

How to explore 300 years
in 90 minutes



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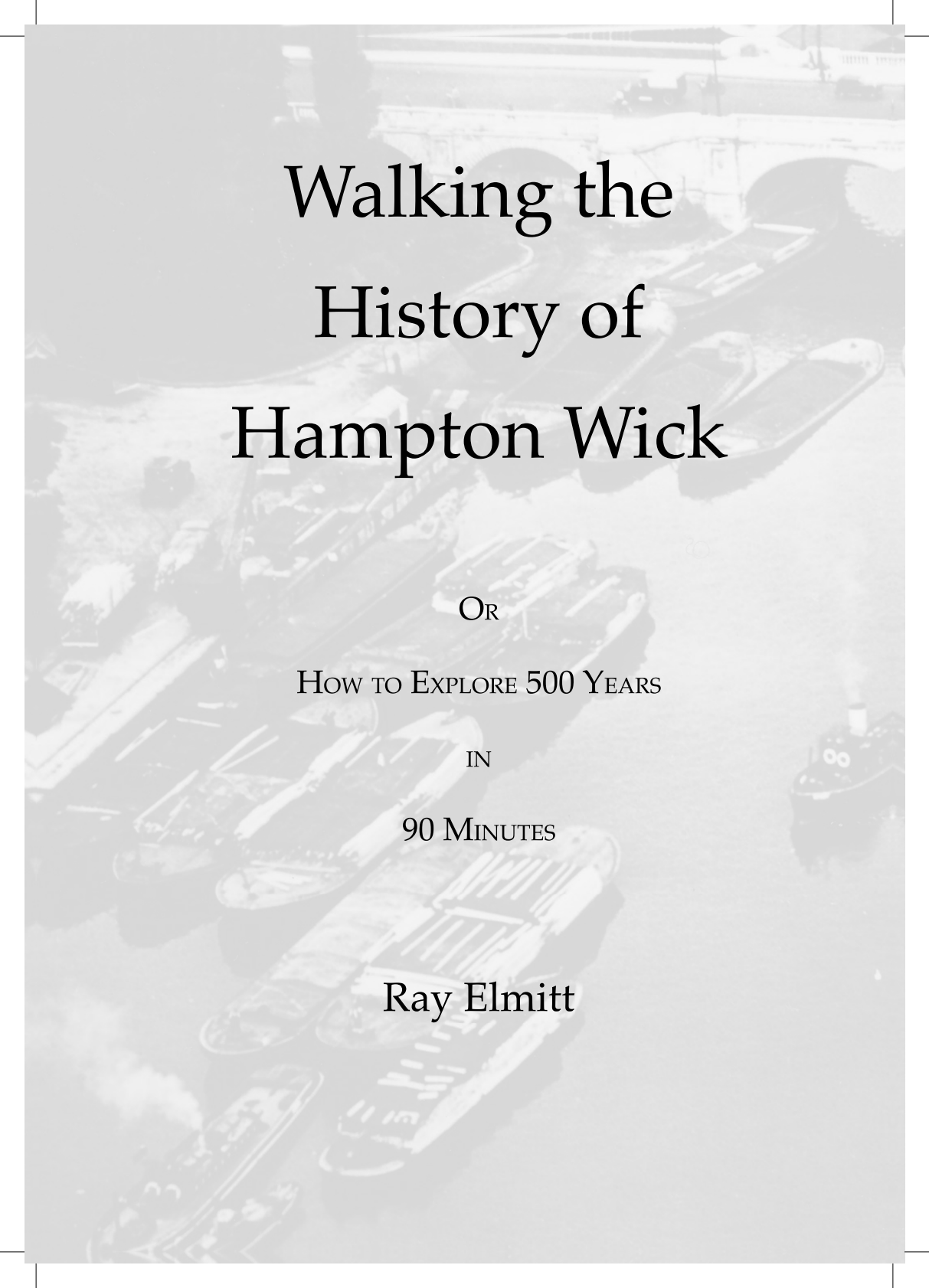
Walking the History of Hampton Wick

Ray Elmitt

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An aerial, grayscale photograph of a harbor. In the foreground, several large cargo ships are docked at a pier. In the background, a multi-arched stone bridge spans across the water. The water is filled with various boats, including smaller fishing boats and a tugboat on the right side. The overall scene is a busy maritime hub.

Walking the History of Hampton Wick

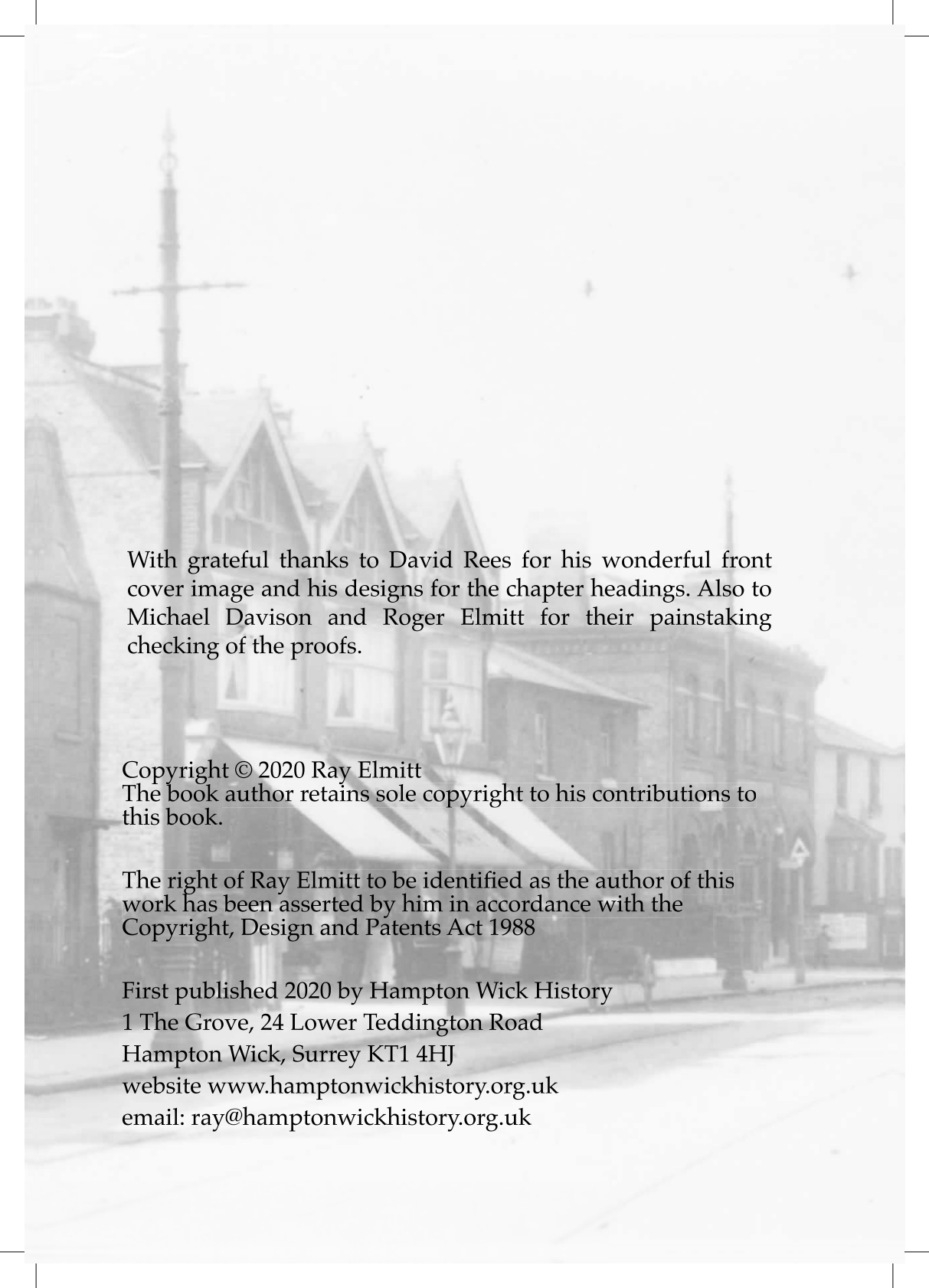
OR

HOW TO EXPLORE 500 YEARS

IN

90 MINUTES

Ray Elmitt



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Wick Green

KINGDOM BRIDGE

Kingdom

Bridge

SAVING

Preface

The origins of this book stem from an initiative on the part of Heidi Johnson-Paul, then headteacher of Hampton Wick Infants and Nursery School (HWINS), to persuade someone (i.e. me) to create a young person's local history walk for her Year 2 classes. It was designed to require just 90 minutes to complete the itinerary and take in nine places of interest to a curious seven-year-old's mind. The first walk took place in 2010 and every June – until now – Year 2 have kept coming back for more.

An adult version of the walk – on which this current volume is based – followed in 2012. It too visited five of the same sites of interest as the junior version but added another four designed to appeal to the more mature explorer's interests and knowledge. It starts and finishes at the Jubilee Fountain by the Hampton Wick Library (where parking is available) and the 90-minute duration has been retained.

However the real purpose of the present book-version of the walk – produced in an era of social distancing and government restrictions on inter-mingling – is to allow would-be explorers to self-guide themselves around the route. The original commentary script of the nine stops on the guided walk is reproduced here and it should still take 90 minutes to walk, look and read – just! But this content is now augmented with instructions on the route, information on additional items of interest to be seen along the way and details of the 14 English Heritage Listed Buildings passed en route.

Ray Elmitt
The Grove
Hampton Wick
October 2020

Opposite: Hampton Wick around 1740 from a map drawn by Jean Rocque (c. 1704–1762).



