampton Court	H.Harrison

ZPER 11/33 – South Western Magazine – 1917/1918

Jan – p.315-316)– Lists of Stations and Agents

<i>Station</i>	<i>Agents</i>
Hampton Court	H.J Hitchens
Thames Ditton	F. Rice

NOTE: NO LOCO FOREMAN - Electrification

Hampshire Record Office – 104A02/A2/1A

07/06/1852 – Extract from the Proceedings of the Meeting of Officers – Thames Ditton Trains – Application from Dr Hastings of the 3rd inst as to the stopping the 7.55 am up train from Hampton Court at Thames Ditton acceded to – Train to leave 5 mins earlier.

Hampshire Record Office – 104A02/A2/1B

14/07/1859 – Loco Committee - 3446) Gas at Thames Ditton – Read Traffic Committee minute of 30th inst recommending the use of Gas at Thames Ditton Station if the Gas Co. will lay pipes up to the station gates.

Mr Beattie to ascertain the Gas Cos. terms and report.

26/07/1860 – Loco Committee - 734) Fire in Engine Shed at Hampton court – Read report of Mr Legh of 22nd inst as to a fire having been discovered in the Engine Shed at Hampton Court Station at 1.30 am on the morning of that day by some watermen who were returning on the river from Putney + that it was extinguished by them.

Also that the fire was occasioned by the negligence of the cleaners in not having turned off the gas + in leaving the jet in close proximity to the working bench.

The watermen to be rewarded.

Mr Beattie to enquire into the apparent negligence of the Watchmen and report on.

09/08/1860 – Loco Committee – 747) Fire at Hampton Court Station (July 22nd) – Read report from Mr Beattie of 8 inst of his enquiries into this occurrence, exonerating the cleaner from any blame and suggesting the repair of the fences in order to the better security of station premises.

Recommend to the Way + works committee to have the fences properly repaired.

Hampshire Record Office – 104A02/A2/4

30/12/1867 – 2751) Extract from the Proceedings of the Officers Committee – Train leaving Hampton Court without a guard – Mr Scott having stated that he had forwarded Mr Beattie various papers relating to a recent case of a train leaving Hampton Court without a guard it was ordered.

That Mr Beattie be requested to bring up his report on the matter at the next meeting of the committee.

13/01/1868 – 2761) Hampton Court – Extract from the Proceedings of the Officers Committee – Referring to minute of last meeting as to a Train having left Hampton Court station without a guard read letter from Mr Beattie of 10th inst stating that the Engineman “A. Read” is to blame + recommending that his wages be reduced from 6/- to 5/6 per day.

This recommendation approved until further notice.

Hampshire Record Office – 104A02/A2/10

16/02/81 – E+S -515) Hampton Court Station Lamp Room – Read minute of Traffic Committee of 8th December, approving of an Old carriage being converted into a lamp room at the above station.

To be carried out.

Hampshire Record Office – 104A02/A2/11

16/03/81 – E+S – 539) Locomotive Dept returns at Hampton Court Station – Read letter from Inspector McDougall asking for the usual allowance of £5 for keeping the Locomotive Department

Returns +c at the above station during the past year
To be given

Hampshire Record Office – 104A02/A2/12

14/02/83 – E+S – 1304) Locomotive Department Returns at Hampton court Station – Read letter from Mr Adams of 1st February recommending that £5 be paid to Mr McDougall Agent at Hampton Court for keeping the Locomotive Department Returns at that Station for the past year and stating that he has arranged to relieve Mr McDougall of this work in future.

To come up again.

Research results into the History of the Hampton Court Branch Line up to about 1900. Includes books & records from various sources.

1. 'The Railway In Surrey' by Alan A Jackson 1999 [I have a copy]

a) Pages 44-46: Late 1840s Hampton Court Palace attracting 180,000 annually. LSWR promoted 1m 52 ch line branching just west of what is now Surbiton Station. Illustrated London Times described it as 'a holiday railway' & ran mainly on an 18ft high embankment. A letter in the Times on 13 Feb [no copy] revealed a problem with the stability of the embankment as the published time table had been abandoned because horses had replaced steam.

Sir William Tite designed the buildings in a Tudor style. The 'humble loco shed' on the east side was dignified with a steeply pitched roof & buttressed walls below. New loco facilities [without the turntable organically provided] were erected about 1895 at the Summer Rd X-ing, when Tite's engine house became a goods shed. Post 1916 electrification loco shed saw little use.

Another short lived facility was the extension around 1890 of a line on the east side of the goods yard to serve a riverside wharf.

Initially terminus served by along platform & 7 a shorter one behind is south of the station bldg. In 1899 due to traffic growth platforms lengthen & a 3rd inserted south of the station on the west side. Shortly thereafter 4 berthing sidings added to the east side south of the Embankment.

Excursions trains came from quite distant departures with circular tickets issued for a train to Ht Ct, river trip to Windsor & returned to London by rail via Staines.

Thames Ditton station added in Nov 1851. No freight yard provided therefore bldg materials etc carted from Ht Ct Station.

b) Page 82: Electric trains operated the branch from 18/6/1916. 3 berthing roads electrified [no date] & such trains ran 7 days a week every 20 mins. Journey time reduced [no times given] but main benefit was the saving in costly steam mileage which generated faster services, much of it outside peak hours.

c) Page 103: late evening services reduced to hourly from 4/10/1993.

d) Page 115: Commercial postcard aerial photo c1925

e) Page 169: Night of 8 Dec 1940, 7 coaches in the sidings were burnt out by bombing. No casualties mentioned.

f) Pages 178-9: Race Course opened 1889. Traffic via trains resulted in enlargement & re-signalling of the terminus, works completed in 1899. A branch into the race course just south of the station considered by the LSWR but idea dropped as property demolition & construction costs outweighed outlay above an acceptable level. In 1908 2 more sidings added. For the next 30 + years, around 50 specials worked the Whitsun

meeting. Trains ran every 5-10 mins before & after the races. Busiest day of the year for the Branch.

2. 'Thameside Molesey' by Rowland GM Baker 1989

a) Page 124: Surrey Comet noted on the Race Course first national hunt meeting on 19/3/1890, '7 special trains brought their freights of sporting men from Waterloo to HC Station, & 2 specials were reserved for members of the [Race] club. It is computed that over 2,000 people arrived by these trains'. However, large nos. of patrons preferred travel by road.

b) Pages 133-4: In 1858 plans deposited with the clerk of the peace to seek Parliamentary sanction for a r/w line to run from Twickenham, through Teddington, Hampton, W & E Molesey to connect with HC Station. A massive & 'hideous' bridge over the Thames was proposed but pressure from Sunbury & Shepperton residents [& possibly the huge outlay] meant the line was not proceeded with & went to Sunbury.

3. 'Lost Railways of Surrey' by Leslie Oppitz 2002 [copy at Surrey History Centre SHC]

a) Line first opened using horse traction. Little support from Chairman, WJ Chaplin, but built as, presumably a quote from Chaplin, 'a public necessity offering a fresh means of cheap & legitimate recreation to the poorer classes'

b) LSWR Hampton Court Branch Act 1846 granted 16/7/1846 but construction delayed until Jan 1848 because of the financial restrictions due to post r/w mania depression.

c) 5 trains each way daily. 45 mins to Waterloo. 1915 down line built over the main line.

d) Thames Ditton station opened 1851/2. No precise date according to the writer.

4. SHC ref 7436/2/1 Contract to build the Branch-LSWR & Thomas Brassey

a) contract dated 1/7/47. 'Needs to be completed to the satisfaction of the principal engineer' = Joseph Locke. Contract states £13,910 2s 4d agreed cost of the work [I would like to look at this again to get more information].

5. PRO: RAIL 411/779 Letters between LSWR & A Challoner dated 31/10/1900

a) Challoner of E Molesey [no other address] agreed to supply LSWR with Thames ballast as required. 2s 6d per cu yd to be measured after being placed in heaps on the r/w co property. If Co rep not happy Challoner will remove it at no extra cost to the Co. Challoner also agreed to be liable for any road damage [note on the papers suggests ballast may have been used for Clapham Junction improvement works]

6. PRO: 'The History of the Southern Railway' by MR Bonavia 1987

a) Page 13: Refers to HC Junction being a combination of viaduct/flyover & dive under [very rare] [I wasn't sure whether this was pre 1888?]

7. PRO: 'A History of the Southern Railway' by CP Dendy Marshall 1936

a) Page 113: 'On 1/2/1849 the HC Branch was brought into use. Horse Traction was used at first from the junction'. No other references!

8. PRO: 'A Royal Road' by Sam Fay 1883

a) 1849 HC Branch opened pulled by horse. 'Mainly for passengers bent on pleasure'.

9. PRO: Official Illustrated Guide to the LSWR by G Meason 1856(?)

a) A mention of the Branch giving access to the Palace but the guide centres wholly on the Palace.

10. PRO: The Railway Record 13/1/1849 No 265 Vol VI No 2 Page 47.

a) Reference to checking the line's stability. David has copied the actual doc. As an attachment to his work.

11. PRO: The Illustrated London News 3/2/1849 [Sat]

a) Page 71: Extension was opened to the public on Thursday last. 5 trains a day to accommodate pleasure traffic.

11. Parliamentary Archives [PA]: HC/CL/PB/6/plan1846 LSWR [HC Branch]

a) this document comprises a small scale plan with numbered plots & a list of owners/occupiers/lessees & a list of who owns the plots including what their use was. Also within it is a document submitted by J Locke to the Parliamentary Committee in the form of an estimate of costs for buying the land & bldg the branch = £40k. [See photos].

b) Lord Hotham, Sir George Hervey Frederick Berkley, the Rev Speer are referred to. [See photos]

c) the document was deposited at the Private Bill Office on 23/1/1846 by J Booth [?]. It states the Directors of the LSWR control £1,200,000, being the balance or part balance of the sum of £2,465,000 authorised to be raised by new shares under an Act passed in the last Session of Parliament. Included part payment for buying the Guildford Junction r/w [presumably to get access to build the junction off the main line].

12. PA: HC/CL/PB/2/12/29 Opposed Parliamentary Committee Evidence 1846 Vol 25 LSWR(HC Branch) bill [includes other branches]

a) Select Committee sat on 23/3/1846:

Sir Charles Douglas in the Chair

Mr MD Hill, Mr Austin, Mr Hope-Counsel for LSWR

Lord Hotham against the Bill represented by Mr Hodgson of Counsel

GF Berkley against the Bill but no one appeared for this party
Andrew Scott & Others against the Bill represented by Mr C Evans of Counsel [acting for a Chapel on or near the branch junction at Weston Green ?]

b) Various witnesses called by the LSWR to support the Branch including **John Wilson Crocker** [lived in Molesey for 20 years +] who compared its potential to that of the line linking Paris & Versaille [similar pleasure activities]. He also supported the move from Nine Elms to Waterloo as he would ‘..rather be landed in a very populous district than Nine Elms’. Discussion about who signed the petition in support & concluded only one did not sign & he was a tenant of Lord Hotham.

c) **Edward Jelse** [surveyor of HM Parks & Palaces] advised currently up to 8,000 visitors to HC Palace & agreed the r/w would improve traffic flows.

d) **Edward Gifford** [son of Lady Gifford] uses Kingston station 4 miles away & takes him 45 mins to the station & only 20 mins from there to Nine Elms. He states there are many gentry about here & dozens of gentlemen who need to go to London daily. He advises it will also increase the value of land which has been falling recently [presumably due to other more accessible areas].

e) Mr Evans of Counsel questions that the Chapel near ‘Surbiton’ will suffer noise problems & thus objects to the Branch.

f) Committee intervened by advising they felt money spent by the church to object to the r/w as no real problem. [appear to have made up their minds!].

g) Mr Austin of Counsel tried to bring in more traffic evidence to support the line but Committee did not want any further evidence.

h) **Joseph Locke**, engineer, asked about location & length of the Branch + costs. Noted only one crossing of a parish road, bridges elsewhere. Confirmed Branch would have no affect on any ‘ornamental’ property of any kind [presumably residential]. He advises ‘it is the simplest engineering line imaginable. £40k leaves a margin for contingences. I have estimated £5k from traffic, £2,187 for working expenses leaving £3k a year profit in round numbers’

i) Lord Hotham’s Counsel cross examines Locke about how the Branch will impact on the land owned by LH & how flood levels around his Moseley Mill will be dealt with. Much discussion on use of piles or an embankment & how this might impede water flow at high tide etc. Locke answers that it will be built 4ft higher than the existing levels & should not affect the Mill’s water. He agreed to build a bridge to avoid blocking Creek Rd which gives access to the Mill. The type of bridge is flexible, either fixed or swing. Agreement appears to be close.

j) Chapel’s Counsel entered a long debate with Locke about how the Branch might disturb the Chapel. [Very difficult to read]. Compared to Holt Trinity @ Lambeth where no noise problem confirmed by the Archbishop. Locke answering the Committee advises it would be about £100 to rebuild the chapel if required.

l) **Henry Crater** [?] called by Mr Austin [LSWR]. He confirms he’s valued price for

the land for the Branch at £2,880 1s 9d.

m) Mr Austin states Lord Hotham's opposition withdrawn & offered a chance to Mr Evans that the LSWR will take advantage of the power of deviation to protect the chapel. Mr Evan's declines & carries on objecting.

n) He calls **Charles Schofield**, resident & trustee of the chapel. Describes the chapel & is the centre of the villages + school for children. Branch will be a danger to them. £700 to rebuild elsewhere. Noise disturbance also advocated by **John Lambley**, surveyor for the Chapel. Case closed for Mr Evans.

o) Mr Hope [LSWR Counsel] tenders the clause to provide for a deviation & confirms the Co would accept arbitration by the Committee.

p) Room cleared & Committee deliberates. Counsel & agents called in. Chairman advises the Committee has resolved to accept the clause.

q) **Charles Buchanan** examined by Mr Ellicombe [Committee member?]. CB advises that the road crossing is because 'the traffic on this road is very inconsiderable. I see there will be gates placed across the road & a man stationed at them , it is considered as convenient for the public & better for the adjoining property to have a level crossing instead of a bridge & an embankment'

r) The Committee having proceeded to hear the Clauses of the Bill, it was ordered to be.... ..with the amendments to the House [couldn't read last bit!!].

