

APPENDIX 2 - LISTED BUILDING VISUAL IMPACT ASSESSMENT (VIA)
OF PROPOSED TRAFFIC SIGNALS ON HAMPTON COURT BRIDGE ASSOCIATED WITH
MAJOR DEVELOPMENT AT HAMPTON COURT STATION IN 2018/3810 (UNDECIDED)

Note: This VIA accompanies a full report containing an Objection on heritage matters related to Hampton Court Bridge by Hampton Court Rescue Campaign (HCRC) on the planning application for a major development at Hampton Court Station with Elmbridge Council, reference 2018/3810



- 1. VISUALISATION PRODUCED BY HCRC OF PROPOSED TRAFFIC SIGNALS SITED ON THE GRADE II LISTED HAMPTON COURT BRIDGE REQUIRING LISTED BUILDING CONSENT, WHICH HAS NOT BEEN SUBMITTED, NOR OBTAINED PRE-APPLICATION ADVICE, BUT WILL DAMAGE THE SPECIAL INTERESTS & SIGNIFICANCE OF THE LISTED BRIDGE, AND ARE CONSIDERED UNACCEPTABLE BY HISTORIC ENVIRONMENT PROFESSIONALS.**

Note 1. The visualisations may not be wholly accurate as the design and dimensions of the proposed traffic signals have not been supplied by the applicant. The height could be under represented. However, the modern design of black poles and the lamp head back plate without a white outline has been used to demonstrate the most sympathetic design that could be achieved. The visualisations do not show the new access road location, they only show the existing maintenance access to the park which is used once per fortnight most of the year.

PURPOSE OF THE VISUAL ASSESSMENT

- To identify the location of the proposed traffic signal structures related to the highway scheme associated with the major development contained in the current application 2018/3810 (undetermined and unlikely to be decided until April 2021 at earliest). These structures have not been identified as requiring Listed Building Consent;
- To identify how the proposed structures affect the special architectural and/or historic interest of the listed bridge, and should not be considered acceptable works of alteration.

CLAIM OF POTENTIAL DAMAGE TO LISTED BUILDING COMPRISING A CRIMINAL OFFENCE

- Listed Building Consent is required by virtue of section 7 of the Planning (Listed buildings & Conservation) Areas Act 1990, comprising works of an alteration to a listed structure, by virtue of the attachment to the highway and footway of two traffic signal columns, a raised base, associated signing, and other associated equipment “which would affect its character as a building of special architectural or historic interest unless the works are authorised”.
- It is a criminal offence under section 9 of the above Act to carry out works without Listed Building Consent. Such works would comprise permitted development under the GDPO and thus not require planning permission;
- A Listed Building Consent application if submitted should be refused as it would have a damaging effect on the listed bridge and its setting as set out in the accompanying full written statement.

THE POTENTIAL FAILURE OF THE ASSOCIATED MAJOR DEVELOPMENT IN 2018/3810 TO BE UNIMPLEMENTABLE WITHOUT GRANT OF LISTED BUILDING CONSENT

- The proposed set of traffic signals are required to give sole access to the proposed major development in 2018/3810 to ensure all vehicular access is operational and does not impact detrimentally on the highway network;
- If the traffic signals are not acceptable by reason of their negative impact on the listed bridge and its setting, the access to the site fails and the major development becomes unimplementable. As this proposal is not within the site boundary for 2018/3810 the matter of the need for Listed Building Consent needs to be addressed as a matter of urgency as it cannot be covered by a condition.

DOCUMENTS & SOURCES

- <https://www.youtube.com/watch?v=jRrXI90m--4>

This is link to an 18 minute video dating from August 2018 of all the bridges along the River Thames from Hampton Court Bridge in the west to Tower Bridge in the east. It demonstrates that there is no precedent for traffic lights on bridges across the Thames, most of which are listed building structures. Those bridges that are met on their banks by a highway parallel to the river may have traffic lights at the end of the bridge but they are always sited off the curtilage of the listed structure;

- <https://thames.me.uk/s00370.htm>

An excellent visual and descriptive account of the history Hampton Court Bridge and the relationship with Hampton Court Palace back to 1606. The current 4th bridge dates from 1933 but the history is important to the historic interest.