Point of Interest
with page number of narrative



65

63

64

Seymour Road

Lower Teddington Road



Station Road



53

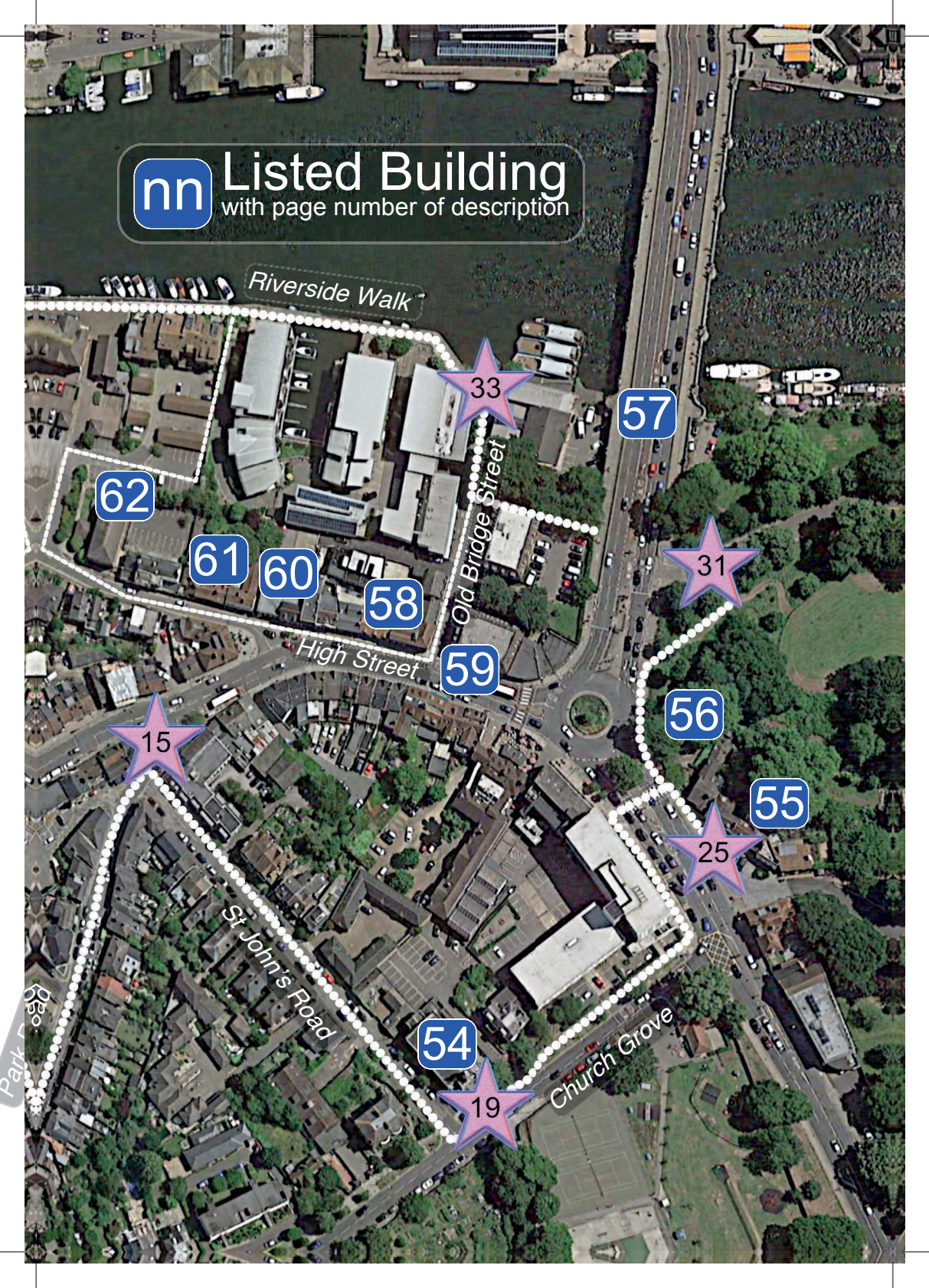
Park Road

52

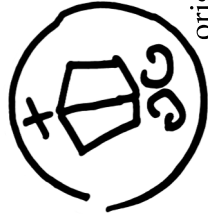


Listed Building

with page number of description







THE JUBILEE FOUNTAIN

The Jubilee Fountain was erected to commemorate the Diamond Jubilee of Queen Victoria which had been celebrated on 22 June 1897. Hampton Wick's memorial is made of Aberdeen granite standing on a raised pedestal of York stone. The lamp was originally lit by gas and the fountain itself driven by gravity although an electric motor was added later. A nice touch were the spouts at the bottom which filled drinking bowls for horses and dogs.

It was designed by Horace Fred, an architect from East Molesey. The total project cost £120 (about £10,000 today) which was raised entirely through a public subscription organised by a committee chaired by the Vicar and supported by several members of the Hampton Wick Urban District Council.

The unveiling ceremony took place on the afternoon of 15 June 1898 — almost exactly a year after the actual Jubilee. It was performed by the Queen's 63-year old niece Princess Adelheid Hohenlohe-Langenburg (who was also mother-in-law of "Kaiser Bill" — Wilhelm II of Germany).

The ceremony was a very grand affair — just how grand can be seen from this photo taken just after the unveiling. The fund-raising committee are to be seen seated with their backs to the camera immediately to the right of the fountain whilst one of their number, leaning on his cane and with his left hand on his hip, addresses the Princess (who is just out of shot on the right of the picture).

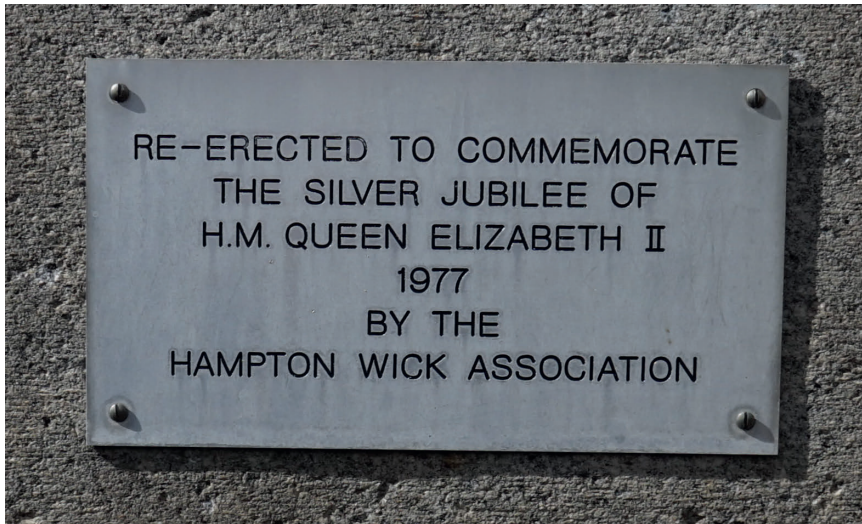
The guard of honour was made up of the members from six local fire brigades, two of which are seen drawn up outside the front of *The Foresters*. The smattering of umbrellas confirms the intermittent showers — mentioned in the contemporary newspaper report — that threatened to spoil the afternoon though the majority of the crowd seem unfazed by the weather. One elderly gentleman is solemnly raising his top hat to acknowledge the unveiling.



In front of them, to the left and just behind the fountain, the gentlemen in natty uniforms and pill-box hats are from Farban's Blue and White band and their upright piano is just visible behind the flagpole. Just in front of the Fire Brigade horse's head stands a solitary policeman – who seems to be all that is needed to control this eminently ruly crowd.

The Jubilee Fountain was moved in the 1920s to provide space for widening the entrance to Park Road. It was consequently banished to a position on the grass verge on Hampton Court Road opposite the end of Church Grove. It spent fifty years in that relative obscurity until the Hampton Wick Association moved it back to its current position outside the Library and re-missioned it – or rather double-missioned it – to serve as a memorial to our own Queen's Silver Jubilee in 1977 (*see below*).

Since then it has additionally been tasked to mark her Golden (2002) and – most appropriately – Diamond Jubilee (2012). And, to complete the connection with Royal Jubilee celebrations, the three-storey block of flats just behind the fountain is known as Jubilee Close, so-named because it was opened in the year of the Silver Jubilee of the Queen's grandfather George V in 1935.



With your back to the Jubilee Fountain and to Jubilee Close, walk straight ahead down Bennet Close and out onto Park Road. Turn right to view Park House (see page 52) then retrace your steps and continue down Park Road until you are standing by the phone box and facing The Foresters.

And on the way ...

The first properties on Park Road were built in the late 1820s and were located at this north west end of the street. As well as No.40 Park House, home to Fenner's Academy from 1830 until the late 1870s, they included No.38 Green Cottage designed and built by local-born architect Henry Walker in 1828 and, along with No.36 Compton Lodge which the family added in 1847, the properties remained in the Walker family until the 1940s.

The pair of semi-detached properties known as *Oak Villa* were built in 1829 by William Walton of Kingston. Initially run as a boarding school for girls and occupying both halves of the property, the school mistress – the delightfully named Mary Slow – retired in 1848 but remained living in No.34 until her death in 1866. Compared with the modest facade of *Oak Villa*, *The Priory* also built by William Walton is positively exuberant (see page 53).

The focus of attention now switches to the other side of Park Road (opposite). For almost two decades there had been no further construction but between 1849 and 1859 a total of 29 houses were built and occupied on the land that had originally been purchased by Edward Lapidge from the Crown in 1826. Much of this was now acquired by two families: the Wrights and the Huntingfords. The former family were painters/glaziers and the latter were builders so, given their complementary trades, it seems likely they were working as a consortium. The two partners built their own single-household detached properties at No.31 and No.41 in contrast to the semi-detached and terraced properties they were creating for their clients.

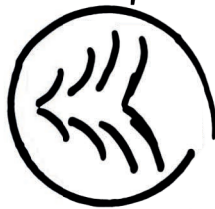
There are great similarities between the various styles of property but, although it was common practice for builders to use architectural "pattern books", no two properties are identical and together they make an attractive and coherent display of early-Victorian architecture.





THE JUBILEE FOUNTAIN
HAMPTON WICK

HW 3



THE VILLAGE SQUARE

We are standing close to the heart of the road system and it is appropriate that this spot has recently been designated as the Village Square – or, as the children of the village call it “Christmas Square” since this is where they meet Father Christmas and collect their present every December. As this 1828 map (right) of the area shows, the road are arranged rather like the tines of a trident with a bent shaft leading down to Hampton Court. The three prongs are the roads – one leading to Hounslow Heath and two to Teddington and Twickenham, the lower road taking off just down from here at *The Swan* public house.



Not surprisingly therefore, this spot has been a village hub probably for centuries. The postcard view (above) taken around 1910 shows how surprisingly little has changed compared with today (bottom left). The Jubilee Fountain as we know was removed. So too was the cattle trough that stood behind – but in this case the removal was unplanned. I can remember when it stood here on the corner where the tree now is. However some years ago, someone obviously fancied it as a planter and stole it during the night – next morning the village awoke, troughless. On the left is *The Prince of Wales* Coffee Tavern – changed from a Beer Tavern just a few years before the photo was taken. Number 2 Park Road was an off licence until converted into a private house in 1970.



And though *The Foresters* has had a facelift, it retains the same multi-paned windows that betray its Georgian origins.



A large section of the High Street (shown dotted above) was demolished by pick-axe and sledge hammer to make it wide enough to accommodate the trams. Even before the rubble had been removed, the tramlines are in place and two men are already fixing the overhead wires whilst a gang start to lay the jarrah wood blocks imported from the Swan River near Perth, Western Australia that will finally provide a mud-free surface for the convenience of other traffic and pedestrians.



Start walking back down Park Road but then turn immediately left into, and to the far end of, St John's Road. Turn left. Stand on the church entrance steps.

And on the way ...

Six years after the unveiling ceremony for the Jubilee Fountain, the High Street in Hampton Wick underwent a fundamental enforced remodelling. The London United Tram Company had obtained an agreement under the Light Railways Act to extend their existing horse drawn tram system from Brentford via Twickenham, Teddington and Hampton Wick to Hampton Court, from whence they returned direct to Twickenham.

However, Hampton Wick High Street was simply too narrow and twisty to allow the trams to pass between the existing buildings so wholesale demolition was undertaken on the east side of the road opposite the Fountain (*see opposite*).

Under the terms of a bond dated 1903 and agreed with local councils along the tram route, London United Tramways Ltd were required to provide alternative accommodation if ten or more houses "occupied by the working classes" were purchased and demolished by the company. The residents of the old tenement blocks now found themselves rehoused in a row of brand-new properties located on the north side of St John's Road (below) which were accurately – if rather prosaically – named Tramway Flats.

The configuration of the building was unusual in that each of the five archways actually contains two front doors providing both the downstairs and upstairs flats with their own dedicated entrance, an arrangement technically known as a half-house.



1831



1863



1937





CHURCH GROVE

This map (*opposite top*) has fascinated me ever since I first came across it. Although perhaps rather crudely drawn, it nevertheless shows a great amount of detail and I had been intrigued to understand its origin. There are two clues: firstly, the church is referred to as St John's *Chapel* and not St John's *Church*; secondly, there is a dotted line running along the centre of the river and, when it comes on shore in the bottom right hand corner, it does a dog-leg right behind where the Hampton Wick Infants and Nursery School now stands. I finally realised that this map was in fact showing the boundary of the new parish that was created when St John's *Chapel* was upgraded to St John's Parish Church. We know this happened in July 1831, so this map shows exactly the state of the village at that date.

Focussing on the 10 acre lozenge-shaped area outlined in purple, the leasehold of this land – the curtilage of *Hampton Wick House* – was bought from The Crown by local architect, Edward Lapidge, in October 1825 for £4,500 (today about £15m). The following year he bought the freehold but The Crown made it a condition of sale that Lapidge should, within three months, lay out the road in front of us (then called Park Grove which only later became known as Church Grove). This was a remarkable early example of urban planning since the new road allowed through traffic to avoid the narrow and crowded High Street.