**HISTORIC LANDSCAPE ASSESSMENT AND
LANDSCAPE DEVELOPMENT STRATEGY**

for the

HAMPTON COURT STATION / JOLLY BOATMAN SITE

for

Historic Royal Palaces

March 2005

Prepared by

Colvin and Moggridge Landscape Architects

with contributions by

The Paul Drury Partnership

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3.0 LANDSCAPE ASSESSMENT AND DEVELOPMENT STRATEGY

ILLUSTRATIONS:

OS 25" MAPS - extracts

1868	:	OS 1:2500 1st Edition
1897	:	OS 1:2500
1914	:	OS 1:2500
1934/37	:	OS 1:2500
1956	:	OS 1:2500
1868/1956	:	OS 25" maps reduced to 1:5000

BIRD'S EYE VIEWS/PHOTOGRAPHS

Figure 1.1	1702: Bird's Eye View looking west by L Knyff; top left part. (copyright not cleared, Her Majesty the Queen)
1.2	1928: ©Aerofilms no. 22852 - same view as above
1.3	1955: ©Aerofilms no. R24343 - looking east across Hampton Court Bridge and Cigarette Island on right
1.4	c.1980: Vertical aerial photograph of Hampton Court, Cigarette Island and East Molesey ©GEONIX
Figure 2	1907: Illustration by A R Quinton for the book by Hilaire Belloc 'The Historic Thames' first published 1907
Figure 3	1934: Freehand overlay of new bridge roadworks and river on 1914 widening on OS Map of 1914
Figure 4	c.1930: Thames conservancy's proposals to widen the River Thames
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Figure 10	View towards Hampton Court Palace from station platform
Figure 11	First impressions from Hampton Court Station frontage towards the River Thames and Hampton Court Palace
Figure 12	View from south abutment of Hampton Court Bridge towards Hampton Court Palace.
Figure 13	View from Hampton Court Bridge along the central axis of Hampton Court Palace.
Figure 14	View from West Front (1 st Floor) towards Cigarette Island
Figure 15	View across Cigarette Island from Hampton Court Station
Figure 16	Existing and proposed view to the Jolly Boatman site from the Barge Walk
Figure 17	View from West Front

PLANS

Plan 1	Assessment of character areas around the Hampton Court Station and the Jolly Boatman site.
Plan 2	Assessment of existing views to Hampton Court Palace from Hampton Court Bridge and the Jolly Boatman site.
Plan 3	Assessment of views onto and across potential development site from Hampton Court Palace and Barge Walk
Plan 4	Development constraints and opportunities for Hampton Court Station and the Jolly Boatman site to protect and enhance the setting of Hampton Court Palace

1.0 INTRODUCTION

- 1.1 Colvin and Moggridge were commissioned by Historic Royal Palaces to prepare a management plan for views to and from Hampton Court Palace, Home Park and the Barge Walk in July 2003.
- 1.2 A draft report, *Hampton Court Palace Views Management Plan*, was issued for consultation in February 2004. The majority of responses supported the principle of safeguarding the setting of the Palace through the careful management and protection of views, with varying reservations and comments about individual recommendations.
- 1.3 The *Views Management Plan* was revised to take account of the consultation responses and the Trustees of Historic Royal Palaces adopted the plan and its recommendations as policy in August 2004. Subsequent minor amendments to the report were considered by the Trustees at their meeting on the 16 March 2005.
- 1.4 The *Views Management Plan* identifies sites that are likely to be developed and which therefore have the potential to pose a risk to the setting of the Palace. Some are recognised in the local development plans for the area as ‘development sites’ for which the local planning authorities have prepared development briefs to stimulate and guide appropriate development, in order that the developed sites might contribute positively to their locality. The *Plan* calls for the briefs for the development of sites that have the potential to harm the setting of Hampton Court Palace to be:
- ‘drawn up with an appreciation of the historic setting of the Palace and an understanding of those features that need to be enhanced and protected....’
- 1.5 The Hampton Court Station/ Jolly Boatman site is identified as a development site in the Replacement Elmbridge Borough Local Plan 2000. It is also identified in the Views Management Plan as a potentially serious risk to the setting of the Palace due to its close proximity, and because the principles embodied in the local authority’s adopted development brief, if followed, could allow considerable harm to the setting of the Palace. Whilst the adopted brief recognises the importance of the site as part of the context of Hampton Court Palace, it fails to understand the nature of the historic relationship between the site and the Palace and further fails to reflect the

importance of that relationship in the parameters it sets out to guide future development on the Jolly Boatman and Hampton Court Station sites.

- 1.6 The assessment in the *Views Management Plan* of views to and from the Palace identified the present derelict condition of the Jolly Boatman site, in particular, as being detrimental to the setting of the Palace. The owners of the site were consulted on the draft plan and responded with a report, prepared by their consultants (Alan Baxter and Associates and Lovejoy London), setting out a case for built development on the site. This landscape assessment and development strategy explains why Historic Royal Palaces, and The Office of Works before them, have consistently striven to retain the rural character of the Surrey bank opposite the Palace, with reasonable success so far in that the Palace still appears to be enfolded in green arcadia.
- 1.7 The development strategy describes Historic Royal Palaces' vision for the site, a vision that addresses the conditions resulting from the 1930s road engineering layout, while seeking to protect and enhance the setting of both the Palace and the eastern built edge of East Molesey.

2 HISTORICAL DEVELOPMENT

2.1 GENERAL

2.1.1 The early spatial setting to the south and west of the Palace is admirably summed up by L Knyff's west-facing bird's eye view of 1702, illustrated below (Figure 1.1). Other historic views tell the same story, for instance, Sir James Thornhill's early eighteenth century view (Whitworth Art Gallery, Manchester; Baxter View 6) or B. Lens' 1733 view west along Barge walk (Yale Centre for British Art; Baxter View 8). The Palace, the Banqueting Room, the Privy Garden railings and the southern end of the Broad Walk enjoyed views overlooking the open countryside of the south (Surrey) bank of the Thames. 'Cigarette Island', a name derived from the shape of a long-since-removed houseboat, rather than the shape of the island, is clearly seen in Figure 1.1 between the River Embur to the left and the straight line of the River Mole on the far side of the island. The Thames, being then a major thoroughfare, is dense with passing vessels. Even the ferry, which preceded any bridge, is depicted to the west of the Palace. At that time, the West Front forecourt of the Palace was isolated from the riverside by a wall and service buildings, clearly shown on the views cited above; this was no doubt because the riverside in this position was then a service yard from the busy river. The pattern of today's settlements is already established. Hampton village, west of the Trophy Gates, follows the south side of the road westwards. At the ferry crossing, forerunners of the Mitre Inn on the north bank and the Castle Inn on the south bank are already present by 1702; both these commercial establishments are kept away from the immediate setting of the Palace by being sited west of the line of the River Mole. Buildings along Bridge Road (Ferry Road). East Molesey, are visible well back from the river bank, with the first of the villas west of Bridge Road set in spacious, bosky gardens.

2.1.2 By the time of the 1868 first edition Ordnance Survey (OS) map, a narrow bridge has replaced the ferry and East Molesey is growing, though wholly on the west bank of the Mole. Molesey Flour Mills on the Mole, 250m back from the Thames, seem larger than shown by Knyff 150 years earlier. The villas to the west of Bridge Road are more numerous, but still stand in large well-treed gardens. The railway has arrived (opened in 1849 – see section 2.2.3, below), in the mid 19th century the predominant mode of transport. Thus the river has lost its importance as a thoroughfare and the Palace out-buildings between the West Front forecourt and the river are being removed, a process shown completed by the time of the 1897 OS map.

As a result, the west side of the Palace became visible across the river, as shown on A R Quinton's 1907 illustration (Figure 2), the truth of which is confirmed by a late 19th century photograph (Baxter, View 14).

- 2.1.3 In 1928, as shown by the aerial photograph Figure 1.2, the river banks are heavily wooded. The west face of the Palace has been 'screened' from view by trees along the south side of West Front forecourt, so that the left hand side of A R Quinton's view is not visible. Opposite Hampton Court, trees extend all the way round to the mouth of the River Mole, screening the station. Behind the trees is open land.
- 2.1.4 The building, between 1929-1933, of the new arterial road (now the A309) leading down to the Portsmouth road and Sir Edwin Lutyens' bridge over the Thames had a significant impact on the area to the south-west of the Palace. The alignment of the new bridge and road to the west of the railway also required the outflow of the River Mole to be filled in and the river wholly diverted into the Embankment.
- 2.1.5 By 1956, shown on both the OS map and aerial photograph Figure 1.3, there are a few small houses set back from the Thames on the land lying south of Cigarette Island. The site of the Castle Inn is now empty, demolished for roadworks to the west of the new road bridge. Cigarette Island, opposite the west front of Hampton Court, remains open land, framed by trees, with the exception of the small area nearest the bridge, from which the trees and grass of 1928 (Figure 1.2) have been removed. Instead, there is the squat presence of The Jolly Boatman and yard, newly arrived in 1956, and today a derelict site. Otherwise, the built up area of East Molesey, until 1929 confined west of the River Mole, is still confined west of the new road which buried the river, Hampton Court Way. Keyhole views across to Hampton Court from Cigarette Island and the north exit from the station are potentially visible beneath or between trees.

2.2 RIVER, RAIL AND ROAD

- 2.2.1 Hampton Court was built beside the busy River Thames for ease of access. Knyff's bird's eye view of 1702 suggests that there was a service yard by the riverside outside buildings south of the Trophy Gates. This was accessible from the ferry, so that provisions could have arrived from the Surrey, as well as the north, bank. Prospects up the river were available towards the southwest, across to Cigarette Island, from the Banqueting House, the south end of the Privy Garden and the south end of the Broad Walk. These same views are still enjoyed today from these sites and from the popular Barge Walk, which is also used in summer to reach the Flower Show from the station.
- 2.2.2 A humpy road bridge was built 250m west of the west front of the Palace in 1752-3, being rebuilt in 1778 to a smooth overall curve. In 1866, a 5-arch road bridge, 8m wide (shown on Figure 1.3), replaced this structure. The character of this bridge in 1907, and of the view back to Hampton Court from Cigarette Island at the same date, when the Palace was clearly visible unobstructed by riverside trees, is shown by A R Quinton's illustrations reproduced below (Figure 2).
- 2.2.3 The Palace was opened to the public in 1838. A decade later, in 1849, the railway was brought to the south bank of the Thames. An Act of Parliament “..to enable the *London and South-western* Railway Company to make a Branch Railway to *Hampton Court Bridge* in the County of Surrey” had been passed in July 1846. The only general condition stipulated by the Act in connection with the construction of the new branch line, which it was considered “..would be a great public Advantage”, was “That the Quantity of Land to be taken by the Company for Extraordinary purposes, in connection with the Railways and Works hereby authorized to be made, shall not exceed Five Acres.” Hampton Court station, a small terminus, was located on the east side of the River Mole, as shown on the OS maps for 1868, 1897 and 1914.
- 2.2.4 Like any transport terminal, the station was surrounded by somewhat obtrusive, though low-lying, sidings, with a train shed and coal depot. In the late 19th century (OS map 1897), there was also a short-lived coal wharf on the riverside. However, care was apparently taken to avoid any of the non transport-related industrial uses often associated with a nineteenth century railway terminus. Thus the open view of Hampton Court Palace from the railway station in summer time was over a pastoral scene of haymaking, seen in a late 19th century stereoscopic tourist photograph (Baxter View 14). At this time, the south bank of the Thames along the north edge of

Cigarette Island was curving and further away from the rail tracks, before river widening was carried out in about 1930.

2.2.5 The station, by Sir William Tite, is in "Tudor" style, a small building only about 10m wide by some 27m long overall, which is less than the width of the considerably taller projecting wing on the north side of the west front of the Palace. Nonetheless, it was later considered important to screen views of the station from the Palace with trees, to conserve the arcadian south-westerly view across the Thames, as cited below in relation to the river widening scheme in 1929.

2.2.6 By the 1920s, road travel was becoming increasingly important. In 1924, proposals for a new road and 23m wide bridge at Hampton Court were tabled, including a new arterial road south to the Portsmouth Road (A3), bypassing East Molesey. The first proposal was for a bridge parallel with the west front of the Palace 150m away, removing the southwest corner of the Parade Ground, reaching the Surrey bank east of Hampton Court station, then bridging over the railway (PRO 16/1316 30.3.1926). This bridge location is shown with a dashed line on Figure 3.

2.2.7 This alignment was strongly opposed by the Office of Works for numerous reasons. *"A portion of the road is to be constructed upon land which was purchased a few years ago for the purpose of preserving the amenities of Hampton Court Palace" "The very ugly feature of the new road is its rise over the railway the new [railway] bridge level will be nearly 50ft above ordnance datum it will form a very obtrusive feature in the landscape an embankment has to be constructed necessarily of considerable length"*

"There is no doubt that the construction of the new road on the east side of the railway would be a direct incentive and inducement for this scheme to proceed [namely] to construct a four or five storey Dancing Hall on the banks of the river immediately opposite the Palace." (PRO Work 16/1316: Office of Works Memoranda of July 4th 1925)

2.2.8 Outside objections to the alignment were also received, on the basis of similar arguments such as: *"The line of this new bridge is so drawn as to necessitate the approach road, on the Middlesex side, cutting across a portion of the grounds of Hampton Court Palace a very fine length of ancient brick wall"* (PRO Work

16/1316: Feb 19th 1926). *"A Road on the Western side [of the railway station] would be more desirable and convenient"* (ibid: March 1st 1926).