- The statutory listing description (see Figure 30 at end) TQ 1568 32/26 5028 dates from 1952, is minimal and not necessarily comprehensive on the special interest of the bridge, but makes specific mention of the importance of the lamp standards and the niches:-

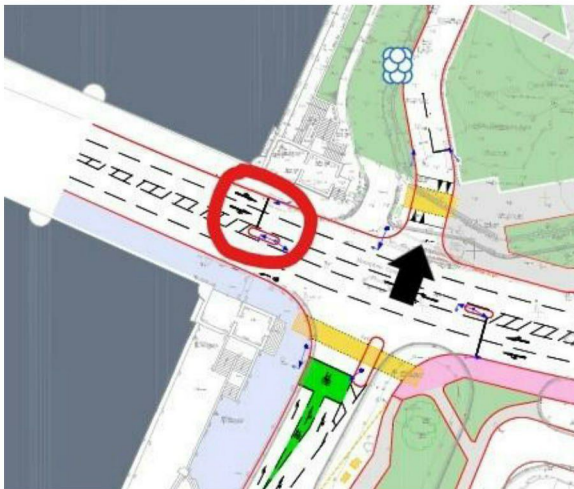
Grade II - Built 1930-1933 to a design by Sir Edwin Lutyens and engineer W P Robinson. Red brick with Portland stone pontoons, dressings and balustrade. 3 arches on ashlar pontoons with arched keystoned niches to piers with flanking rusticated pilaster piers. Ashlar entablature supporting stone balustrade with turned balusters and square newel piers. 16 cast iron lamps on open tapering standards with scroll feet. Royal lion finials to some newel posts.

- <https://www.bbc.co.uk/news/uk-england-london-54523663>

14/10/20 BBC report on concerns for the condition of London's bridges. Hampton Court bridge has been showing signs of neglect particularly on the Surrey embankment structures with major cracking that does not appear to be monitored. We do not want to add this bridge to the list of concerns leading to a potential closure. As the report says, our bridge is the jewel along the river, provides a vital transport link and beautiful vantage points.

THE HIGHWAY SCHEME

EXTRACT OF TRAFFIC SIGNALS



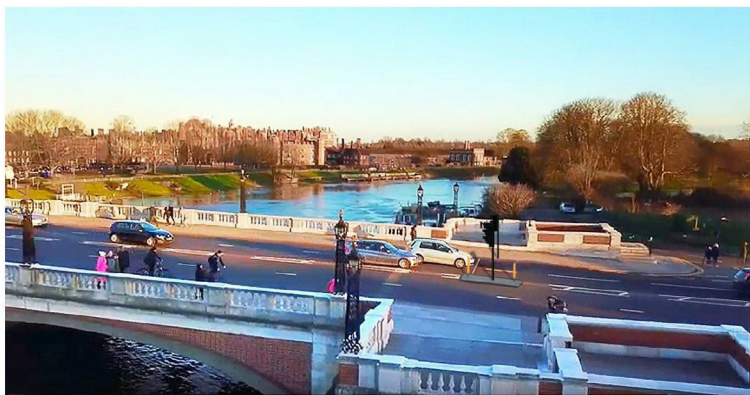
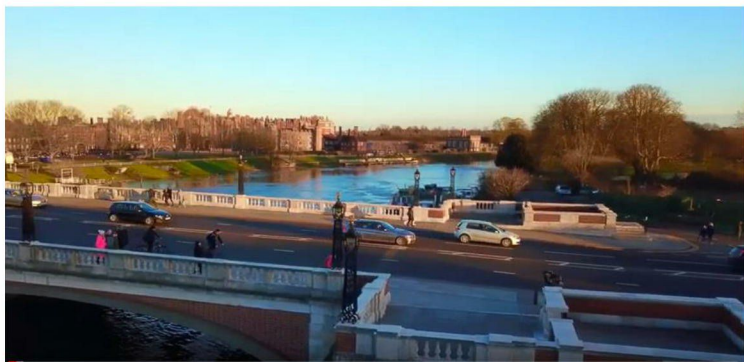
2. Extract from Watermans Proposed Highway Layout August 2018 drwg ref CIV16694CSA950047 A0112 - Traffic signals on Hampton Court Bridge, a grade II listed structure, within the red ring, and sole access to major development site marked with black arrow. Traffic signals are a necessity to allow traffic to access and exit the sole site access.