Lapidge next donated a plot of land to the Church Commissioners as the site for the proposed chapel. Unsurprisingly he was in turn awarded the contract to design and build the chapel which was begun in October 1829 and completed by the end of the following year. It cost £4,500.

The chapel – later church (see page 54) – was paid for by His Majesty's Church Commissioners. This was a body set up by Parliament in 1818 to create new parishes and provide additional churches in areas which had seen rapid population growth. This was in a period very soon after the ending of the Napoleonic Wars and only 30 years after the French Revolution which had been their cause. There was a real fear amongst the Government and Upper Classes that similar uprisings could occur in Britain and this initiative was in partial response to that threat – based presumably on the notion that people on their knees are less likely to revolt.



Above: This 1930 aerial photograph shows all four Royal grants: Hampton Wick Royal Cricket Club ground – 1863 (1), the tree-lined Church Grove gate passage – 1891 (2), The Royal Paddocks Allotments – 1921 (3) and the King's Field Recreational Park -1927 (4).

Below: The Duke of York (later George VI) formally opens King's Field.



The land behind those high brick walls opposite the church used to consist of 19 horse paddocks belonging to the Royal Stud. Half of these paddocks were the subject of four separate Royal grants to the people of Hampton Wick – which are still enjoyed by young and old. The other paddocks remain as the only royally-owned elements of Hampton Court Palace.

Rev Frederick John Champion de Crespigny became Vicar of Hampton Wick in 1858. An enthusiastic cricketer who had played at first-class level for both Cambridge University and Nottinghamshire, he wrote to Queen Victoria on behalf of his parishioners respectfully asking that, since all open spaces in Hampton Wick belonged to The Crown, would she give her permission for the villagers to create a cricket ground inside Bushy Park. Perhaps to his surprise – and no doubt the villagers delight – the Queen agreed to the request and the Hampton Wick Royal Cricket Club played its first match in July 1863.

Although Bushy Park had actually been open to the public since 1838 when Queen Victoria had decided she never intended to live at Hampton Court, the only pedestrian entrance for the villagers of Hampton Wick was on Sandy Lane (opposite Vicarage Road). In 1891 the Queen consented to a new gate being installed opposite the church which gave access into the park via a long passage which was newly created between two of the paddocks.

Thirty years later the Queen's grand-son George V signed a warrant authorising the appropriation of the five paddocks to the north of this passage covering a total of 14 acres "*for the purposes of Allotments for Labouring Classes of Hampton Wick and South Teddington.*"

Finally, in June 1927 the same King donated two large paddocks on the corner of Church Grove and Hampton Court Way and totalling 10 acres to the youth of the village. Still known as the King's Field, facilities from the beginning included a playground, tennis courts and space for two cricket pitches. More recently a skateboard park was opened in June 1998 and attracts enthusiasts from both sides of the river.

Leaving the church on your left, walk towards the traffic lights at the southern end of Church Grove. Turn left and follow the pavement round to the left towards the bridge. Cross at the zebra crossing just before the roundabout. Turn right and follow the pavement round towards the park gates. Stop in the parking area in front of Home Park Terrace.

And on the way . . .

The route is following the south-west corner of Edward Lapidge's 1825 purchase. He was a canny businessman as well as an able architect and within his lifetime (he died in 1860) over 50 houses had been built on his original 10 acre investment, some of which he both designed and built. These included *Fairlight* (*below right*) completed in 1848 and intended to serve as the vicarage for his Church of St John's. However the incumbent of the day preferring the house provided by his previously widowed rich wife declined the offer to move in and was vindicated when in 1852 the Lord Chancellor presented Hampton Wick with its own new ecclesiastical accommodation (*below left*) in high Victorian Gothic on the corner of the present-day Vicarage Road (now the site of *Ingram House*).



Lapidge's other major development was *The Terrace*, a row of ten townhouses completed by the late 1820s. Each property comprised 10 rooms ranged over three storeys as well as a basement for the servants quarters. Edward Lapidge spent much of the 1830s and 1840s living in central London and developing properties off Park Lane but returned to Hampton Wick and was living in *10 The Terrace* (arrowed) at the time of his death.

The photograph below was taken sometime between 1911 and 1913 from the the top floor of what is now called *Parkgate*, the recently refurbished development opposite the end of *Church Grove*. At the time of the photograph it was the premises of WH Wheeler House Furnishers and Upholsterers. The lady in a white blouse pushing a pram in the bottom left of the photograph is just turning left into the crowds on the pavement.

The heavy traffic includes not only the ubiquitous trams but also several motor cars along with open- and closed-top horse busses and a lone cyclist. The congestion would have been exacerbated by the road-works associated with doubling the bridge width.



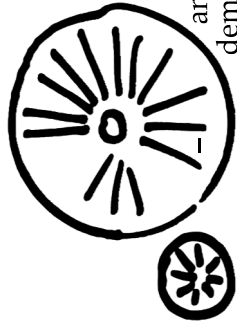


HOME PARK TERRACE

This delightful row of houses has been gracing this part of the village for more than three hundred years. But there used to be more. This photo dates from around 1912 and shows a small shop next to Fern Glen – which was a cafe and sweet shop and then a more substantial pair of semi-detached houses. Both these properties were demolished when the bridge was widened in 1913. In 1921 the remainder of the plot on which the large house had stood became the site of today's war memorial and garden of remembrance.

There are three items in this picture which are of particular interest:

1. The right hand of the pair of houses advertises that it has accommodation for cyclists and that cycles can be stored. Cycling was a great Edwardian pastime and Hampton Wick was something of a mecca because of the Royal Parks, Barge Walk and general lack of traffic. So people from central London would come out by train or tram at the weekend, pick up their bike, buy their iron rations from the sweet shop and go off for their bike rides.
2. Secondly, look at the road surface. You can see the tram tracks but notice also that the roadway is covered in blocks. These were usually made of hardwood or occasionally granite setts. These were laid by the tram company and were the major planning gain arising from the otherwise disruptive arrival of the trams. Although sidewalks would be gravelled and later paved, the roads themselves were unmade, the only remedy open to the local council being to water them to keep the dust down. So block surfaces were a great step forward.
3. Finally in the background you can see the shops of Home Park Parade whose roofline was a much more impressive structure than nowadays – with its fancy balustrade and full-blown pediment over the centre shop. It was only relatively recently that it was found the steel rods providing stability behind this structure were completely corroded. Mysteriously, one Saturday night the whole lot “collapsed” though by the next morning there was not a trace of rubble to be seen!



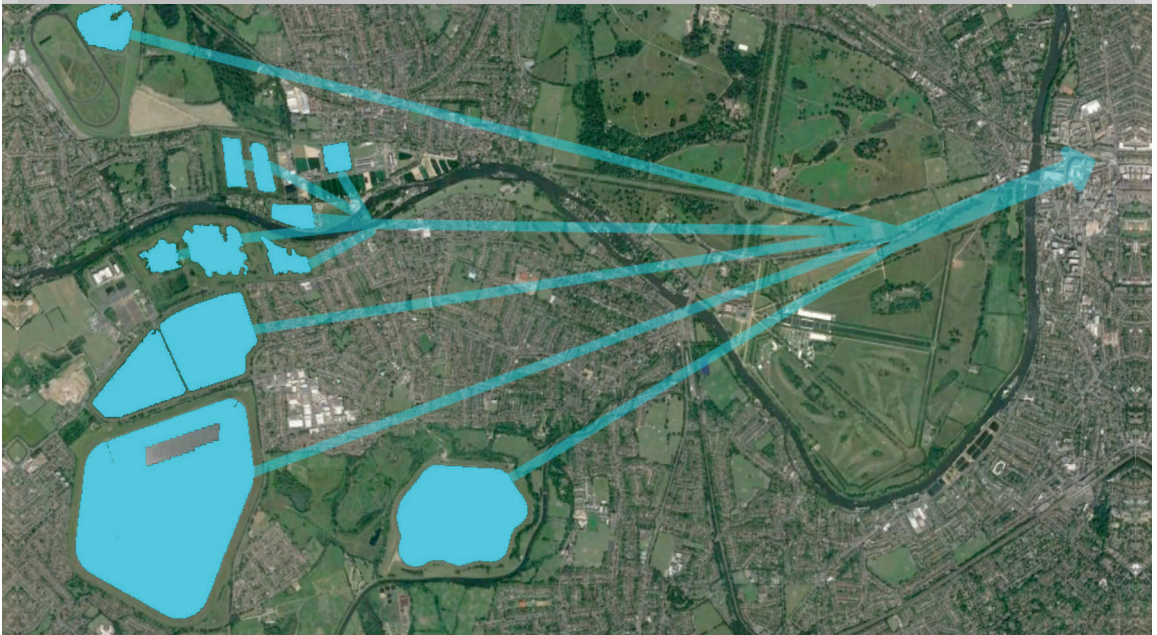
Retrace your steps towards the pedestrian crossing and follow the pavement round to the right. Just before the bridge proper, turn down the slope to the river. At the end of the railings on your left, turn sharp left towards the bridge arch.

And on the way ...

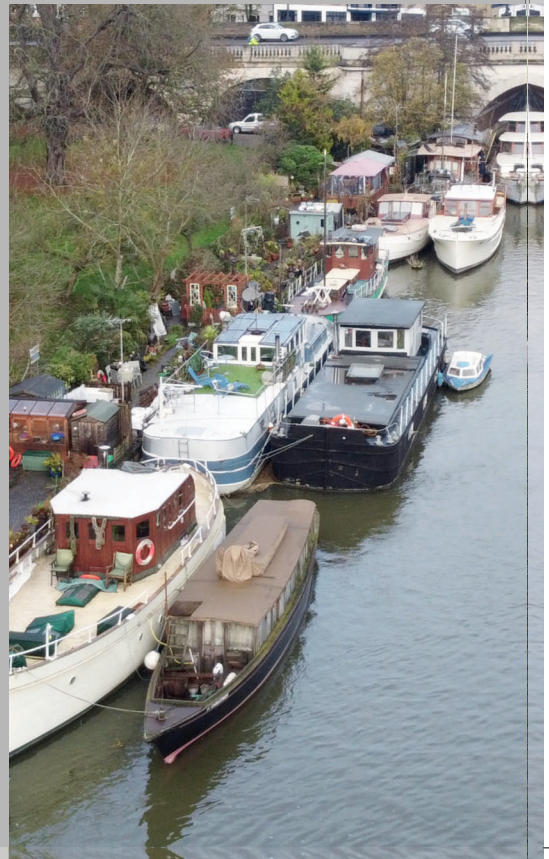
Just beyond the boundary fence of the Memorial Gardens is a narrow stream running behind Home Park Terrace which is crossed by an innocuous-looking 50cm steel pipe (*opposite top*). This pipe is the only visible sign of a massive mid-Victorian infrastructure project which still plays a vital role in the health of Central Londoners.

Studies of the frequent cholera outbreaks in Central London during the 1840s finally established sewage-contaminated drinking water as the cause and led to the passing of the Metropolis Water Act 1852. This forced the Water Companies to move their intakes upstream to the non-tidal Thames above Teddington Lock to the Hampton Water Works (*below*) and to filter the water through sand before supplying it back to their Central London customers through a network of pipes each up to 15 miles long (*opposite bottom*).





The roadway leading down from the bridge forms the entrance to The York Parade (*opposite page*) a pleasure ground created through public subscription to celebrate the wedding of the Duke of York (the future King George V) to Mary of Teck which took place on 6 July 1893. Adopted by the Hampton Wick Urban District Council who agreed a long-term lease of the land with The Crown, the area was very popular with the communities of both Hampton Wick and Kingston. Due to their inability to introduce bye-laws over land they did not actually own, it proved too difficult for the UDC to provide adequate supervision and they handed the lease back in 1906. The Crown immediately recruited two new park keepers to manage the site and in 1911 built the New Barge Walk Cottages to house them. There is evidence that the wharf by the bridge was used to bring in building materials for Cardinal Wolsey's new palace at Hampton Court. In more recent times it was used by barges supplying coal to the Gas Works and since 1968 has been home to the Kingston Bridge Boatyard community (*below left and right*).