- 2.2.9 A delicate letter from Buckingham Palace to Sir Lionel Earle at the Office of Works had preceded the departmental analysis: *"The Queen desires me to forward to you the accompanying paper with the request that you will read it and return it to me when done with. I need not say that Her Majesty greatly hopes that there is no serious question of the building of a new bridge, or road, that will interfere with the beauties, or amenities, of Hampton Court Palace. The Queen thought it just worth while to inform you of what she had heard."* (ibid: Feb 16th 1925)
- 2.2.10 The outcome of these objections was that the location of the bridge was altered to the west side of the railway, as drawn up for the Parliamentary Plan of 1928 (PRO Work 19/207) and as built (shown on Figure 3 and OS Map 1934/7). Furthermore, the Minister of Transport informed the Office of Works *"that he will allow us to select any Architect we like to design the new bridge"* (ibid: July 7th 1925); Sir Edwin Lutyens was selected.
- 2.2.11 In 1929, the changes resulting from the building of the new road bridge were added to by a Thames Conservancy scheme to widen the river at Hampton Court, as shown on Figure 4. Screening of views of the railway from Hampton Court Palace was an arising matter of concern. *"With regard to the new line of bank (Work No. 15) on the south side of the River Thames there is at present a row of poplar trees standing on the river front at the Eastern end of the garden of a bungalow called L'Ecluse. The trees form an effective screen to the railway goods depot and sidings as viewed from the opposite side of the river, and it is thought desirable, if possible, to retain the trees in the new scheme in order that the station buildings may still be hidden from view"* (PRO 19/837 July 11th 1929).
- 2.2.12 As this was impracticable, *"a public path between an avenue of trees"* was proposed for Cigarette Island (PRO/16/1316: Oct 29th 1929), a feature still in place, though the trees formerly extending towards and beside the River Mole were not replaced. The consequence of the Thames widening, which was carried out in parallel with the new bridge, was that *"the rural aspect of the River will go - it will take on a more formal character but can be made very attractive"* (ibid).

- 2.2.13 A secondary consequence of the alignment of the new bridge and road west of the railway was that the outflow of the River Mole was filled in and the river wholly diverted into the Ember. This was accompanied by channel widening and straightening to very mechanical engineering details designed by Surrey County Council, the engineers for the new roadworks. These river works are shown on Figure 5.
- 2.2.14 Lutyens designed a beautiful bridge for Hampton Court. (*The drawings are now available at the V&A*). Figure 6 top shows his perspective of March 1928, the drawing which was submitted to the King and Queen and available to accompany the Parliamentary Plan. The bridge as built uses the parabolic arches indicated on the central span of the perspective and has slightly wider supporting stone columns. The pedestrian tunnel at the south bank was omitted, as were the 6m by 6m kiosks at the four corners of the bridge.
- 2.2.15 The construction of the bridge was a continuous struggle between Lutyens, protecting the essence of his architecture, and a budget-conscious Surrey County Council. For instance, the County Engineer wrote: *"With regard to the stonework [for the Ember Bridge] I can guarantee that we can make artificial stone to match exactly in appearance, the stone that will be used on Hampton Court Bridge itself and for these reasons, I do not think the additional cost of natural stone would be justified in view of the lesser amount of pedestrian traffic that will be using the Ember Bridge"* (PRO 16/1316 Dec 21st 1929). Lutyens wrote in the margin *"But will it last or weather?"*, but had to give way. The Chief Architect of the Office of Works later summed the matter up: *"According to press reports, there seems to be considerable criticism by some members of the County Council regarding the additional cost of various architectural details in connection with the Bridge scheme, and the view has been expressed that the employment of an Architect is leading to greater expenditure than would have been incurred had the Bridge been entirely carried out by the Engineer"*. (PRO 16/1316: October 28th 1932).
- 2.2.16 The result is a fine bridge in high quality materials to Lutyens' design, though with the kiosks left unbuilt as an economy. The bridge is now statutorily listed at grade II. Completing Lutyens' bridge pavilions would give some definition to the ends of the bridge, as Lutyens clearly intended, and could also serve tourists in place of the present unsightly temporary stalls.

2.2.17 But the southern approaches were carried out to 1930 road engineering layout standard, as shown on Figure 7 and the 1934/37 OS map. The picturesque riverside Castle Inn, as painted by Sisley in 1874, was demolished, so that the pavement line could be made straight and an oval traffic island constructed. The River Mole was done away with, although only one third of its length was affected by the new arterial road. Figure 1.4 shows clearly by vertical aerial photograph how all other considerations have been subjugated to smooth traffic flows. Pedestrians are made uncomfortable; traffic islands abut the eastern edge of East Molesey, the north-east buildings of which were demolished for no discernible reason; historic riparian greenery which had, in 1928, extended eastwards on the south bank of the river Thames all the way from the River Mole, as indicated on Figure 1.2, has never been re-established north of the station.

2.3 OPEN LAND ON THE SURREY SHORE

- 2.3.1 Until the 20th century, the land opposite Hampton Court Palace remained open, except, from 1849, for the railway land, as indicated by OS maps for 1868 and 1897. The former indicates the trees lining the banks of the Thames and Embury, so that Cigarette Island was enfolded by greenery.
- 2.3.2 From the moment that metropolitan London started to grow westwards, East Molesey and Thames Ditton becoming dormitories for commuting into the City, those responsible for Hampton Court have perpetually striven to keep the Surrey shore opposite the Palace as open land, in order to protect the ambience of this great monument and its setting.
- 2.3.3 In 1902, E. Cuart of Hampton Court Palace was writing to the Minister, Lord Esher: *The strip shown ... is 100 yards in width which in my opinion would be required to secure the object in view (that the amenities of the Palace and Gardens may in future be preserved) but it is possible that it would be found more economical for the Crown to become the purchasers of the lands extending from the River to the South Western Rail's line and to re-lease the same to the present owners or occupiers with covenants preventing any building or other operations being carried out except by permission.*" (PRO 19/84 July 31st 1902).
- 2.3.4 So it came about that, in 1910, the Board of the Office of Works "agreed to purchase the freehold of the seven acres of land belonging to Lord Hotham's Trustees ...for the sum of £3,000" (a large sum at that date) and the part of Cigarette Island east of the railway belonged to the nation. It was leased out "with permission to moor houseboats on the river frontage, to lay out the adjoining land as ornamental gardens, and any other part of the land as a cricket or football field." (PRO 19/84 Feb 3rd 1910). Later, the houseboats were considered an eyesore and gradually removed.
- 2.3.5 In the 1920s, a speculative developer, at first called Utopia Ltd, but later adopting the cunning name Palace Estate, proposed a scheme to develop the south riverside opposite Hampton Court Palace. There were to be numerous houses, blocks of shops immediately south-east of Hampton Court station and a huge clubhouse/hotel beside the Thames, with a footprint of about 30,000ft² (2750m²) (PRO Work 19/207 July 1923). The reaction of the Board of the Office of Works was stated in a memoranda

"From the point of view of the amenities of (Hampton Court), it is very undesirable that the scheme as shown upon the attached plan should be carried out. It does not appear, however, that the Board have much power to stop it, except over the portion of the land which belongs to the Department (i.e. Cigarette Island)..."

"The Board's point of view can I think be stated as follows:

- I That it is undesirable for any residences whatever to be built opposite Hampton Court Palace.*
- II Owing to the scarcity of houses, however, it is doubtful whether the Board should veto the scheme on these grounds alone, as a private owner is proposing to build.*
- IV That the erection of a large building such as a club house on the Banks of the Thames should be prohibited.*
- V That if buildings are erected, the owner should be compelled to provide a screen of trees along the banks of the River in order that they should be hidden as far as possible from the Palace."*

(PRO 19/207 April 12th 1923)

2.3.6 The need for access across Cigarette Island, the only real means of control the Office of Works had, was later vitiated when the new bridge and arterial road scheme could have provided another access route. Thoughts of buying the land were discarded due to cost, but this development scheme was fortunately never carried out.

2.3.7 The Urban District Council of East and West Molesey showed the greatest care for the ambience of Hampton Court in their new Town Planning Scheme of 1926, as the Clerk wrote to the Office of Works: *"The time is now opportune for certain lands to be Scheduled therein as permanent open spaces. In this respect, I would say for your information that they propose to include that piece of land on the South side of the River Thames facing Hampton Court Palace ... The land in question could be laid out with suitable walks, trees planted along the River Bank, behind which, playing fields could be provided - extending as far back as the Railway to the level crossing and then along Summer Road [some 300m back from the south bank of the Thames] to the boundary of this District (which of course could be still further extended to the Albany Hotel [to the east] with the cooperation and agreement of the Esher and The Dittons Urban District Council)*

The Council suggest that the proposal (if eventually decided upon) would very materially add to the beauty of this stretch of the River ...

...the Scheme would doubtless entail a very heavy expenditure and as the Council consider this matter one of National as well as Local importance, I have to ask whether HM Office of Works would, in the circumstances, favourably consider the question of granting some assistance towards such a proposal." (PRO 19/207 Sept 17th 1926).

2.3.8 It was in 1926 that the Office of Works first requested that Cigarette Island should be classed as public open space (letter dated October 1926, from Mr A Breedy, resident surveyor at the Palace to Professor Adshead, Surrey History Centre, Document 3103/1-3). At the same period the East and West Molesey Urban District Council commissioned a Town Planning Scheme, drawn up by Adshead and Ramsey. Surviving correspondence from 1926-1933 (*ibid*), mainly between Professor Adshead and Mr Condell of East and West Molesey Urban District Council, confirms that the station and associated railway land were not part of the scheme, despite Adshead's desire to include it. The Southern Railway Company formally objected to the scheme, although the reason is not clear. A final letter from Professor Adshead, written in July 1933, rather sadly asked if the scheme was going forward (it did not, of course, because the funding was not forthcoming). Regrettably, no drawings of the Town Planning Scheme appear to survive.

2.3.9 In December 1938, the Government responded to the Urban District Council of East and West Molesey's request for assistance by conveying that part of Cigarette Island which was owned by the nation to the Urban District Council of Esher, Surrey in return for protective covenants. *"The Island was transferred to the Council free of charge*

The Council Covenant:-

- (1) *To maintain the property as an open space for public use for games and recreation.*
- (2) *Not to permit the erection of buildings on the property without the Commissioners' consent, with the exception of buildings usually associated with recreation grounds or open spaces. The elevations and positions of such uildings to be approved by the Commissioners.*

- (3) *(a) Not to permit any stalls or roundabouts etc. on the property except for functions in aid of charity on not more than 3 days in the year.*
(b) Except as provided in (a) above that refreshments shall only be sold from a refreshment pavilion under their control.
- (4) *To prevent people landing from boats on to the property or embarking therefrom on to boats and not to permit any vehicle to be brought on to the property except for maintenance purposes etc.*
- (5) *To comply with any reasonable request of the Commissioners relative to the protection or maintenance of the amenities of Hampton Court Palace, and*
- (6) *To maintain the river banks and to cut the grass periodically.*

The Council also covenant to the Commissioners' reasonable satisfaction to lay out as a riverside walk the River Thames frontage land recently acquired by the Council which land is situated near the Island and to maintain the said land as an open space subject to the same restrictions etc. as those shown above (from 1 to 6). [The location of this land is uncertain]

(PRO 19/887 Oct 23rd 1939)

- 2.3.10 This appears to have been intended to safeguard the open character of land, opposite the Palace, in perpetuity, whether part of the Cigarette Island gift or not.

2.4 RAILWAY LAND AND THE JOLLY BOATMAN SITE

- 2.4.1 The 1868 First Edition OS map shows that, originally, the railway tracks had continued north beyond the station building to a coal depot and an engine turning circle behind screening riparian vegetation. The northern limit of the railway land appears to coincide with the northern boundary of the present-day Jolly Boatman site.
- 2.4.2 The 1897 Second Edition OS map shows a rail extension to a wharf but otherwise much the same layout to the north of the station.
- 2.4.3 By 1914, the OS map indicates that the eastern boundary of the railway land had been moved farther east and straightened, suggesting that the railway company had acquired a further strip of land.
- 2.4.4 The river widening of 1929 cut back the river bank north of the railway by some 20m (as shown on Figure 3). Thus a parcel of riparian land disappeared, a parcel of land clearly shown on Figure 1.2 to have included riparian trees and shrubs extending all the way downstream from the river Mole in 1928. These are shown as bushes on the 1868 1st Edition OS map and the land as rough pasture in 1914. This historic riverside greenery has never been restored after the new bridge works and river widening scheme, though a parcel of open land was left to the north of the truncated railway lines (Figure 3 and OS map of 1934). It is apparent from the planning history of the site, and its condition today, that no clear plan for the Jolly Boatman site was ever conceived. It remained an area of former railway land, disturbed by the 1930s road and river scheme and never re-integrated into its surroundings. It lies to the east of the historic built edge of East Molesey (formerly limited by the west bank of the River Mole, now by the western side of Hampton Court Way) and, by location and context, belongs in the open Surrey shore of the river.
- 2.4.5 The 1934/37 OS map shows the Lutyens bridge and its associated highway works completed. The railway tracks now stop short at the station building and a cleared site to the north (subsequently the Jolly Boatman site) is defined separately from the railway land. Above the river bank itself, where there is a landing stage, the existing access road was constructed, terminating in a formal entrance flanked by obelisks, to Lutyens' design (Figure 6, 1932). The area of Crown land to which it gave access, 'Cigarette Island' to the east of the railway land, is delineated as a 'public park'.