**VIEW SOUTH ON BRIDGE BEFORE & AFTER INSTALLATION OF TRAFFIC LIGHTS
PRODUCED BY HCRC**



**3 & 4. Note how the vertical traffic lights take the emphasis away from the elegant lamp standards on the bridge and split uninterrupted view south
(see note to Fig. 1 on the design, dimensions & context)**

**VIEW WEST TO EAST ACROSS BRIDGE TOWARDS THE PALACE BEFORE & AFTER
INSTALLATION OF TRAFFIC LIGHTS**



5 & 6 Note the strong inter-relationship to the Palace and the vertical interruption only by the lamp standards.

7. A close up of the proximity to the niche where the public rest to enjoy the views of the Palace. Note this is not a pedestrian crossing point.

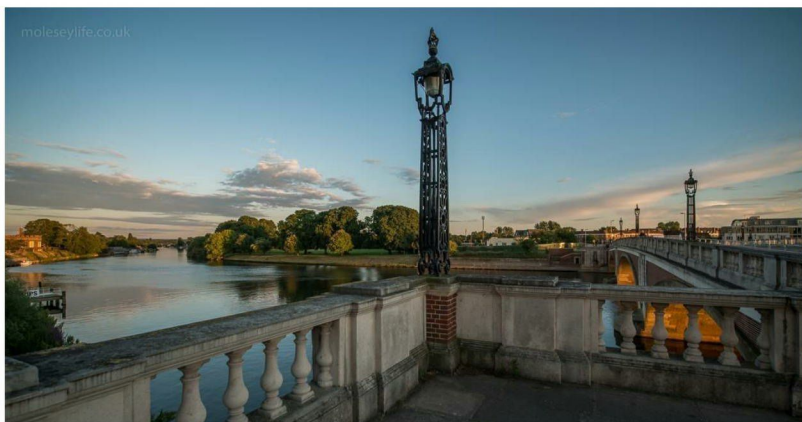
EXISTING VIEWS FROM THE HIGHWAY



8. Traffic signals will be sited after the 4th lamp standard. Note the simplicity of the highway layout and the lack of interference of street signing.



9. Traffic signals will be sited alongside this niche which is a public view point to the Palace.



10. View from Richmond niche towards Surrey, note the horizontal parapet and verticality of the lamp columns.



11. View towards the Richmond banks & Palace. Note the existing traffic signals on the north, Richmond, side are sited a reasonable distance from the bridge structure so that the highway fixtures do not affect the setting.



12. View approaching from the south Surrey side. Note the simplicity of the highway layout and the lack of highway or other street furniture within the curtilage of the bridge including on the footways and highway. The 8m street column to the left is the only exception which could be argued is outside the curtilage of the listed structure. The yellow bollards are not sited on the bridge structure but the detriment to the setting of the bridge is dramatic.

VIEWS FROM THE WATER



13. Upstream, the simplicity of the three arches is complimented by the horizontality of the parapet, only broken by the verticality of the lamp standards.



14. Upstream, a closer view.



15. Upstream, an even closer view, the lamp standards become more prominent.



16. Upstream, the strong light catches the underside of arches and the lamp standards.



17. Downstream, from Cigarette Island Park, a simple structure that gives a serene setting to the Palace opposite.



18. Downstream, from Cigarette Island Park, the traffic signals will be sites in the far-left corner just after the lamp standard.



19. Downstream, the simplicity of the three arches is complimented by the horizontality of the parapet, only broken by the verticality of the lamp standards. The traffic signals will appear in the far left above the niche on the landside but clearly within the curtilage of the bridge structure.

STRENGTH OF THE LAMP STANDARDS



20. Downstream, from the Palace bank, note the negative inter-relationship of the modern 8m high street columns which are sites off the bridge structure.



21. Downstream parapet, even in the fog the lamp standards are a strong feature. The traffic signals will be sited after the 3rd lamp standard.