Towing Path, Kingston-on-Thames





Above: The new bridge had become dangerously narrow by the early 1900s.

Below: An aerial photo taken in 1920 shows the extra capacity of the hugely widened bridge deck.





KINGSTON BRIDGE

The “new” Kingston Bridge opened at this location almost 200 years ago and, with little visible change in its appearance, that structure is still serving its original purpose. However it is no longer alone.

As you walk forward and pass under the dry arch in front of you, look up and you will notice that there are in fact three arches side by side. The original stone bridge is the last arch on the downstream side. It was designed by Edward Lapidge and built between 1825 and 1828. Despite the previous wooden bridge being free, a toll was imposed on the new bridge to pay for its construction (around £80m in today's terms). It wasn't until 1870 that the tolls were lifted. The advent of the trams crossing the bridge into Kingston from 1906 (*one is seen arrowed in the far distance*) coupled with growth in motorised traffic exposed the inadequacies of this bridge. The death of a young cyclist finally galvanised the authorities into action.

Between 1911 and 1914, the width of the carriageway was more than doubled. The extra section was added upstream and a new facade of Portland stone was designed to replicate the features of the original. Note how the tram tracks occupy the section of the carriageway now used for a bus lane. Although overall this was a major engineering project which would normally cause great celebrations to take place, it was completed just days before the outbreak of the Great War and it was opened without any ceremony.

After 80 years of service, the widened bridge again underwent a major upgrade. New European legislation that permitted 44-ton lorries on all trunk roads in the EU meant the bridge needed to be strengthened. Whilst this could have been achieved by simply closing the bridge for the duration of the work, the Government was persuaded to provide the extra funds needed to build a third bridge. Again the expansion took place on the upstream side. The 1914 facade was removed and stored. The majority of the fabrication took place in a remote factory with each arch – consisting of 12 elements even including the brickwork – being delivered overnight to the site by road. The finished structure was opened by the Duke of Kent in June 2001.



Above: Old Kingston Bridge in the early 1800s.

Below: As soon as the new bridge was opened in 1828, the Trustees were forced to make the old bridge impassable to thwart would-be toll evaders.





OLD KINGSTON BRIDGE

Walk to the end of the cobbled road and turn down to the river.

The section of stone river wall on the opposite Kingston bank marks the position of the old bridge. The first documented reference to it was in 1193 and the town's growth partly stemmed from this being the only crossing between London Bridge and Staines until the beginning of the 18th century. The wooden structure of the bridge was narrow and carried the bridge deck on 22 piers each consisting of four piles with additional cross-bracing for strength. The two spans in the centre of the river were higher and wider than the others to ease the passage of barges. The construction was relatively flimsy and prone to damage and tolls were imposed to pay for ongoing repairs.

Robert Hammond, a prosperous London brewer, had properties in both Kingston and Hampton and was therefore a frequent user of the bridge. On his death in 1557, he left the revenues from some of his land investments to the Kingston authorities on condition that they be used to maintain the bridge free of tolls in perpetuity (*"free for evermore"*).

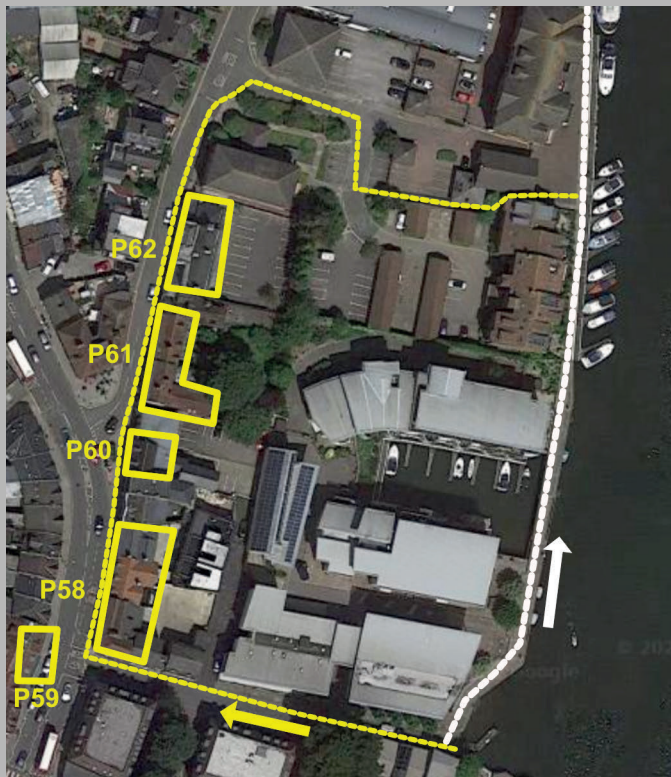
However, the bridge's state of repair was increasingly problematic and, by the early 19th century, it had become so dilapidated and its narrowness made passage so difficult both for river and road traffic that pressure mounted for it to be rebuilt. But no agreement could be reached as to who should be responsible – or who would pay for it.

The courts became involved in 1813 but they were overtaken by events in January 1814 when the river froze over completely and part of the bridge collapsed. The court ordered Kingston to repair the bridge from its own resources but a complete replacement had by that time become a clear necessity.

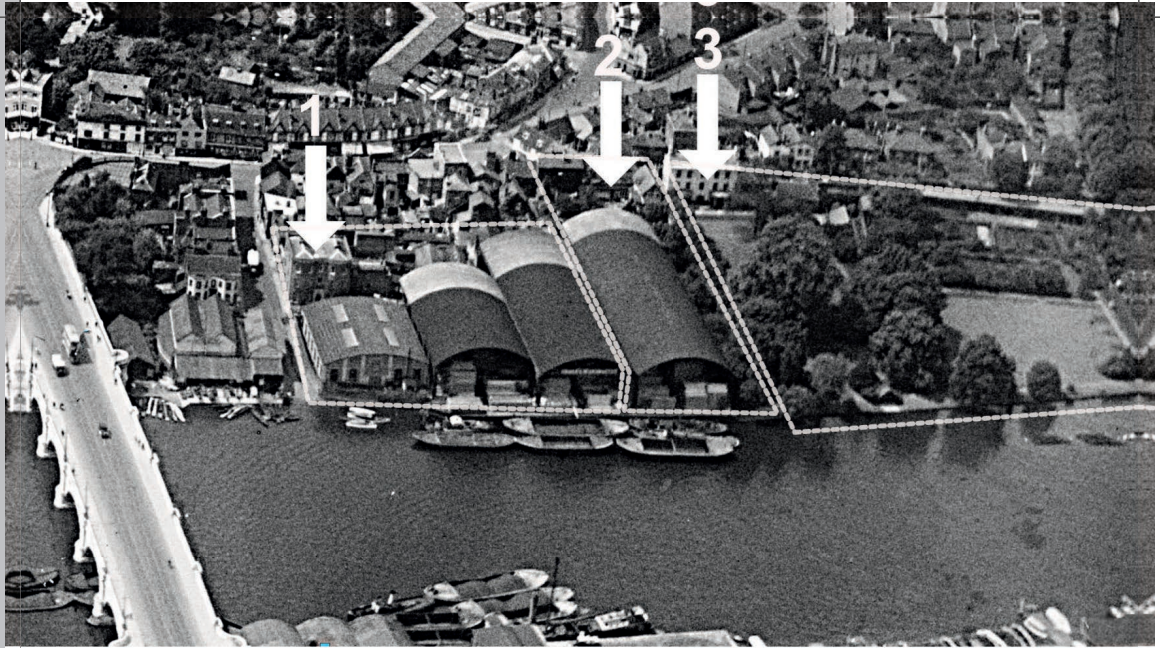
With the need to repay their loan for their project, Kingston Corporation had reimposed tolls on the new bridge. Some of the local population sought to circumvent this charge by continuing to use the old wooden bridge but the Trustees reacted quickly by removing some of the timber deck to render the bridge impassable. The old structure was then sold for the scrap value of its materials – which the purchasers were required to remove as quickly as possible.

There is a choice of itinerary at this point ...

To view the eight English Heritage Listed Properties between stops 6 and 7 on the walk (they are described on pages 58-62), take the **yellow route**. Turn your back on the river, walk up Old Bridge Street, turn right along the High Street, fork right at The Swan onto Lower Teddington Road. After 100 yards turn right into Becketts Place, follow round to the right. After the four parking places on your left take the alley down to the riverside walk. Turn left and walk as far as the railway bridge.



To go directly to the next stop, take the **white route**: follow the riverside walk as far as the railway bridge.



Above: 1927 aerial photo showing the complete Gridley Miskin site and the yet-to-be-developed meadow downstream. The arrowed houses are Moira House (1), Wolsey Cottage (2) and Rivermead (3).

Below: The same view in 2020 with 135 new apartments built within the last 25 years.



And on the way ...

The river bank between the site of Old Kingston Bridge and the railway bridge underwent some fundamental changes between the years 1900 and 2000. At the beginning of the 19th century the 250 yards of river frontage with their adjacent meadows were shared between just two private properties – *Moira House* and *Rivermead* (see aerial photograph on P33). At the end of the century (specifically between 1995 and 2004) 100 riverside apartments were constructed on this site, their occupants sharing the same river bank. And, as a planning gain, a new public walkway provided access to the river for the first time.

In the intervening century, two entrepreneurs had each created their own very successful businesses.

Kingston-born James Gridley (1848-1920) had established his Timber Merchants enterprise on the Surrey bank of the river to the north of Kingston Bridge by around 1870 and, with his business partner Frank Miskin, was employing 6 men. Ten years later he was employing 25 men and seeking room to expand. He bought *Moira House* on Old Bridge Street almost directly across the river from his original premises and used its extensive gardens as the site for his second timber yard on which he erected two large storage barns. A third was added after he acquired *Wolsey Cottage* (see Page 61) and could therefore block its river view with impunity. The operation ran until the 1980s.

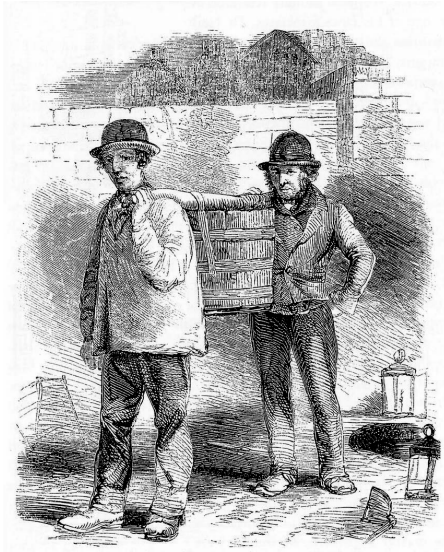
Charles Walter Beckett (1885-1976) purchased *Rivermead* (see Page 62) in 1928. The previous owner had lived quietly in the 12-room house with its 2-acre riverside garden in semi-retirement for almost 50 years but the new owner had big ambitions for his new acquisition. Like his father, Beckett was a lighterman who had held the lucrative contract to transport coal by river to Kingston Bridge wharf and onward by road to the Gas Works on Sandy Lane. When the railway took over that contract, Beckett switched his attention to transporting building materials using his garden as a wharf and storage yard. His workers would collect their cargoes from the Port of London and bring them upstream by tug and barges. On arrival, the tugboat skipper would climb into the derrick crane and unload his own cargo. Later a flourishing boat repair and chandlery operation took over the garden site.



Above: Looking downstream from Kingston Bridge around 1980 with the timber yard on the left and Kingston Power Station and its coal wharf dominating the Kingston shore.

Below: The same view in 2020 shows how a complete transformation has taken place. The commerce and utility has given way everywhere to new apartment blocks. The power station site alone accommodates 400 properties. The new river-walk on both banks is clearly visible.