2.4.6 The planning history of the site, is as follows:

1948 The earliest planning applications for the Jolly Boatman site were made in 1948 by the tenant, a Mr M Groenhart, for consent for a refreshment pavilion and ice cream kiosk, which were given conditional approval (Appendix B, *Development Brief, Hampton Court Station and Jolly Boatman sites*, Elmbridge Borough Council, 1999). Over the next forty years, successive applications were made for relatively minor extensions including the installation of a boiler house and chimney in 1953, resulting in the modest Jolly Boatman restaurant, the remains of which were demolished following a fire in the 1980s.

RECENT PLANNING HISTORY

1966 The freehold of the site was sold by British Rail to Mecca Limited in 1966 (EBC planning records). An application was made by Mecca in October of that year for alterations to the front elevation (in the form of a boat prow with entrance doors). The local planning authority showed great good sense in refusing the application on the grounds that ‘..the proposal would strike a discordant note in the existing neighbourhood scene and would be out of keeping with this riverside area close to Hampton Court Palace, where the preservation of the visual amenities are of particular importance’

1984 The first application for serious redevelopment on the Jolly Boatman site by the then owner, for the erection of a four-storey building providing 81 car parking spaces, two restaurants, bar and ancillary facilities, came in September 1984. This application was withdrawn.

A month earlier, an application relating to the Hampton Court Station site had been submitted by Cala Properties Limited for a new station, three-storey office block, car park, coach parking and a new access from Hampton Court Way. The local planning authority refused the application on the grounds of conflict with local office policies, adverse effect on local environment and failure to secure a comprehensive development jointly with the Jolly Boatman site, considered necessary to resolve traffic problems. The scheme was

dismissed at appeal on 4 November 1987 on several grounds, including conflict with the adopted development brief.

THE DEVELOPMENT BRIEF

- June 1986 In June 1986, Elmbridge Borough Council and Surrey County Council had issued for consultation a draft joint planning brief for the Hampton Court Station and Jolly Boatman sites that promoted tourist-related development. Surrey County Council was involved because, as highway authority, it had previously resolved (in September 1985) to promote “..a major highway improvement scheme” for the southern approaches to Hampton Court Bridge that would affect the sites. The draft joint brief appeared to take as its starting point the development aspirations of the then site owners, British Rail and Berni Inns, rather than considering what would be appropriate in the wider context.
- August 1986 The list of consultees had included the then Bayliffe of the Royal Parks (Department of the Environment), for Hampton Court Palace. The DOE commented (29 August 1986), without prejudice to the Secretary of State’s position at any subsequent appeal, that “There is a need for a complete change in approach to the Jolly Boatman site. Any new building should be as well screened as possible from the Palace and of materials more appropriate to the context than those used at present (ie on the existing Jolly Boatman building).” The development brief was nevertheless subsequently adopted, reversing successive local planning authorities’ long held aspiration, as set out in section 2 of this report, for the Surrey bank of the Thames to be retained as open space to protect the setting of Hampton Court Palace.
- October 1986 The Borough Planning Officer’s report (October 1986) to the Council’s planning committee following consultation recommended adoption of the brief and its publication in final form as quickly as possible because “...once published, the Brief will be an important document for two main reasons. Its primary purpose is to stimulate the sites’ respective land owners and potential developers to co-ordinate and develop their objectives for a comprehensive solution for both sites, whilst incorporating certain public improvements to the highway and transportation network. Secondly, as the situation stands at the

moment, the Brief will play an important role in the Council's case at the forthcoming public inquiry [into the appeal against the Council's refusal of the application by Cala Properties Limited]".

- 1992 Hampton Court Station and Jolly Boatman Restaurant Sites planning brief re-printed and issued following the Town Planning Committee's refusal to vary the planning brief to include provision of any residential content.
- 1996 The brief was subsequently varied in February 1996 to allow the inclusion of a small element of residential development on the site, limited to a scale which would not prejudice the provision of the principal uses suggested by the original planning brief.
- Early 1999 In early 1999, consultants were commissioned by the Council to revise the development brief. Their remit was to "...devise a brief which would provide a framework for a commercially viable scheme, concordant with national and local policy and the aspirations of relevant interested parties." The current owners of the sites were then Railtrack and Whitbread plc. The draft revised brief, which suggested, *inter alia*, the possibility of re-locating the railway station farther down the track to the south in order to open up a greater area for redevelopment, was circulated for public consultation in June 1999. It contained no reference to Surrey County Council's proposed major highway improvements to the southern approach of Hampton Court Bridge.
- Late 1999 Historic Royal Palaces objected strongly to the revised brief and proposed a fundamentally different approach to the development of the sites. This involved a series of related short-term improvements and a long-term objective of returning both sites to parkland, with a permanent, appropriate building on the Jolly Boatman site. HRP presented this proposal to an informal meeting of the Council's Town Planning Committee in September 1999. The Director of Planning and Environmental Services's subsequent report on the outcome of public consultation dated 02 November 1999 noted that "...few would be likely to question the desirability of a restored station building in an

open parkland setting as envisioned by the Royal Palace [sic] in the long term. However, the proposal is not supported by any convincing evidence that its achievement would be financially feasible, and its long term pursuit ... would be contrary to the [Town Planning] Committee's previously expressed desire to promote an urgent and comprehensive development of the site after many years of neglect."

1999 Despite vigorous objection from Historic Royal Palaces, the revised development brief was adopted and issued.

2000 The Replacement Elmbridge Borough Plan (2000) further revised the development brief to include an option for retaining the station in its existing position, citing the unsuitable level of development that might be necessary to fund the substantial cost of building a new station of real design quality.

2.4.7 Whilst the current development brief helpfully acknowledges the sensitivity of views to and from the Palace in its analysis of the site, the development guidance that follows does not respond to this sensitivity, suggesting a failure fully to appreciate the strategic importance of the site, both historically and today, in relation to the landscape setting of Hampton Court Palace.

2.4.6 The brief also aims to set a new precedent by encouraging development on land east of the old River Mole that in the past has been consistently defended and retained as open land, save for the station and associated railway structures and the short-lived presence of the modestly-scaled Jolly Boatman restaurant. Historically, the west bank of the Mole provided a physical edge to the eastward development of East Molesey (the properties in Creek Road face east because they originally faced the river), an edge now provided by Hampton Court Way. With the exception of the railway buildings, no permanent development has encroached on the riverside land to the east of the north-south barrier once provided by the old River Mole and now by Hampton Court Way. Substantial development on the Jolly Boatman and station sites, as promoted by the development brief, would effectively preclude the restoration of the historic landscape character of the area and further erode the arcadian setting of Hampton Court Palace in perpetuity.

2.5 CONCLUSIONS TO HISTORIC DEVELOPMENT

- 2.5.1 Hampton Court Palace was built in open country. Over the years, its setting has been jealously guarded and the Surrey bank of the Thames has been kept open downstream of the old River Mole, which in 1933 was replaced by Hampton Court Way. Lutyens' bridge itself is splendid (though it would be enhanced by the completion of the pavilions), but the accompanying roadworks did much to damage the ambience of the eastern edge of East Molesey. In 1938, the nation gave Cigarette Island, opposite Hampton Court, to the local council subject to covenants to maintain the property as open space for public use and to comply with any reasonable request of the Commissioners of HM Works and Public Buildings relative to the protection or maintenance of the amenities of Hampton Court Palace. The Council also similarly covenanted in respect of other Thames frontage land in its ownership nearby (location unknown). This gift resulted from the local council's far-sighted, but unrealised, Town Planning Scheme of 1926 to schedule a 300m depth of land opposite Hampton Court Palace as permanent open space.
- 2.5.2 The old River Mole, subsequently the A309, Hampton Court Way, have always formed a physical constraint to the eastward expansion of the satellite settlement of Bridge Road within East Molesey. The only buildings to the east were/are the station and other railway structures and the Jolly Boatman restaurant, which seems to have been a modest refreshment kiosk. The eastward development of East Molesey has never encroached beyond this historic boundary and the Jolly Boatman site belongs in character with the open Surrey shore.
- 2.5.3 Widespread concern about the potential harm to the setting of Hampton Court Palace by building on the south bank has prompted a consistent public/government policy in the face of threat certainly since 1910.
- 2.5.4 On that basis, the local planning authority's development briefs of 1986 and 1999 are an aberration, contrary to decades of action to protect the public interest, which was recognised as lying in preventing substantial building in the visible setting of the Palace across the river.

2.5.5 In conclusion, protecting the southern setting of Hampton Court requires two key criteria to be met:

- (i) The whole Surrey bank of the Thames downstream from Hampton Court Bridge should be kept free of building on the river frontage.
- (ii) Any building beyond the direct river frontage should be limited to that which does not reduce the current level of perception of an arcadian setting of Hampton Court Palace and its environs, seen from the Middlesex side.

3.0 LANDSCAPE ASSESSMENT AND DEVELOPMENT STRATEGY

- 3.1 Historic Royal Palaces commissioned Colvin and Moggridge to prepare an alternative vision for the Station/Jolly Boatman site based upon the criteria in 2.5.5 above, rather than the commercial response promoted by the local planning authority's adopted development brief. The objective is to identify a vision for the site which would both enhance the setting of Hampton Court Palace and give those travelling by train a feeling for the ambience of the Palace from the moment they leave the station. This ambience would then also pervade and uplift the eastern environs of East Molesey.
- 3.2 The appearance of the Surrey bank is a vital part of the arcadian setting of the Palace. Walking along Barge Walk, ever conscious of a backdrop of magnificent buildings and formal grounds, the observer sees the southern shore beyond the shining Thames. The ambience sought is an illusion of trees and meadow stretching away from the river. This same ambience is perceived in inviting glimpses from the West Front forecourt, the southern end of the Privy Garden or looking out from several significant windows within the Palace itself.
- 3.3 The ideal outward view from the Palace, redolent of the ideas of Lancelot 'Capability' Brown whose official residence for a time was at Hampton Court, is space passing over 'beautiful' green turf between clumps of trees, to be lost into the sky beyond more distant trees. There may be a picturesque glimpse of a modest building in the distance here and there. To achieve this character the riverside trees on Cigarette Island need to be clumped together to allow views through to sky beyond, with additional backdrop tree planting and low level shrubberies beyond. It will be essential to continue such treatment right up to Hampton Court Bridge so that the impact of road and railway are minimised. At the same time a glimpse of one or two modest buildings in East Molesey could be satisfying, as long as they appear to be well set back away from the arcadian foreground.
- 3.4 Hampton Court Bridge itself would then be framed by trees as an eye catching structure spanning the river. This will be particularly satisfying because the bridge is in itself a fine design, which could be perfected by finishing Lutyens' original with the little pavilions shown at either end on his original drawings. All other buildings must appear to be more distant, making any structures north or east of the railway wholly inappropriate. In order to achieve this, the "rural" setting of Hampton Court

Palace across the river should be conserved for a distance of at least 250m from the Palace buildings.

- 3.5 A new building south west of the station, with a ridge level not greater than 18.0m AOD, could be an acceptable addition to complement the built up extent of East Molesey.
- 3.6 The Palace and its setting should also be enjoyable when walking from Hampton Court Station towards the bridge. To this end views to the Palace across the river need to be opened from the Surrey bank, framed by foreground and middle ground groups of trees. Such views can be obtained between trees or past tree trunks in the shadow of a leafy canopy overhead. In at least one place this viewing corridor so formed should be carried westwards across Hampton Court Way to the eastern fringes of East Molesey. Thus there would be a visible link between the pleasant small restaurants and shops in that location and the Palace across the river. The exact location of gaps between tree clumps, needed to enrich the views south west across the river from the north bank, should be determined by the alignment of the best views back towards the Palace from East Molesey.
- 3.7 At present the area between Hampton Court Bridge, known as the Jolly Boatman site, is a disgrace. It should be part of Cigarette Island Park, a grass sward overhung by fine trees. The tree canopy should flow across Hampton Court Way and continue over the empty spaces west of Hampton Court Way so that the edge of East Molesey is felt to abut the leafy environs of the Palace.
- 3.8 Ground levels across the 'Jolly Boatman site' would be greatly improved by forming a gentle slope down to the banks of the Thames. Access along a new path to the landing quay, at a slope of say 1:15, could follow a hollow downwards so that visitors of all abilities could reach the boats which ply the river, prams, wheelchairs and bicycles as well as the active able bodied. Such a gentle slope for convenient use would also provide some lovely views from the north side of the Station down to the surface of the Thames, as it glides beneath the arches of Lutyens' bridge past the ruddy Palace on the far shore. The extended park would thus be more sweetly connected to the river below.
- 3.9 Figures 8 to 17 illustrate existing views to and from the Palace and identify some opportunities to re-open views, while protecting the setting of the Palace.