22. Downstream from the Palace bank, note the lamp standards are part of the water reflection.



23 & 24. The lamp standards on the Richmond side have been refurbished in recent years.

SETTING OF BRIDGE & PALACE



25. View towards the Palace and Banqueting House

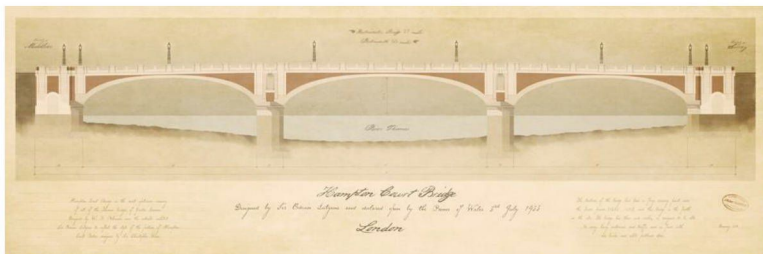


26. Closer view towards the Palace and Banqueting House

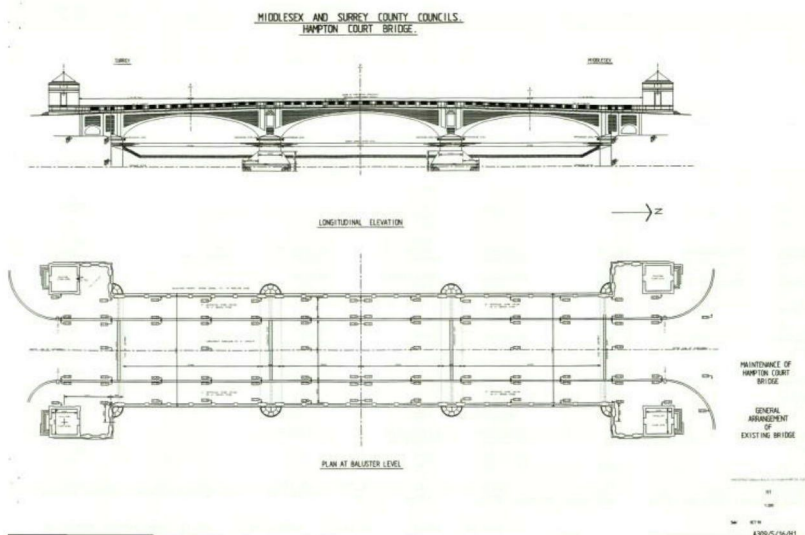
SIR EDWIN LUTYENS ORIGINAL DESIGN



27. Lutyens original design included four pavilions or kiosks at each corner but were dropped by Surrey County as a cost reduction.



28. Lutyens drawing after opening by the Prince of Wales in July 1933. The kiosks have not been included but the strength of the lamp standards is dramatic.



29. Original Lutyens plans, originals in V&A RIBA Library

Hampton Court Bridge 2.9.52

Grade II

Built 1930-1933 to a design by Sir Edwin Lutyens and engineer W P Robinson. Red brick with Portland stone pontoons, dressings and balustrade. 3 arches on ashlar pontoons with arched keystone niches to piers with flanking rusticated pilaster piers. Ashlar entablature supporting stone balustrade with turned balusters and square newel piers. 16 cast iron lamps on open tapering standards with scroll feet. Royal lion finials to some newel posts. The arch to the south is in the District of Elmbridge, Surrey, the remainder is in the London Borough of Kingston upon Thames. *(The last sentence is inaccurate, half of the bridge is in Richmond upon Thames and half is in Elmbridge BC but owned and managed by Surrey CC as the Highway Authority)*

This asset was previously listed twice. The duplicate record (List entry number 1030182) was removed from the List on 07 February 2019. The remaining record (List entry number 1358100) falls within the districts of both Elmbridge and the London Borough of Richmond upon Thames.

Listing NGR: TQ1538868481

30. Statutory List Description held by Historic England. Note this description from 1952 is not an exclusive list of the architectural or historic interest of the bridge, nor is it necessarily accurate. The 16 lamp standards are given significance in the description.

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