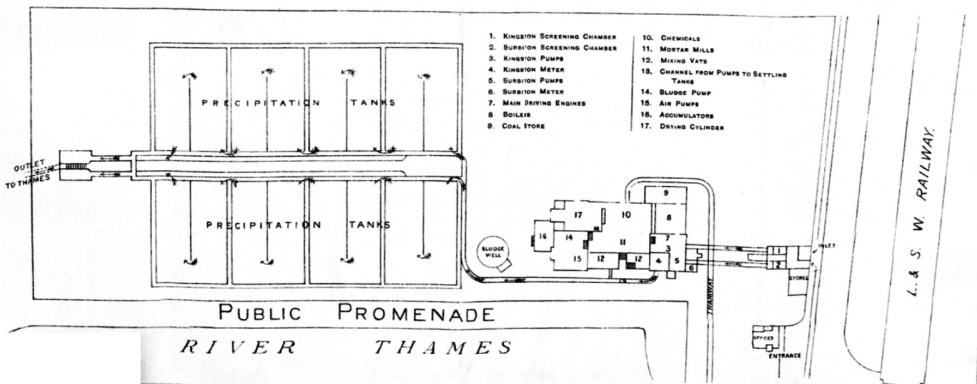
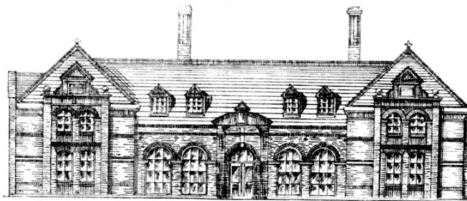




Above: The Night Soil men were key players in the sewage treatment systems of the first half of the eighteenth century. Charging the client for emptying their cess-pit, they then sold its contents to the local farmer as manure.

Below: Kingston Sewage Works on Down Hall Meadows opened 1888, closed 1909.

KINGSTON SEWAGE WORKS.





THE POO PIPE

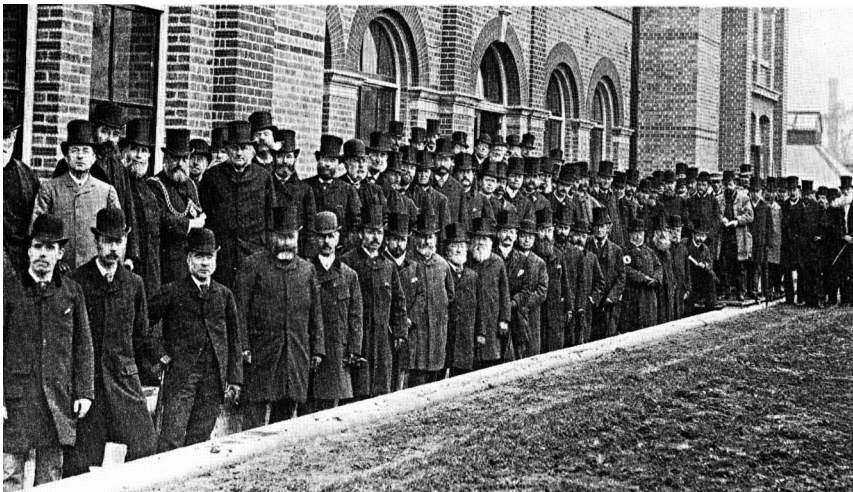
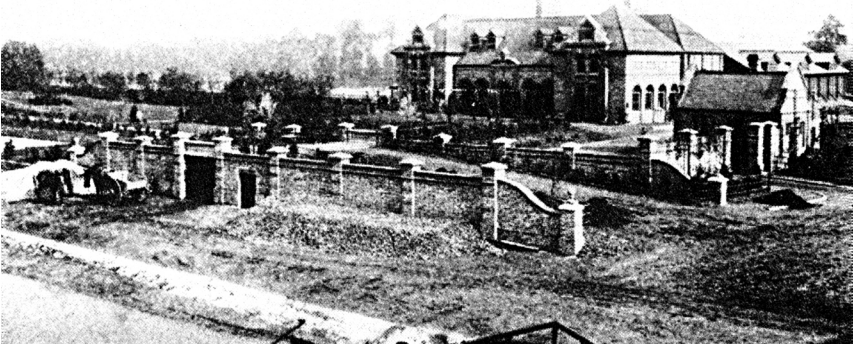
Indisputably the favourite stop of every pupil in Year 2 at Hampton Wick Infants and Nursery School over the last ten years! The Poo Pipe of Hampton Wick is the only obvious evidence of the most extensive – and expensive – infrastructure project ever undertaken by the local community, and one which still fulfils its original purpose 130 years on.

How to dispose of its human waste became one of this country's greatest headaches as the population quadrupled from 1800 to 1900. The traditional system of emptying cesspools, privies etc at night (known as "night soil") and selling the contents to a local farmer as manure became impractical when towns spread and farms consequently became more remote. Hampton Wick in common with other riverside communities also had a limited system of sewers emptying into the river but this was outlawed as the impact of sewage on public health became understood.

Providing a sustainable solution involved the creation of a system of sewers feeding through to a treatment works. Since there was no available publicly owned open space in Hampton Wick (over 90% of all open land in the village belonged to The Crown) the local politicians were forced to seek an alliance solution. A brave effort lasting from 1876-85 and involving all 19 communities between Richmond to Surbiton was chaired throughout by the autocratic Sir Thomas James Nelson of Hampton Wick Local Board but ultimately ended in failure.

Hampton Wick thus joined a consortium consisting of Kingston and Surbiton, each constructing their own network of sewers to terminate at the treatment works built on today's Canbury Gardens. A neat solution for carrying their pipes across the river on the side of the railway bridge was negotiated and the scheme opened in February 1891.

The sewage treatment system adopted by the consortium – known as the ABC Process – was operated by The Native Guano Company and resulted in a profitable end product in the form of solid cakes of treated sewage which were baked in an oven to remove many remaining moisture. The cakes were ground up and the efficacious fertiliser was placed in sacks and sold widely – sugar plantations in



the West Indies and farms in Singapore being long-standing customers. However, although the rest of the process was relatively innocuous, it was the sudden stench of the foul air when the oven door was opened which upset the local populace. Eventually public opinion forced the closure of the local treatment works and the whole operation was moved to Southall in 1909 with the supply of sewage sludge now being sent by barges from Kingston. This continued until the 1930s when Kingston established a new treatment works at Hogs Mill to where the native guano of Hampton Wick now travels – still using its original river crossing.

Opposite top: The pipe carrying sewage across the river with (inset) the down pipe on the Kingston shore.

Opposite middle: The Native Guano Company works on Down Hall Meadows.

Opposite bottom: Opening Ceremony 6 November 1888.

Below: Laying the sewers in the High Street, Hampton Wick c1890. The photograph shows the scale of the works and the degree of disruption they caused throughout the area.



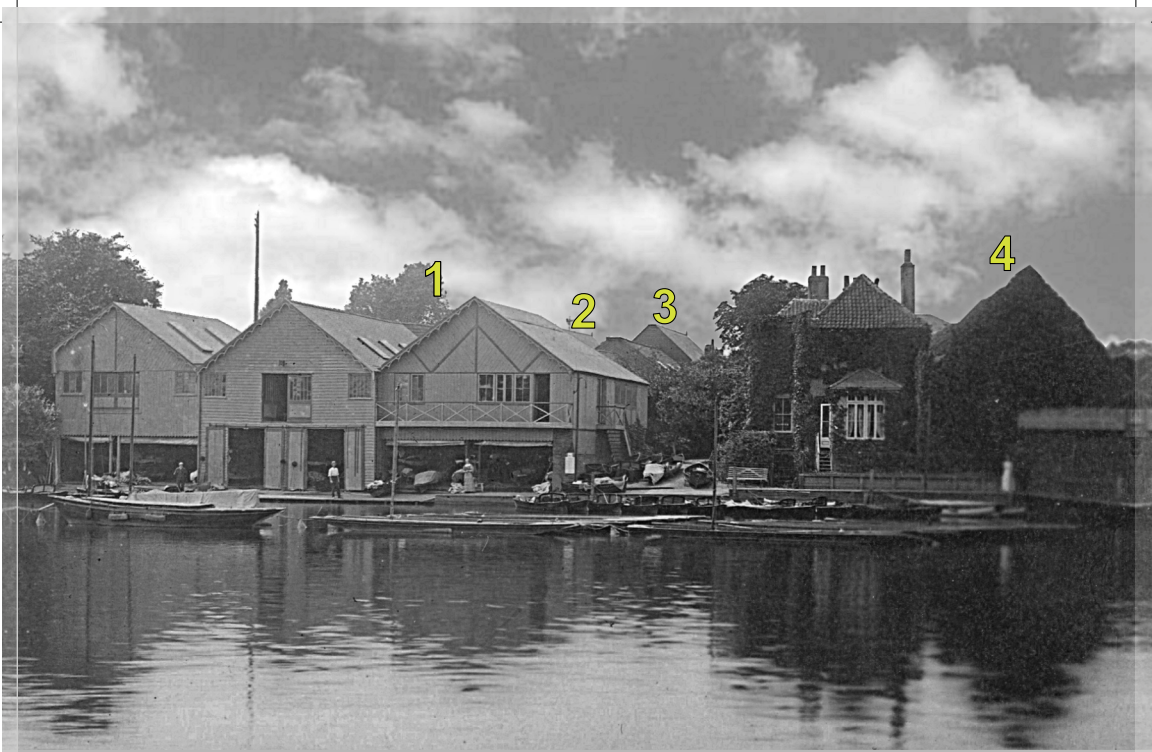
Continue along the river walk under the railway bridge. After a few yards take the steps on your left leading away from the river out onto Lower Teddington Road. Turn right. Walk 300 yards before turning left into Seymour Road. Stop in front of the second house on your right.

And on the way ...

The route starts at *Riverside* (see page 63) the sole survivor of the three properties on this stretch of Lower Teddington Road that were closely associated with the malting industry. There were several breweries in Kingston requiring malt and Hampton Wick's proximity, together with the ease of shipping in the barley and wheat by river, made it the natural centre. By 1800, there were six malthouses in close proximity of which three were adjacent to, and one adjoining *Riverside*, with two further units to the north, located one each side of *Walnut Tree House*. The original locations are numbered 1–6 in the photographs opposite.

Although malt production continued for another 100 years, in 1880 *Riverside* itself became the base for the boat-building brothers Charles and Alfred Burgoine whose construction yard was located between the two surviving malthouses (arrowed) and whose storage sheds and boat hire operations were located on the riverside in front of malthouses 1-3. This is now the site of the Burgoine Quay office complex.

The two semi-detached cottages on your right as you turn onto the road are 1 & 2 Malthouse Cottages. Almost opposite is Gomer House built by *Lorna Doone* author R D Blackmore. Facing the end of Station Road is *Walnut Tree House* (see page 64). Built in 1728 for a maltster, it is probably the oldest – and certainly one of the most original – houses in Hampton Wick. Just further along is *The Grove* (see page 65) built around 1757 by the Earl of Halifax, then Ranger of Bushy Park, it was owned by the Lapidge family from 1793 – 1948. Across the road from *The Grove* are the row of semi-detached Italianate villas built around 1865 and originally known as *Lansdowne Terrace* whilst next door is *The Courtyard* created out of the original stables of what has since become *Thameside Place*. The former was once lived in by Thomas Hicks – better known as Tommy Steele – who sold it to Justin Hayward of The Moody Blues but who allegedly forgot to tell him that he had just sold off the river frontage to the *Thames Reach* developer.





P
K
Residents
Garnet
Road only

10



OPERATION JULIE

Seymour Road is typical of many well-to-do areas in west London. Most of the houses here were built in the 1880s and in fact most of them by one man – Richard Starkey – who lived in the house behind us. He also laid out Glamorgan Road, and named it after the county containing his own birthplace in Swansea.