3.10 Plan 1 describes the surrounding distinct character areas, while Plans 2 and 3 assess the views to and from the site and Hampton Court Palace respectively. Plan 4 summarises the proposals arising from these assessments, identifying the constraints and opportunities for development of the Hampton Court Station/Jolly Boatman site in order that the setting of the Palace and East Molesey is not merely protected, but enhanced. In summary, the recommendations are:

- A: There should be no built development on the Jolly Boatman site - the ground should be re-graded to form a grassed slope down to the river to open views onto the water, with the Palace beyond. Such re-grading would also allow for disabled access to the landing stage. The site should be managed as an extension of the Cigarette Island park and parkland trees planted along the river to Hampton Court Bridge to restore the arcadian setting of the Palace. Selected framed keyhole views from East Molesey and Hampton Court Station to the Palace should be kept open below the canopy of the trees.
- B: There should be no built development east of the station. The station car park should be retained as a hedged car park serving the station, but laid out with trees to reduce the visual impact of parked cars on the station site and to enhance views from the Palace, Barge Walk and the Banqueting House. The open sky behind the trees, above the level of the station roof, should be retained to maintain an illusion of depth of open space.
- C: Cigarette Island Park should be reconnected to the river and Palace by clumping the riverside trees and repositioning some of the young evergreen oaks on the river bank so that a forbidding dark riverside line is avoided. At the same time the west boundary of the Park beside the car park should have new trees added.
- D: Large majestic trees should be planted to re-claim Creek Road and the East Molesey side of the A309 from the present boundless un-civilising impact of the road.
- E: There is a commercial opportunity south west of the station. Plan 4 shows how a three story building could be added opposite Hampton Court Parade with a footprint of about 970sq.m. Allowing some ground floor space for

downward access to below ground car parking this would produce a potential of 2800sq.m of new built space.

This building would also provide a 'gateway' to Hampton Court Way by giving the road some enclosure on both sides where it first comes close to existing buildings to the west.

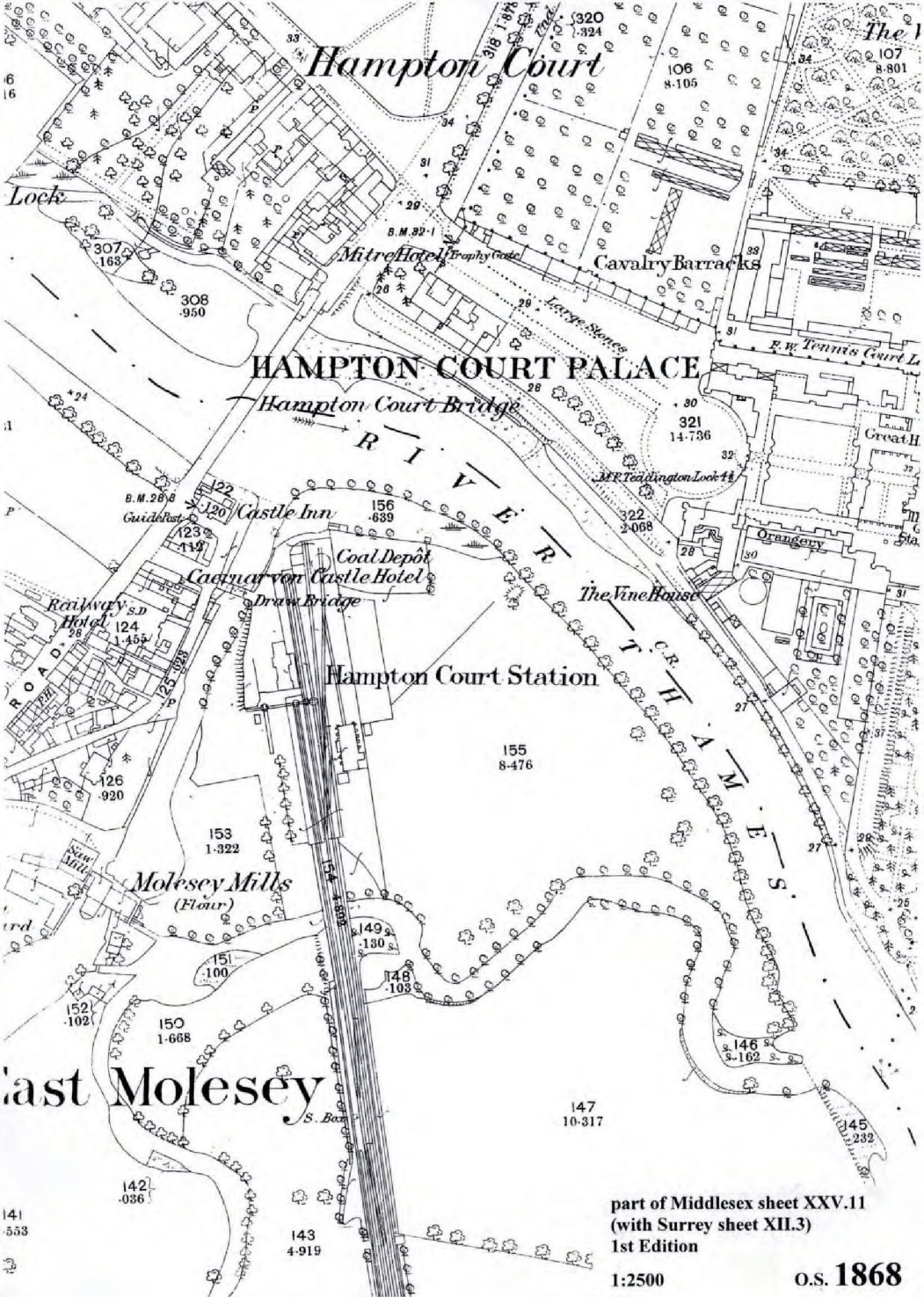
- F: The station, designed by Tite, should remain in its current position and should be restored. It is the principal point of arrival for Hampton Court Palace and the eastern end of East Molesey.

There are a number of unused rooms in the station, potentially capable of yielding some income from the visitors who flow to the summer RHS flower festival or all the year round to Hampton Court.

There would be space for a bus stop and coach drop off in front of the conserved station.

- G: Once the future of the Jolly Boatman and the Hampton Court Station sites is known and secure, consideration can be given to reducing the avenue enclosing the West Front of the Palace to specific groups of trees, in order to leave a more permeable relationship between the Palace and the river, with the station and East Molesey beyond.

ORDNANCE SURVEY MAPS



Hampton Court

Mitre Hotel

Cavalry Barracks

HAMPTON COURT PALACE

Hampton Court Bridge

R I V E R

Castle Inn

Coal Depot

Carlton von Castle Hotel

Draw Bridge

Hampton Court Station

The Vine House

Molesey Mills
(Flour)

East Molesey

part of Middlesex sheet XXV.11
(with Surrey sheet XII.3)
1st Edition

1:2500

o.s. 1868

F MOLESEY

1:2500

o.s. 1897

W i l d

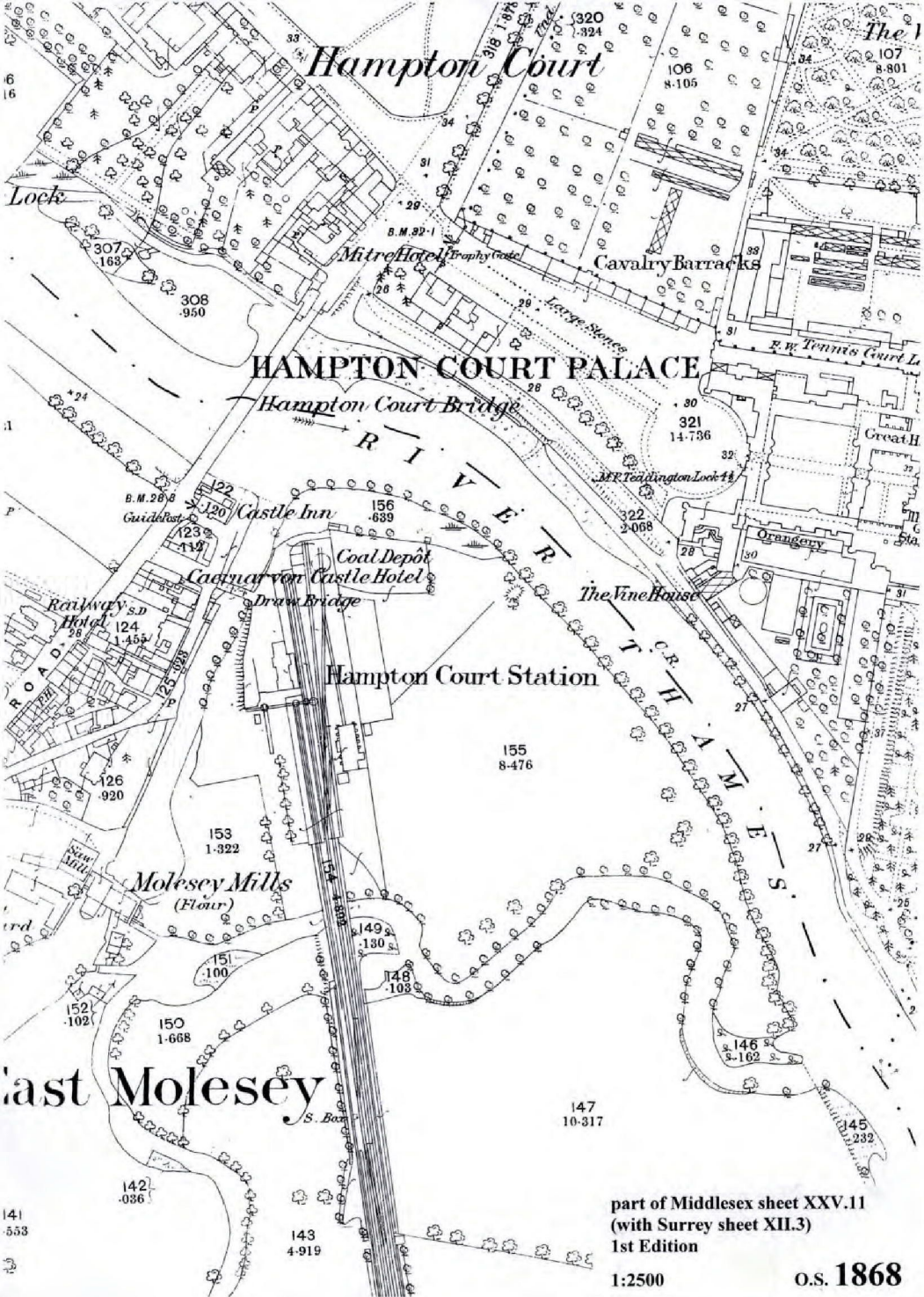


Cave

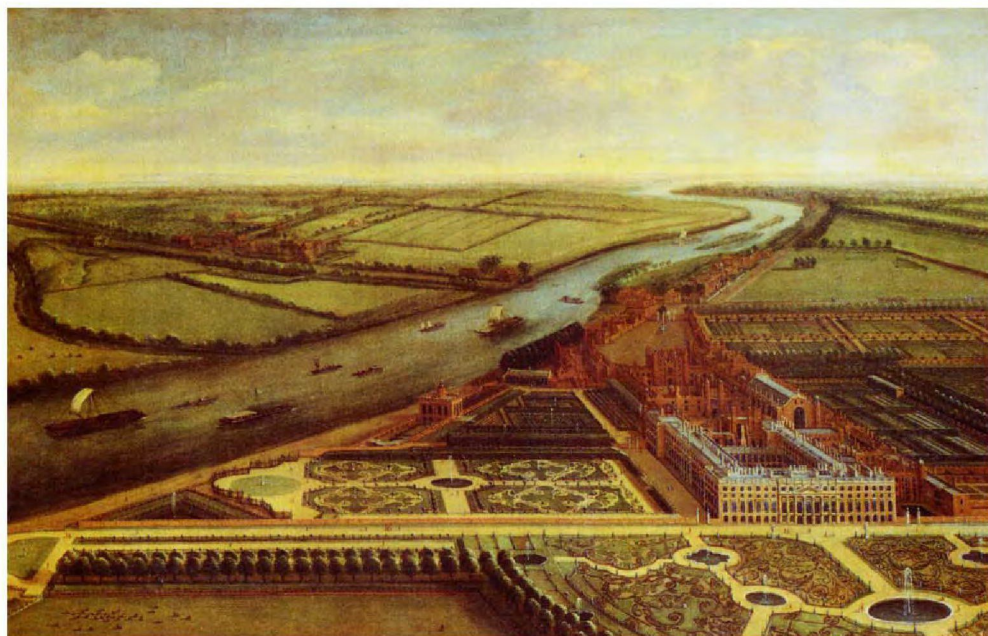
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L. &
HAMPTON C



FIGURES



1702: HAMPTON COURT

FIGURE 1.1

Bird's Eye View of Hampton Court looking west by L. Knyff; top left part
(copyright, not cleared, Her Majesty the Queen)