On the right hand side of the road you can see two of his own designs: five of the double-fronted 12-room houses, and four of the single-fronted 9-room houses. The example of the latter design just opposite you is known as *Penrhyn* (again a Starkey Swansea-linked name). It appears to be unremarkable and indistinguishable from any of its three neighbours. But from October 1976 it was the subject of an intense under-cover police surveillance operation and on 26 March 1977 Number 23 Seymour Road Hampton Wick hit the headlines around the world in the biggest possible way.

Operation Julie was a UK police investigation into the production of illicit LSD by a drug ring during the mid-1970s. The operation, involving 11 police forces over a two-and-a-half year period, led to the break-up of one of the largest LSD manufacturing operations in the world – their production accounted for five-sixths of the UK supply and was distributed literally world-wide. It remains the biggest worldwide drugs-bust ever seen. It resulted in enough LSD to make 11 million 'tabs' (with a street value of £11 million) being seized. 120 people were arrested in the UK and France and over £800,000 discovered in Swiss bank accounts.

Police had originally been monitoring a remote farm in Wales which they suspected housed the drug-factory. They had assumed that *Penrhyn* was somehow part of the distribution network and were therefore surprised to find that it too contained a complete LSD production facility – not (as in Wales) located in the basement but in the attic of the house.

Walk south past Glamorgan Road, turn right down Station Road and pass through the station subway into the forecourt.

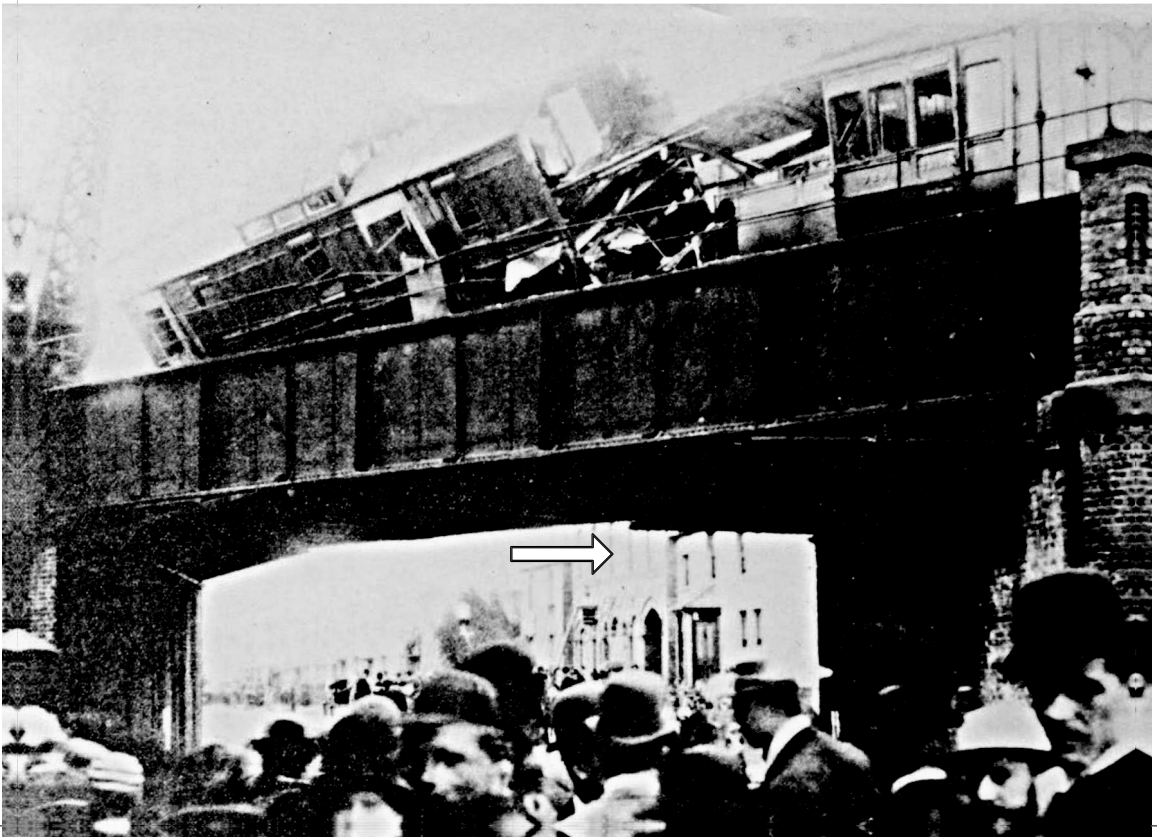




GREAT TRAIN DISASTER

Late in the evening on Bank Holiday Monday 6 August 1888, a light engine had just finished shunting empty carriages in Kingston Station depot. The signalman set the points for the locomotive to back into the engine-shed. Thomas Parson was the signalman and he gave an interview the following day to the *Pall Mall Gazette*. He said ...

"It was a very busy time. I thought the driver of the light engine was going to the engine-shed having done for the day. I therefore fixed the points for another train from Waterloo. But instead of the driver going to the engine shed he shouted up to me saying, "I have got to go to Twickenham." "All right," I replied, "Look sharp!" I quite forgot for the moment that the points were wrong. Of course he ought to have noticed that he was up the down line, and should have stopped."



Parsons was then asked: "Did you see the accident?"

"It was dark, and it occurred round the corner the other side of Hampton Wick Station. I heard the crash: indeed, I was listening for it. I knew the engine was on the wrong line; but I found out too late to stop her."

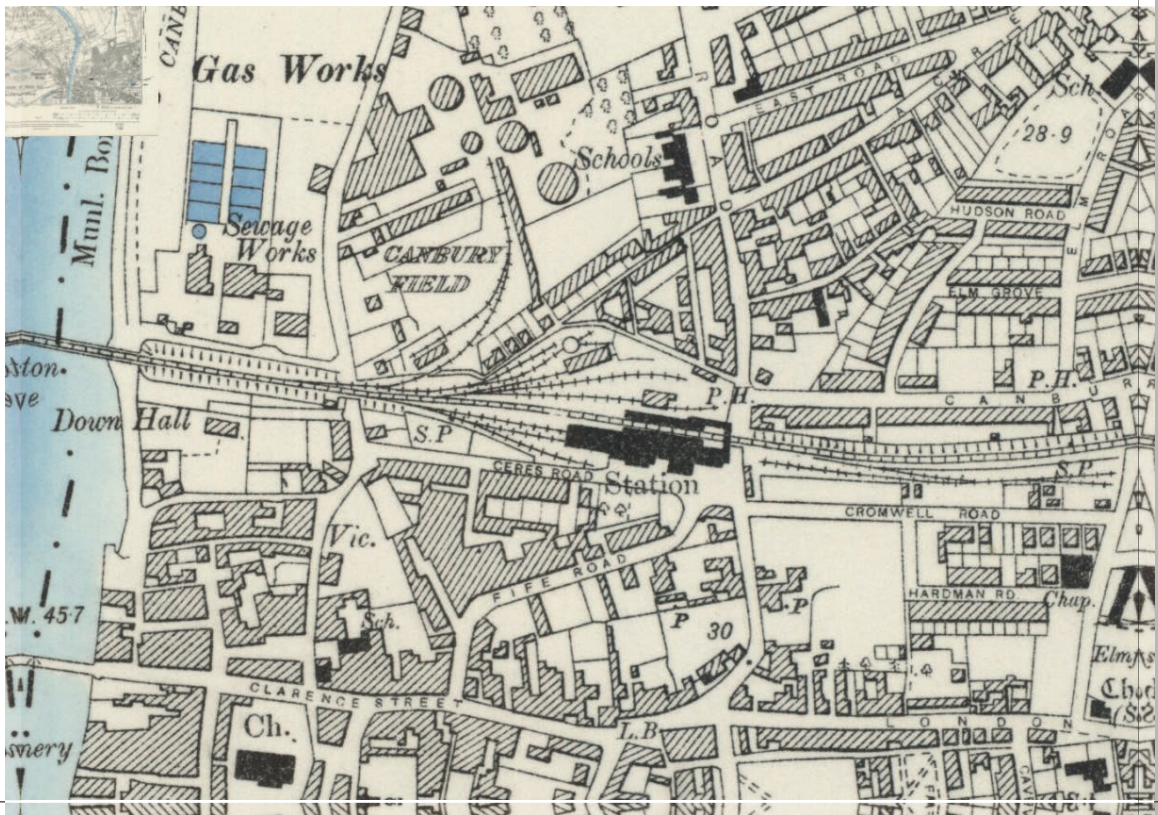
The light engine collided with the 10.50pm train from Waterloo due into Hampton Wick at 11.42pm. The collision occurred on the bridge here. Both engine drivers and firemen and two of the passengers were killed and around thirty people injured. The function room of the *Railway Tavern* opposite was turned into a makeshift treatment centre and mortuary.

Left: a train from Teddington at the point of impact of the 1888 great train disaster.

Bottom right: spectators observing the aftermath. A heavy lifting crane is in place to clear the wreckage. The function room in the Railway Tavern that served as hospital and mortuary is shown arrowed.

This page

Below: the complex of lines and engines sheds at Kingston Station in 1893.

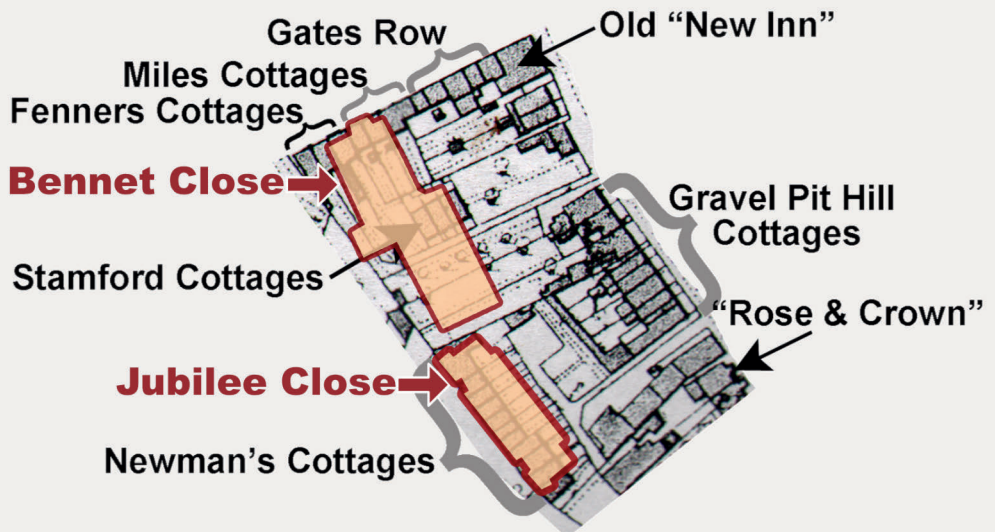


Cross to the opposite pavement and turn left towards Kingston Bridge. Almost immediately turn right down the passage between the last shop on the parade and the first of the Gravel Pit Hill Cottages. Follow the passage as it turns left in front of Bennet Close and exits into the parking area or Jubilee Close. Look for the entrance to Shaw's Path to the right of the main exit. This will skirt three sides of the perimeter fence of Jubilee Close and bring you back to the Jubilee Fountain.

And on the way ...

The area between the station and the library used to contain some of the worst housing conditions in Hampton Wick. The site was originally a quarry and as the surface was excavated a hill – known as Gravel Pit Hill – was created. The gardens of the cottages on the left are at basement level as are many of the kitchens and bathrooms.

A series of terraced cottages were built on the back land and each known simply by the name of the owner. Access to those at the northern end of the site were accessed by a track running south west from the High Street. When the new *Railway Inn* (replacing the *New Inn*) was built to coincide with the opening of the line to Kingston in 1863, it incorporated an arch at ground floor level to allow continued access whilst allowing the building to occupy the full width of the plot.



Communal pumps – usually located next to communal lavatories – offered very primitive facilities to the local residents but however much the Hampton Wick Local Board may have wished to improve the residents' lot, they were constrained by the fact that the owners were either members of the Board (Charles Miles) or prominent local residents (Charles Fenner).

By far the worst conditions existed in the row of 12 *Newman's Cottages* built in the south west of the site in 1838. Eight cottages consisted simply of two rooms, whilst the remainder had four. Owned by Hezekiah Newman, the local dairyman, they had been left to his daughter on his death in 1907 but, without sufficient funds to renovate them, they had deteriorated into such a poor condition that the Urban District Council bought them from her in 1934 and they were immediately demolished to construct *Jubilee Close*, a 12-apartment development to celebrate the Silver Jubilee of King George V. The remaining cottages were demolished in the 1970s to provide the site of *Bennet Close* a 30-unit sheltered housing project.

Below: Judging by the presence of the wheelbarrow and other builders' materials, this was probably the last photograph that exists of Newman's Cottages before their demolition in 1934



(C) Richmond upon Thames Local Studies

Appendix: Listed Buildings on the walk

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Park House

Late C18/early C19 house. Two storeys. Three bays wide with altered central doorway. Yellow brick, slate roof with eaves. Very fine chinoiserie balcony at first floor level with tented canopy



Park House, built around 1830, has seen many changes in its nearly 200-year history. Originally it was purpose-built as a Boys' Academy run for 40 years by Charles Fenner and his family with, at one time, more than 40 resident pupils. These were typically sons of parents posted overseas with military, government or East India Company connections. The extensive grounds behind the house would have provided recreational space for the boys whilst a formal garden and orchard were located on the other side of Park Road.

Then for the next 40 years it was home for just two people (a stockbroker and his wife) plus their servants. In the 1920s, the property lost most of its lands to a variety of building projects whilst the house itself was split into multiple parts.

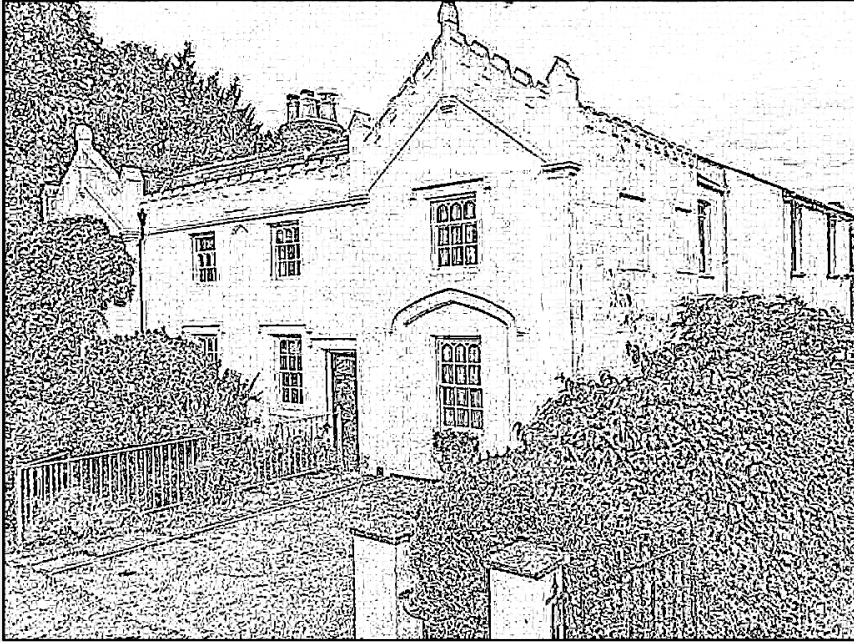
In the last 20 years it has been reintegrated and now serves as the basis of two very beautiful properties though of course sadly without the benefit of their once extensive grounds.

That wonderful balcony with its tented canopy supported by what appears to be fine metal work is actually entirely made of wood.



The Priory

Early to mid C19 range of 4 houses in the Gothick style. Stucco with slated roof. Two storeys, 4 windows wide overall with end bays slightly projecting and gabled stuccoed labels over square headed windows and doors. Tudor arches over outer ground floor windows. Sashes with painted heads in the glazing bars. Castellated parapet.



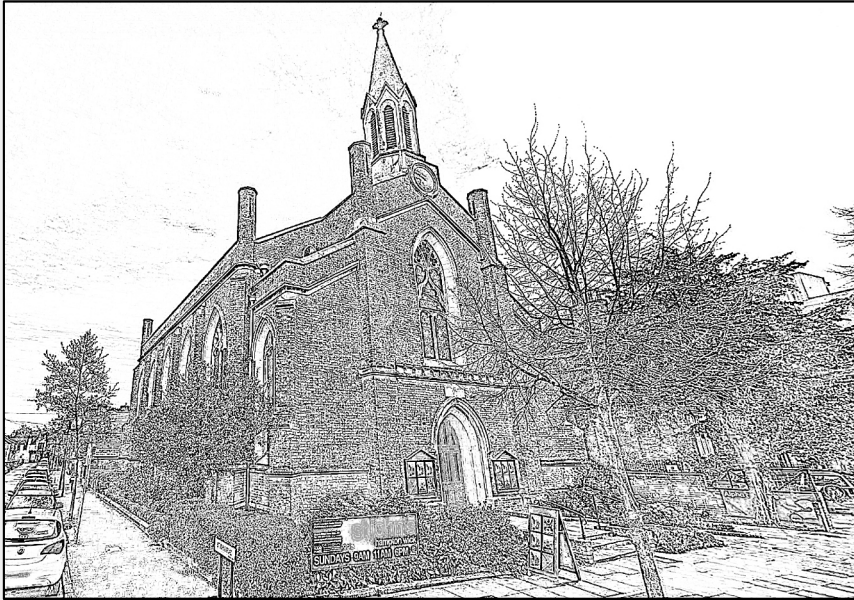
William Walton, a builder from Kingston, had bought Lot 8 in the 1828 auction of Hampton Wick Green. On it, he erected two properties – Oak Villa and The Priory – in widely different styles. He remained the owner of both until his death around 1850 when they were sold by his executors.

The Priory is a terrace of four four-room houses but with a strikingly different appearance from any contemporary property in Hampton Wick. The inspiration for the distinctive style is not hard to find since it exists little more than a mile away at Strawberry Hill House which had been created by Horace Walpole around 50 years earlier. Applying the architectural style of a large mansion to a row of modest cottages could have been disastrous but Walton cleverly scaled-down the features he borrowed – both in their size and scope – to create a well proportioned and homogenous building that has merit well beyond just being downright curious.



Church of St John the Baptist

1829-30 by E Lapidge. White brick, stone dressings. Five bay nave. Aisle windows painted with 2 light, cusped, "Y" tracery. Buttresses between. West end has central octagonal bell turret with small spire and lancets. Beneath this the facade is divided into 3 bays by buttresses. The outer bays are blind, and reflect the shape of the aisle roofs, while in the centre a painted window with eccentric tracery and transom. Door beneath. Three light east window. Parapet. Roof not visible. Galleried interior.



St John's Chapel was originally intended to be a chapel-of-ease to the Parish Church of St Mary's in Hampton. It is not surprising that Edward Lapidge was appointed as its architect since he was owner – as well as the donor – of the land on which it was to be constructed. The cost (equivalent today to £22m) was met by a grant from His Majesty's Church Commissioners. The foundation stone was laid on 7 October 1829 and the building was finished in November 1830. It had capacity for a congregation of 800.

Less than a year later the Church Commissioners decreed that Hampton Wick should become an ecclesiastical district in its own right with the Chapel now becoming the parish church for

the preservation and improvement of the moral habits of the persons residing therein.



Home Park Parade

The Gate House: Late C18 house. Two storeys, attic (2 dormers) and basement. Brick built with slate roof behind parapet. Central round headed entrance door.

Home Park House: C18 house. Two storeys, attic (3 dormers) and basement. Brick built with tiled roof and eaves. Five windows wide with central door with flat hood. Segmental windows to ground floor. Probably modern 2-storey block attached to right.

Lodge to Hampton Court Park: Late C18 or early C19. Just inside the gates but joins onto Home Park House, 2 storeys. Two windows and central panel on first floor above door with hood. Tiled roof. Brick built. Group Value with The Gate House and Home Park House.



The Gate House: This lovely early-Georgian house was reputedly built in 1720. The current owners restored the original name and address in 1986 (having bought it as "2 Gate Houses, Hampton Court Road"). They also reopened the bricked-up basement, revealing several original features including a bun oven and a meat store.

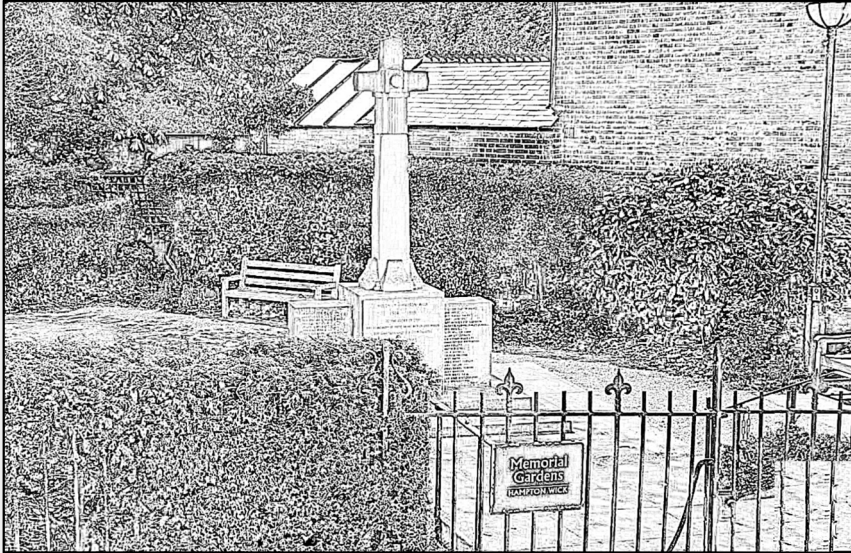
Home Park House: The English Heritage inspector was correct in assessing the extension to the right as being modern, having been constructed sometime between 1930 and 1960 to replace a large shed of weather-boarded construction. The latter was probably used by Walter Imlay, a plumber and decorator, who lived here from 1891- 1903.

Lodge to Hampton Court Park: On the 1749 map there is a small building shown a short distance into the park, corresponding to where a gate lodge might be found. However, this is not present on the 1828 map, and the 1831 Parish Boundary map shows a building in the current position against the gate, suggesting the current lodge was built around 1830.



Hampton Wick War Memorial

The memorial stands in a small memorial garden on the south side of the road junction to the west of Kingston Bridge (Grade II-listed), within the registered park of Hampton Court (Grade I). It comprises a stone cross in the Art Deco style, surmounting a rectangular plinth. The plinth is flanked to the right and left by stone blocks and has an additional small rectangular tablet to the front at the foot of the plinth, all of which carry inscriptions. The memorial stands on a three-stepped, square, stone base.*



Hampton Wick War Memorial was unveiled on 3 May 1921, commemorating 47 local servicemen who died during the First World War. In 1933 the memorial was floodlit using gas from the Hampton Wick Gas Company. Following the Second World War a further 17 names were added to commemorate those who fell during that conflict.