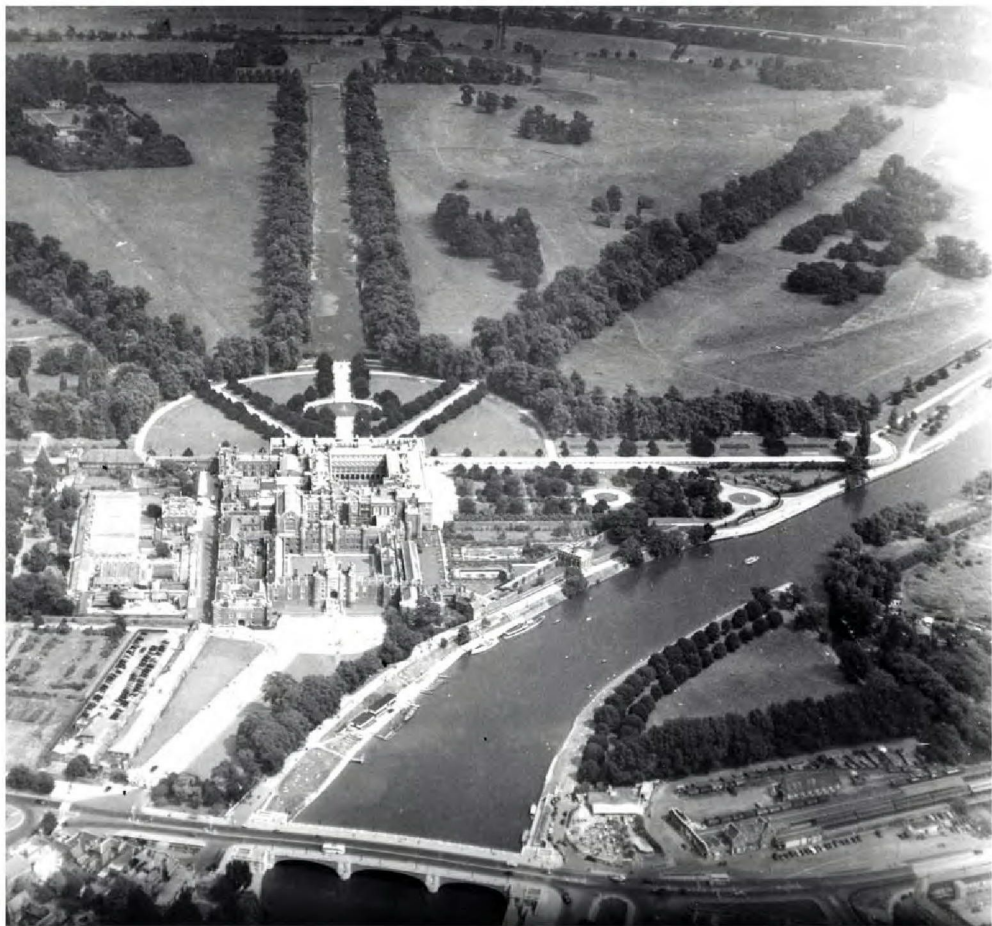
August 2004



1928: HAMPTON COURT

FIGURE 1.2
Bird's eye view of Hampton Court looking west
© Aerofilms no. 22852

August 2004



1955: HAMPTON COURT

FIGURE 1.3
Bird's eye view looking east across Hampton Court Bridge
and Cigarette Island on right.
© Aerofilms no. R 24343



c.1985: HAMPTON COURT

FIGURE 1.4

Vertical aerial photograph of Hampton Court, Cigarette Island and East Molesey

© GEONIX

August 2004



1907: HAMPTON COURT

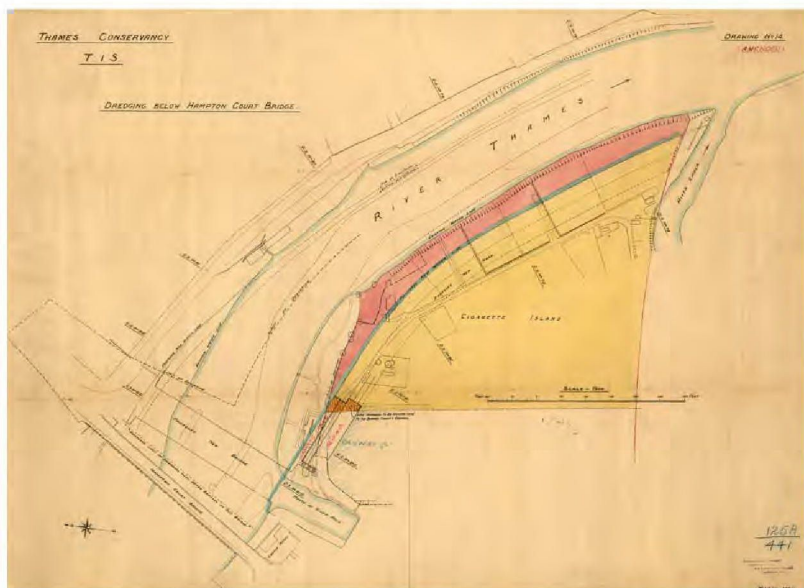
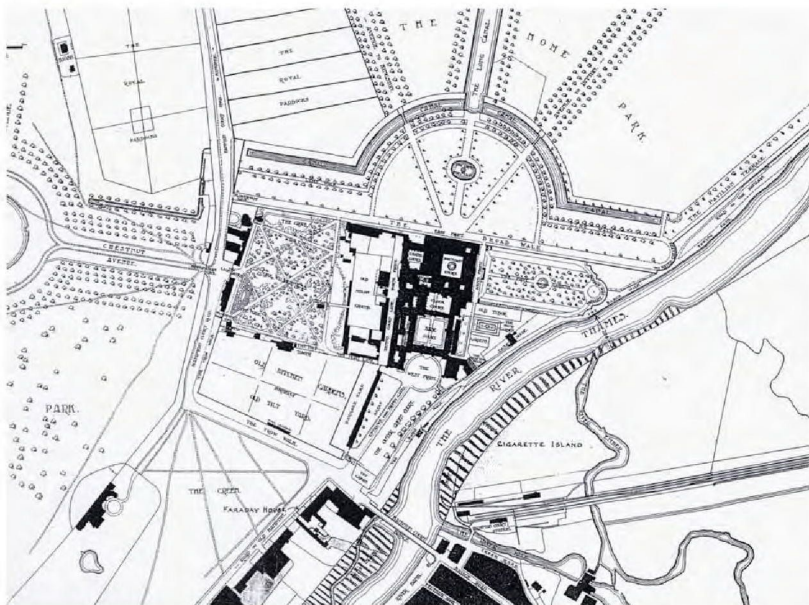
FIGURE 2

Top: Hampton Bridge

Bottom: West front of Palace

Illustration by A.R. Quinton from the book by Hilaire Belloc
'The Historic Thames' first published 1907

August 2004



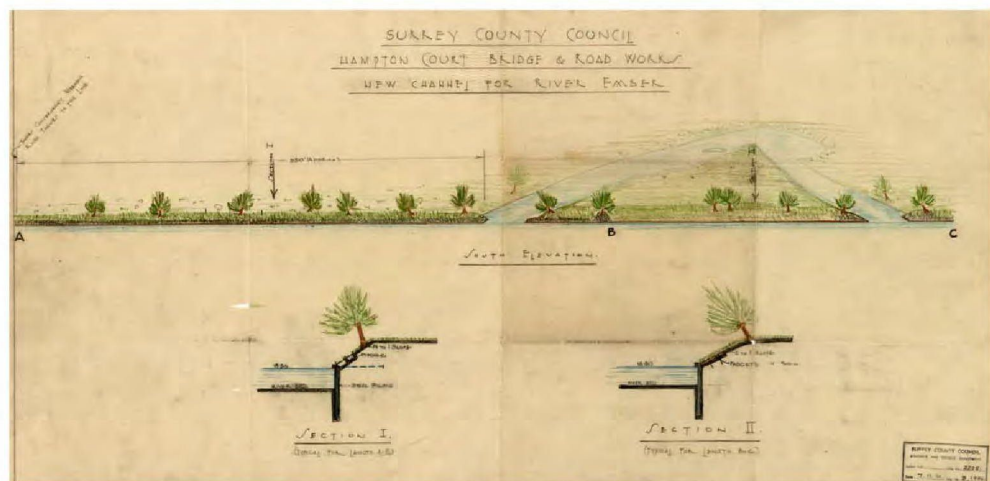
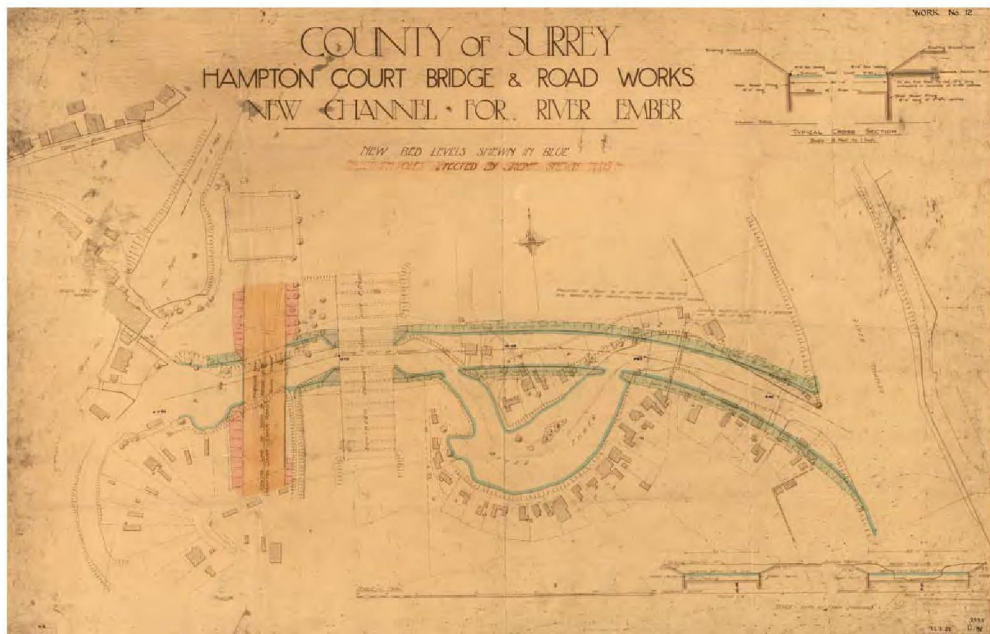
RIVER WORKS- HAMPTON COURT

FIGURE 4

Thames Conservancy's proposals to widen the River Thames 1929/30

Top: general plan (PRO work 16/ probably March 1930)

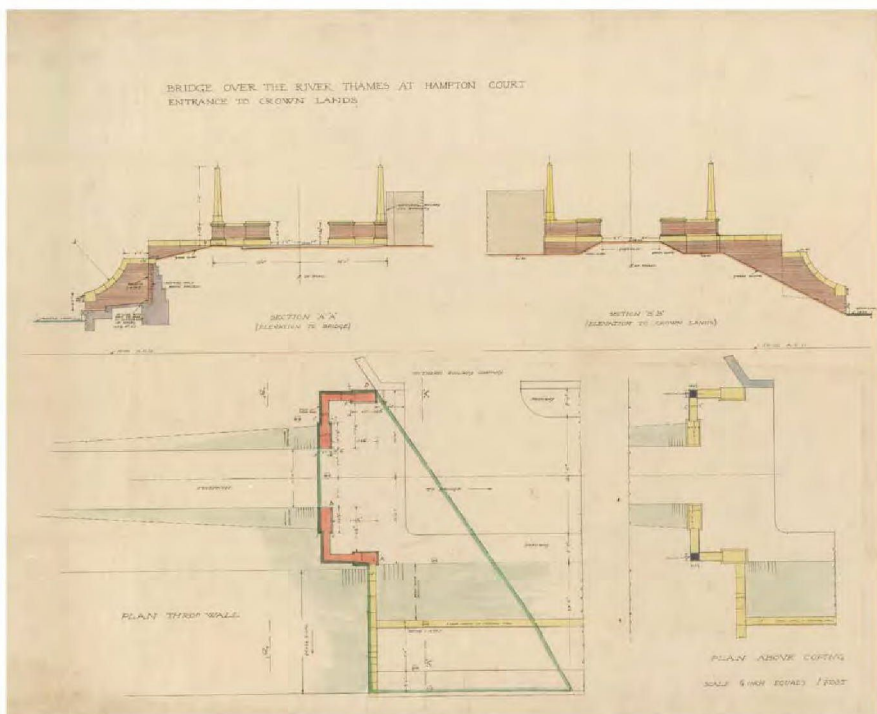
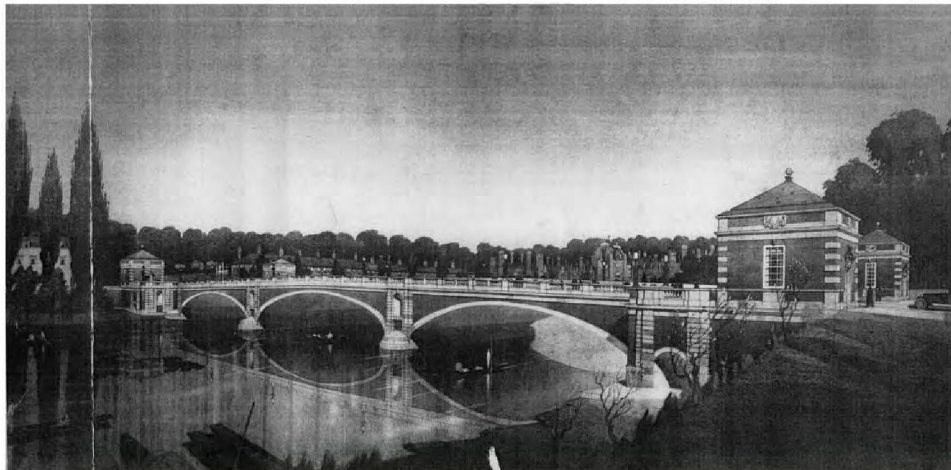
Bottom: Cigarette Island (PRO 19/ 837 March 1930)



RIVER EMBER WORKS- HAMPTON COURT

FIGURE 5

New Channel for River Ember designed by Surrey County Council.
(PRO Work 19/837: Dec 17th 1928 or March 23rd 1933 and below November 7th 1930)



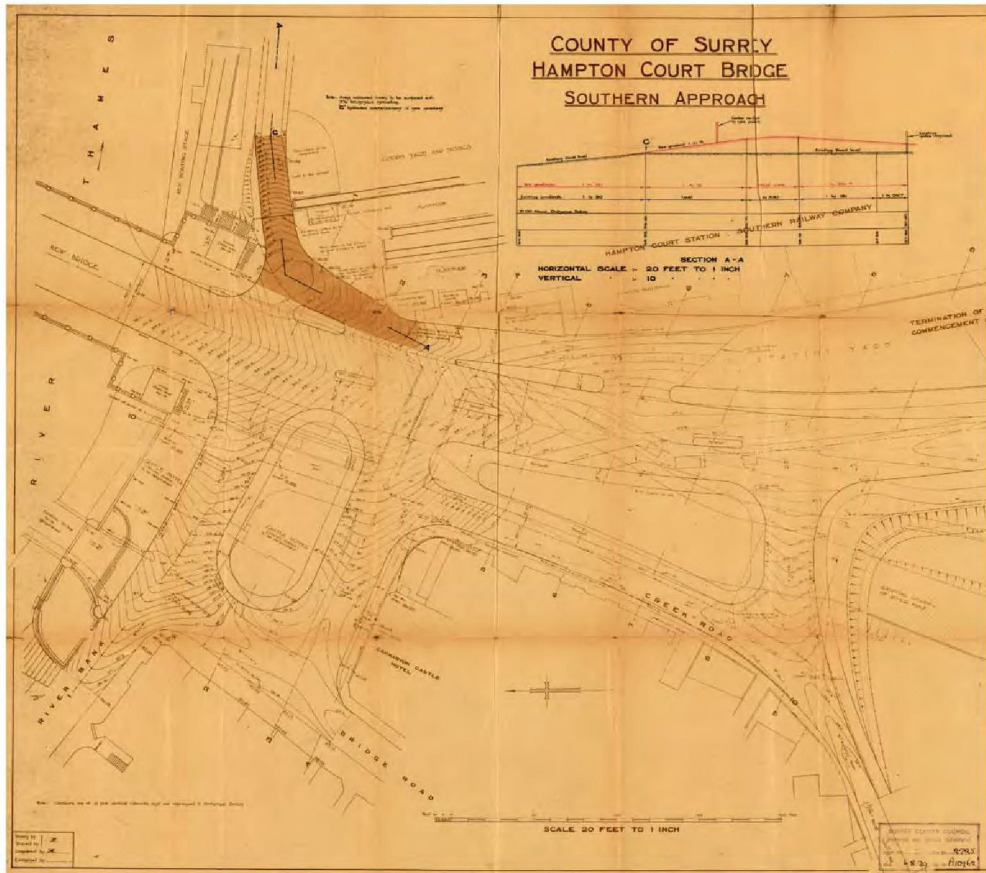
NEW BRIDGE- HAMPTON COURT

FIGURE 6

Designs by Lutyens for Hampton Court Bridge:-

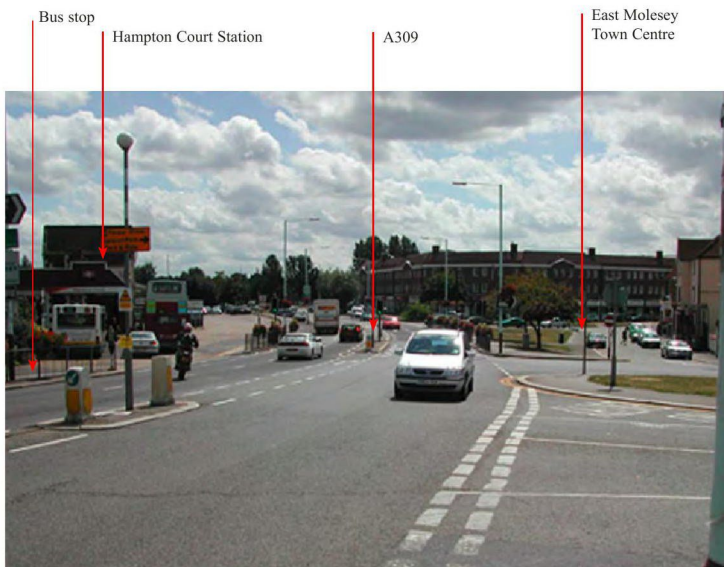
Top: perspective of bridge (PRO 16/1317: March 1928)

Bottom: entrance to Crown lands (PRO 19/837: August 7th 1932)



ROADWORKS FOR NEW BRIDGE- HAMPTON COURT

FIGURE 7
 Southern Approach: Surrey County Council design plan (PRO 19/ 837 August 1929)



The setting of Hampton Court Station provides a discouraging first impression of East Molesey.

FIGURE 8
Station and context from Hampton Court Bridge



The avenue on the West Front and riverside trees screen the Palace from view. They also protect the Palace from the dereliction, traffic and general air of neglect that pervades the foreground view. A more open relationship could be considered once the Jolly Boatman site contributes positively to the setting of the Palace.

FIGURE 9
Existing view from East Molesey to Hampton Court Palace

Potential view to and from
the Palace.



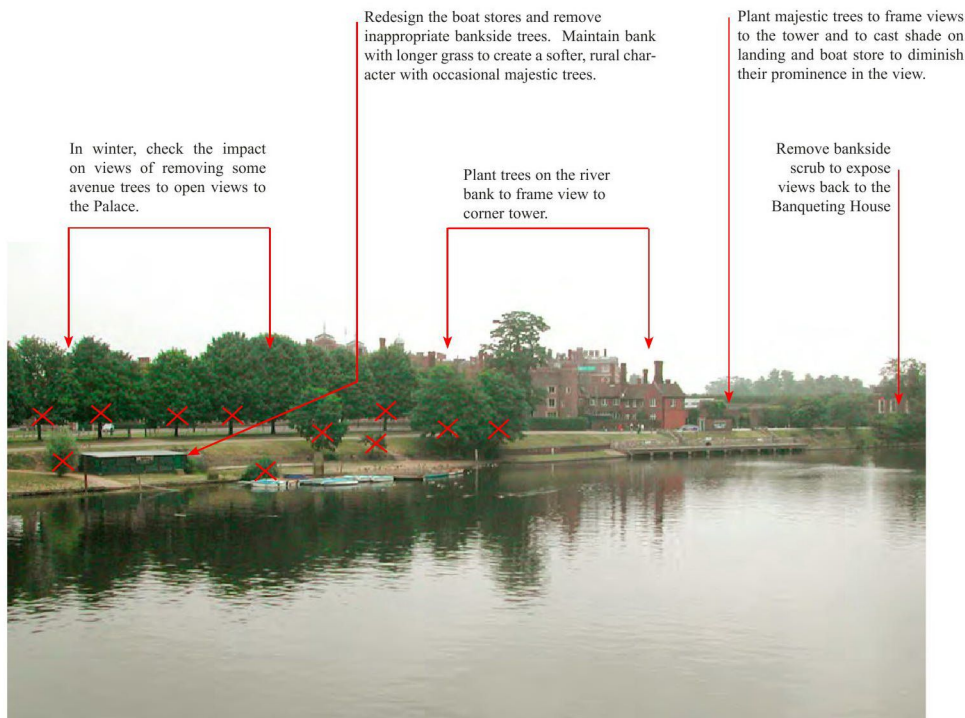
Remove car park and restore to parkland. Alternatively, redesign the car park with greater sensitivity to the visual impact on vistas when arriving by train, using gravel surfacing and extending the parkland scale tree planting on Cigarette Island across the car park.

FIGURE 10
View towards Hampton Court Palace from Station Platform



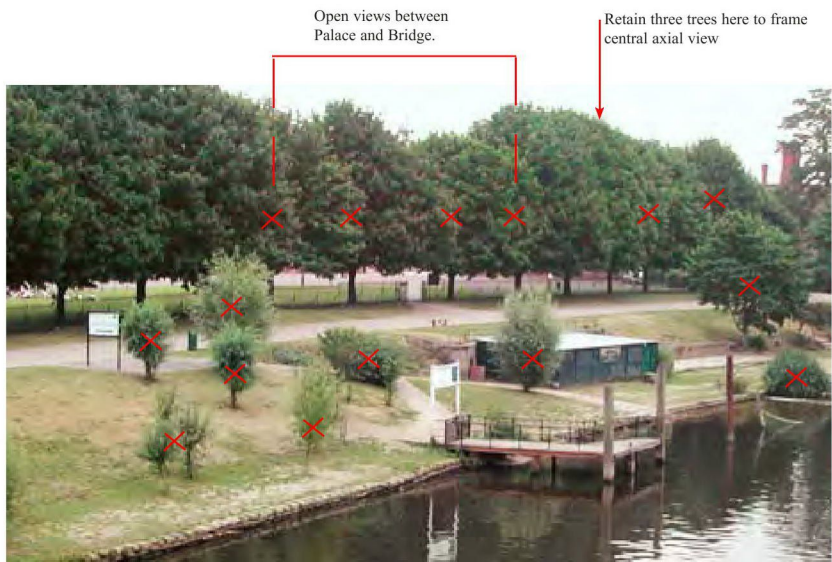
Grass slopes down to the River Thames would reveal views onto the water. If additional parkland trees were planted and lower branches of some existing trees lifted, they would frame views onto the river and to the Palace. Remove kerbs and resurface station car park access road with gravel finish to integrate it into the landscape.

FIGURE 11
First impressions from Hampton Court Station frontage towards the
River Thames and Hampton Court Palace



Note: These desirable proposals should not be implemented until the future of the Jolly Boatman Site is known.

FIGURE 12
View from south abutment of Hampton Court Bridge towards Hampton Court Palace



Remove poorly designed signage and boat stores and inappropriate small scale trees from the river bank. Maintain bank as rough grass and restore soil bank to water's edge. Replace avenue of Norway maples with clumps to restore a more open relationship between the river and the Palace. Gaps in the line would also allow views to the Palace framed by trees.

FIGURE 13
View from Hampton Court Bridge along the central axis of Hampton Court Palace

Pastoral view of Cigarette Island from Hampton Court
Palace to be retained and extended up to bridge.



As the West Front Avenue trees mature and the height to the base of their canopies increases, views to the Jolly Boatman site will be more exposed than at present.

FIGURE 14
View from West Front (1st floor) towards Cigarette Island

The sky seen through and between the canopy of the trees should be protected to preserve the appearance of an extensive landscape beyond Cigarette Island. The importance of this point would increase when the Jolly Boatman site is restored to parkland.



The east end of Cigarette Island provides an arcadian outlook enhancing the character of the section of river adjacent to the Palace. However, this effect disappears toward the station and bridge abutments.

FIGURE 15
View across Cigarette Island from the Banqueting House

Trees on Cigarette Island give way to reveal dereliction of Jolly Boatman site and the traffic on the A309



Urban presence of East Molesey detracts from views from Barge Walk and the arcadian setting of the Palace. Retaining wall with unmanaged area of invading scrub and grass above detract from the picturesque bridge and rural landscape of Cigarette Island and the River. Hand painted notice and graffiti on the brickwork further detract.

Disabled access to the landing stage and possible future link under the bridge

Trees proposed on traffic island west of A309 to frame views.



Photo impression of character sought from the Barge Walk. The landscape character of Cigarette Island is extended across the Jolly Boatman site to safeguard the setting of Hampton Court Palace.

FIGURE 16
Existing and Proposed view to the Jolly Boatman site from the Barge Walk



The avenue of Norway Maples segregates the West Front of the Palace from the river landscape with which it has had a more open relationship. Ideally views through to the river and bridge could be provided by reducing the avenue to clumps. Until the future of the Jolly Boatman site is known, the avenue should remain.

FIGURE 17
View from the Palace across West Front

PLANS

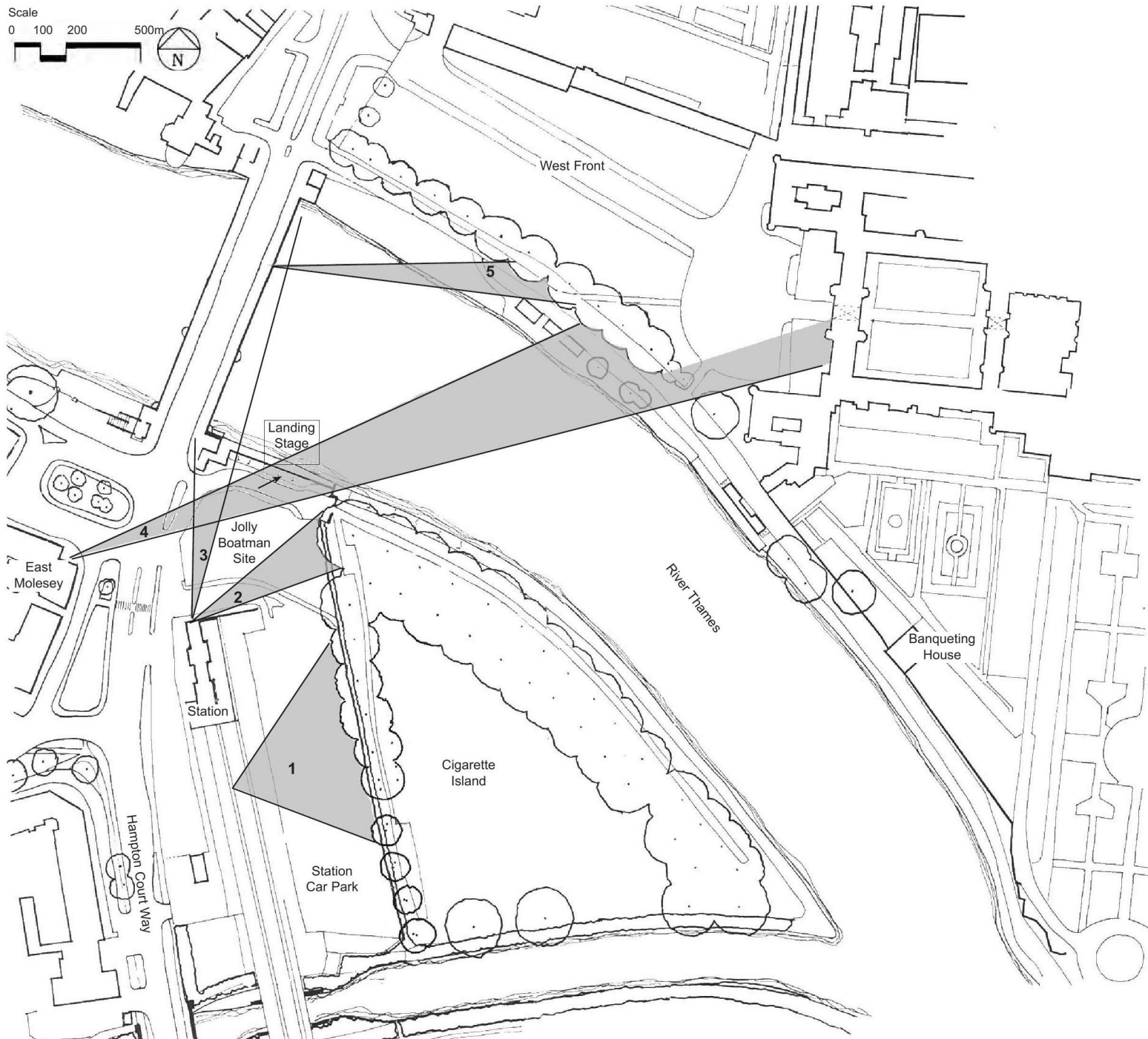


- A. Urban commercial centre - Shops and restaurants. There are few trees of any significance to provide relief from the intrusive traffic on Hampton Court Way and link across to Cigarette Island Park.
- B. Hampton Court Way - Very busy with little or no containment. The road dominates the atmosphere and character of adjacent areas. See Figure 8.
- C. Highly prominent, yet derelict and neglected site. This dismal character pervades the adjacent areas. See Figure 9 & 11.
- D. Hampton Court Station - The first impression on leaving the station is dictated by the derelict site and the traffic on Hampton Court Way. As the principal arrival point to one of Europe's most important historic palaces and as the gateway to East Molesey, this reflects poorly and may deter visitors from exploring the area west of Hampton Court Way. See Figure 8.
- E. Station car park - Cars dominate views from the trains and platforms. See Figure 10.
- F. Cigarette Island Park - Simple parkland character of grass, trees and sky with potential views to the river. The artificially raised ground levels on Cigarette Island have eroded the relationship between this historic water meadow and the river. The double tree avenue and line of young evergreen oaks, are becoming too strong a linear feature separating the inner park from the river. The single access and exit point may deter use of the park. Figure 15.
- G. Landing stage with imposing brick retaining wall detracts from the elegance of the bridge. Crudely painted notices further detract. See Figure 16.
- H. The River Thames - The surprisingly arcadian character is principally due to the character of Cigarette Island and the presence of trees and gardens on the northern bank. The Hampton Court Bridge elegantly masks an abrupt transition to the more built up area immediately to the west of the bridge.
- I. The Barge Walk - Historic rural character is still largely intact but being eroded by the well intentioned planting of small trees at the approach to the bridge and the poor design of the boat shed and landing stages.
- J. Hampton Court Palace West Front - The principal approach to the Palace by road has become inward looking due to the enclosing avenue which interrupts the earlier, more open, relationship between the West Front, the river and the wider landscape setting.

**Assessment of character areas
related to the Hampton Court Station
and the Jolly Boatman site**

Plan 1.

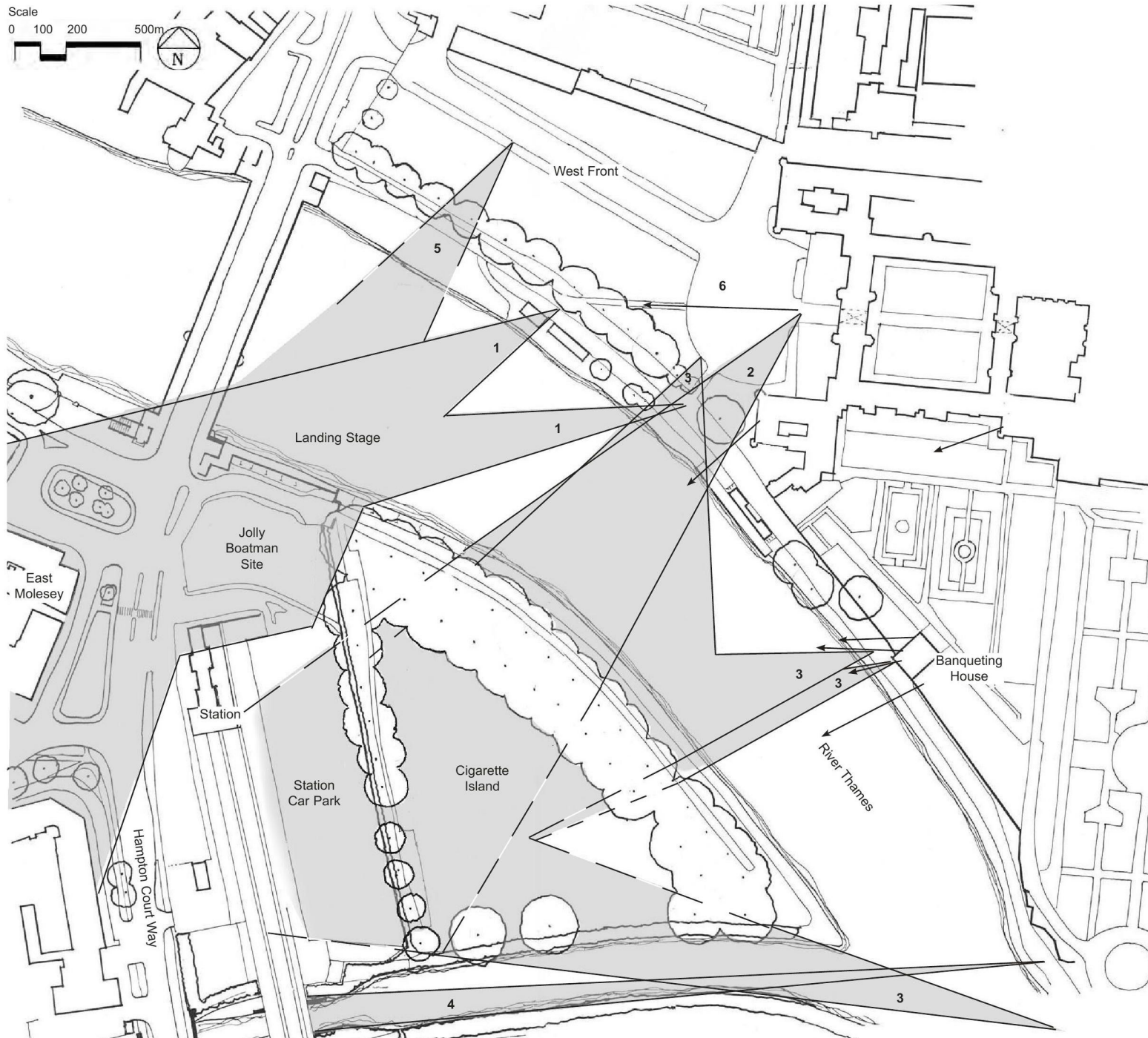
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Existing Views

- 1 Views onto car park from trains and platforms. See Figure 10.
- 2 View to Palace is blocked by the end trees of the Cigarette Island avenue as well as by the walls and scrub around the derelict Jolly Boatman site. Figure 11.
- 3 View onto bridge is obscured by scrub and walls around the derelict Jolly Boatman site
- 4 View from East Molesey to Hampton Court is largely blocked by the derelict Jolly Boatman site and the West Front avenue.
- 5 View from the bridge is obscured by the avenue of trees on the West Front. See Figure 12 + 13.

Assessment of potential views to Hampton Court Palace from Hampton Court Station, Bridge and the Jolly Boatman site



1. Views from the river and the Barge Walk toward Hampton Court Bridge spoilt by sudden cessation of arcadian character, traffic and imposing brick retaining wall at the boat landing stage. See Figure 16.
2. View through gaps and under canopy of trees across the Thames and onto pastoral character of Cigarette Island. Figures 14+15. Glimpsed views of trains above and beyond the car park hedge encroach and erode the illusion of a palace still set in countryside. In winter, the encroachment is more damaging.
3. Cars parked in station car park are well screened by a hedge yet the trains on elevated ground can be glimpsed between trees in the summer and are clearly visible through the tracery of trees in winter. Any development east or north of the station would significantly impact on the rural character of Cigarette Island Park, Barge Walk, the West Front, as well as views out from the Banqueting House and some principal rooms in the Palace.
4. Slot view along the River Embankment to the Railway Bridge. Brightly painted trains encroach upon the rural character and again curtail the sense of the extensive landscape beyond the palace.
5. View from the West Front is largely contained by the avenue of trees. However, as trees grow and the canopies become raised, the impact of the Jolly Boatman site will be severe. Avenue unsatisfactorily segregates the West Front of the Palace from the river and blocks views to and from Hampton Court Bridge.
6. View from the Palace onto Hampton Court Bridge and river is blocked by the West Front avenue of trees. See Figure 17.

Assessment of views south easterly from Hampton Court Palace and Barge Walk

Plan 3. February 2005



- A. Civic Node : Plant large street trees to create a civic character and reduce the dominance of the busy road. Frame views onto the station and bridge as well as to other noteworthy buildings from the station to entice Palace visitors to cross the road to East Molesey.
- B. Potential gateway buildings to match the height and scale of the buildings opposite, only acceptable if the Jolly Boatman site is incorporated into Cigarette Island park and planted with groups of trees to screen the building from Barge Walk.
- C. Future site use must not rise above existing hedge to preserve sky behind trees and the illusion of countryside; retain as car park but add trees and gravel surfacing.
- D. Develop transport interchange as the focus of the civic node and gateway to Hampton Court Palace and East Molesey.
- E. No building acceptable on the Jolly Boatman site. Extend rural character of Cigarette Island to Hampton Court Bridge. Reduce levels to create a gentle grassed and treed slope down to the river from the station to open views onto the water. Strategically position trees to frame views to the Palace, bridge and river whilst screening views back to Hampton Court Way. See Figure 11. Include ramp down to landing stage for disabled access.
- F. Break up the riverside planting, including the double avenue into groups to create a more permeable landscape with less clearly defined boundaries when viewed from the river and Palace. Plant new trees to form an irregular background to enhance the visual perspective and notion of an extensive rural setting for Hampton Court Palace. Retain a clear view of sky behind the canopy in places to allude to a 'landscape' beyond as described in Figure 15.
- G. Clump the avenue of Norway maples to open views to and from the Palace framed by trees.

- Existing trees to be retained
- Existing trees to be removed
- New civic / parkland trees
- Urban gateway
- New building of importance
- Car Park
- Potential views
- ... Footpath

Development constraints and opportunities of Hampton Court Station and the Jolly Boatman site to protect and enhance the setting of Hampton Court Palace.

Plan 4.

February 2005

DRAFT (work in progress)

**CHRONOLOGY OF SIGNIFICANT DATES IN THE DEVELOPMENT AND
CHANGES AT HAMPTON COURT STATION & IT'S ENVIRONS**

DATE	DESCRIPTION	SOURCE/REFERENCE
1737 June	- Hurst Park Racecourse started annual meeting in June	
1838	- Queen Victoria started public access to the State Apartments	
1838 21 st May	- London & South West Railways 1 st line Nine Elms to Woking	Book 1
	-	
1843	- Island of land contained by Rivers Thames, Mole & Ember called Davis Ait (Davis family kept castle Hotel)	
1845	- London & South West Railways open branch line to Guildford	
1846	- Standard gauge railway lines introduced 4 foot 6 inches	
1849 February	- London & South West Railways open branch line to Hampton Court	Book 1
	-	
1851	- Thames Ditton station opened (to serve a riverside village)	
1864 May	- Hampton Court Bridge demolished for rebuilding, temporary ferry operated.	
1865 10 th April	- New Hampton Court Bridge opened with toll house on north side, now part of Mitre Hotel	
1866 September	- Hurst Park Racecourse added 2nd annual meeting in June & September, the Cockney Derby	
By 1870	- Single line with platform on each side - drawbridge over River Mole	1 st edition OS
16/07/1895	- Drawings prepared to convert locomotive shed to goods shed	?
1895	- New engine shed at Summer Road crossing, used until electrification in 1916	
1889	- Hurst Park Racecourse shut	
	-	
1890-1962	- Hurst Park reopened	
1900 approx	- New goods Office (Tudor style) demolished	
1899	- 3 full length platforms - Awning erected	Book 1
1903	- Electric trams arrived in Hampton Court	Book 1 & 2

	from hammersmith(north side of River Thames)	
By 1905	- Bridge over River Mole widened	??
	-	
1916	- Electrification of branch line to Hampton Court (very early for area. WW1 stopped electrification)	Book 1
1923	- Minister of Transport limited weight and speed of vehicles using Hampton Court Bridge. Start of 10 years of disruption to station access	
1928	- Surrey CC & Middlesex CC obtained an Act to construct a new bridge.	
1930 September	- Started construction of Hampton Court Bridge	
1930	- Station canopy on platform 1 cut back	
1933 9 th April	- New Hampton Court Bridge completed in the style of the "Wren" portions of H C Palace	
1934	- New Hampton Court Bridge completed & Hampton Court Way constructed	On 1934 OS
1935 May Day	- Cigarette Island opened to public & transferred to Esher Council	
1949	- North screen wall existed	Book 1
1962	- Hurst Park Racecourse shut - Trams stopped and removed	Book 2 page 60
1960's	- Canopies on platform 2 & 3 cut back	Photo dated ?
1965	- Goods yard closed	Photo dated ?
1973	- Chimneys still in place - Front elevation not painted	Photo dated ?
By 1990	- Windows painted	Photo dated ?

Sources/References

Books

1. Branch Lines Around Effingham Junction including Hampton Court Branch by Vic Mitchell & Keith Smith 1990
2. Hampton Court The Story of a Village Gerald Heath 2000

Karen Liddell BA(Hons) MRTPI(rtd) IHBC(rtd)