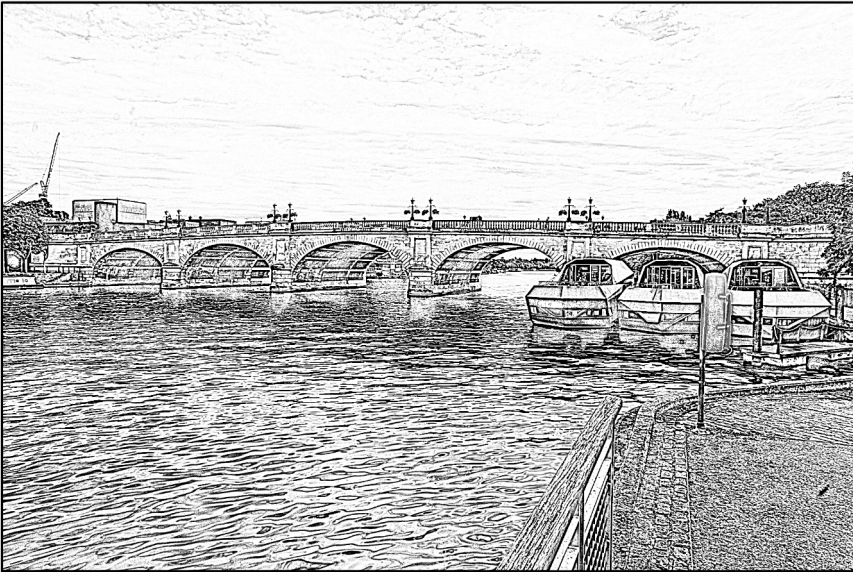
The annual Remembrance Ceremony attracts a large turnout of local people who process along the High Street to the Memorial Gardens.

<http://www.hwremembers.org.uk/> is a meticulously researched and imaginatively presented website that chronicles those Hampton Wick residents who died in World War I together with the Conscientious Objectors and other local residents with WWI connections including R C Sherriff, author of the play *Journey's End*.



Kingston Bridge

1825-1828. Designed by Edward Lapidge. Opened by the Duchess of Clarence, later Queen Adelaide. Five segmental Portland stone arches. Rustic stone arches with keystone to centre span. Bold cornice and balustrade above arches, broken by continuation of intermediate pilasters, with sunk panels. Pilasters rising from semi-circular cut waters. Widened 1911-14. (Half is in the Royal Borough of Kingston).



For centuries, the old wooden bridge at Kingston was the only such river crossing in the 32 miles stretch of the River Thames between London Bridge and Staines Bridge. Eventually its diminutive dimensions and poor state of repair forced the Kingston Corporation, under duress, to agree to replace it with a stone-built bridge to Edward Lapidge's 1825 design. Unlike the structure it was replacing, the bridge operators needed to impose a toll to repay the cost of construction, a burden which remained in place until 1870 when the Corporation of the City of London agreed to pay off the outstanding debt.

General growth in the local population led to increasing traffic on the bridge but the need to widen the original structure became an imperative with the inauguration of tram services crossing the bridge from March 1906. The bridge deck was more than doubled in width from 1914 and a further widening and strengthening was completed in 2001.

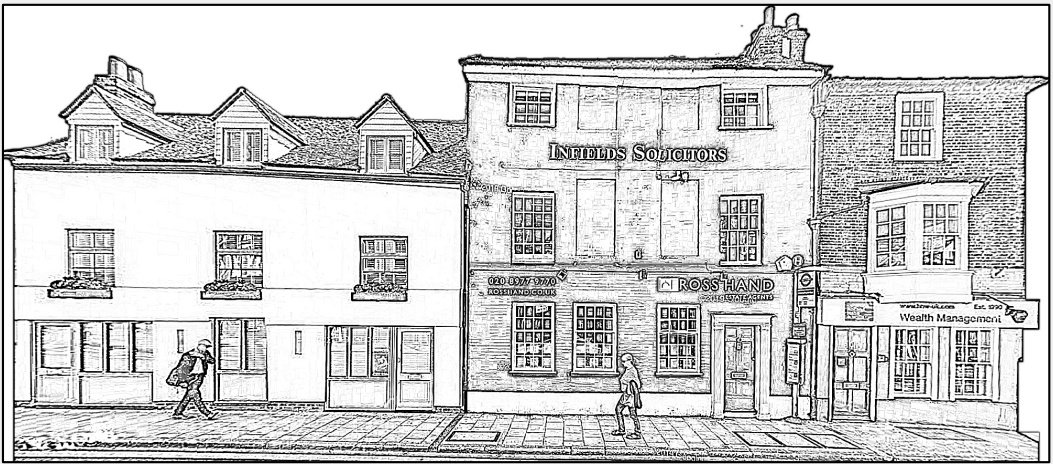


2 – 8 High Street

No.2: Early C18. Brick built. Three storeys and basement. One window wide to High Street and 3 windows wide to Old Bridge Street. Hipped tiled roof with eaves. Brown brick. Small canted, timber bay at first floor to High Street. C19 shop fronts to High Street and part of Old Bridge Street frontage.

No.4: Early C18: Three storeys. Four windows wide. Tiled roof with deep eaves. Painted brick facade with central pairs of windows blind. C19 shop front.

No.6 – 8: C17 to C18. One building but 2 properties. Two storeys and attic. Three windows and dormers wide. Tiled roof with eaves. Rendered. Two shop fronts, C19 to the left and modern to the right, either side of a modern central entrance door.



A detailed map from 1711 clearly shows development on both sides of the High Street from Old Bridge Street to *Wolsey Cottage* on the east and to the corner of Park Road on the west as well as in the fork between the Upper and Lower Teddington Roads (which would have included *The Swan*). Trade Directories from the 1820s onwards help identify the earliest proprietors of these shops.

From 1832-1880 No.2 High Street traded as a gunsmith and watchmaker business run by the delightfully-named Orange Lemon(s) – father and son. They were followed by a gas plumber, fruiterer & greengrocer and finally estate agents.

From 1840 No.4 High Street was a butcher with a slaughterhouse round the back for almost a century whilst No.6-8 High Street traded as a baker and sometime corn-dealer from 1853 until the business – latterly baking dog biscuits – finally closed in 2012. The premises have since been redeveloped as six residential units known collectively as *Old Bakery Mews*.



ENGLISH
HERITAGE

9 High Street

Early C18. Possibly timber framed. Two storeys and attic. Two windows. Steep, tiled roof with 2 dormers and eaves. Rendered first floor. Modern shop front. Early C18 stair with turned balusters from first floor.



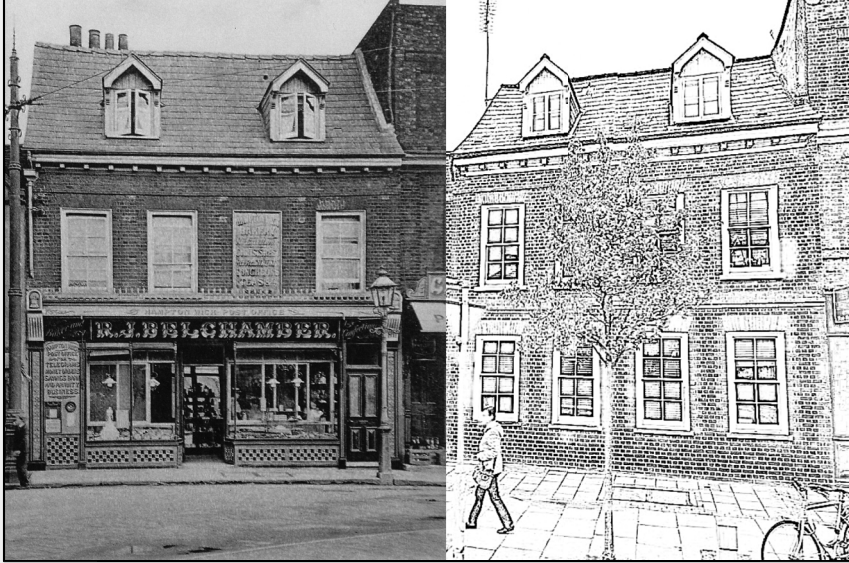
For many years these premises operated as a corn and coal merchants (as below in 1902 under Robert Martin) because it had direct access to an extensive storage yard on the corner of St John's Road. Along with its neighbour (a chemist) it survived the arrival of the trams in 1903 but all the premises beyond were demolished to ease the narrowness and sharp curve in the High Street at this point.





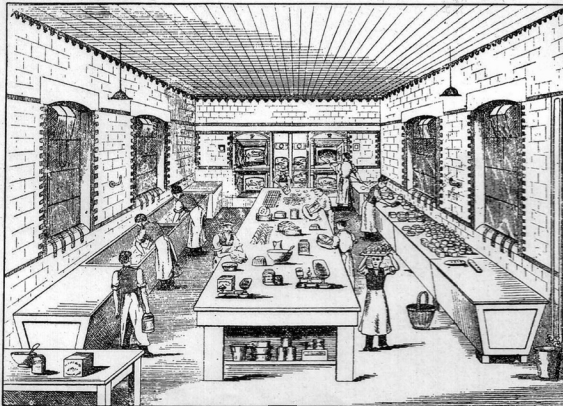
16 High Street

Early C18. Two storeys and attic. Four windows wide and 2 dormers. Slate roof with dentilled eaves. Brick with ground floor rebuilt.



The 1826 Trade Directory lists these premises as belonging to a baker. This remained the trade of the proprietors until 1960. In 1870 Thomas Beauchamp took on the additional role of Hampton Wick Post Office. His nephew and great-nephew (both named Robert John Belchamber) continued with this dual role until the Post Office function was transferred, complete with its pillar box, to 56 High Street in 1954.

R. J. BELCHAMBER'S BAKERY.



EXACT REPRODUCTION OF "OUR BAKERY—PAR EXCELLENCE."



Wolsey Cottage and River Cottage

Wolsey Cottage: Late C16 house. Two storeys but former north crossing has been reduced in height. A re-set window of circa 1600 first floor north end with moulded frame, mullion and transom. Inside, the ground floor south room has original panelling and fireplace with fine carved stone chimney-piece and oak overmantel.

River Cottage: Early-mid C18 house. Three storeys. Parapeted painted brick front, 5 bays wide (2:3) and one room deep. Brick band at second floor level. Window openings have flat, gauged brick heads. Several windows are blind; 2 left-hand first floor windows have mid C19 projecting oriel bays, remaining windows have almost flush, architraved sash boxes. The back wall is stuccoed on a timber frame. The interior includes a staircase with moulded handrail and turned balusters and a fully panelled room on the first floor on the south side.



These cottages are almost certainly the oldest surviving houses in Hampton Wick. An intriguing speculation in an English Heritage-produced brief study undertaken in 2000 was that both properties could have been part of a larger Medieval development consisting of five houses stretching southwards to number 16 High Street. On this basis the suggestion is that *Wolsey's Cottage* would have been the northern pair in the row of five and, on the assumption that the reconstruction of *River Cottage* in the 18th century retained the original point of entry, the front door of that property would have acted as the centrepiece to the row's facade



ENGLISH
HERITAGE

Rivermead

Early C19 house. Stuccoed; slate roof to parapet. Lower front is 3 storeys, 5 windows wide (2:1:2) with centre bay set in 3-storey segmental-arched recess. Outer pairs with broad single storey canted bay window to ground floor. Slate roof with eaves. Road front is irregular with various extensions. To the right a doorpiece with 4 Ionic pilasters.



This 12-room house was built around 1830 at the south west corner of the two-acre riverside meadow from which its name was derived. A succession of tragic, heroic and commercially astute residents have lived at Rivermead, including an East Indian Company naval officer, a young banker whose father's fraud forced him and his wife to reinvent a new life as settlers in distant 1850s Minnesota and a fur broker whose grandson was John Cobb, racing driver and world land and water speed records holder.

Frederick Cornes, son of a Cheshire silk mill owner, was active in Shanghai and later Yokohama as Japan finally opened its silk trading borders in the 1860s. He and his wife moved into Rivermead in 1881 where they remained for almost 50 years.

The last private resident was Charles Walter Beckett, a lighterman who held the contract to transport coal for Hampton Court Gas Works on Sandy Lane. After moving into Rivermead in 1929 he converted the meadow into a wharf and storage depot for building materials and later for boat sales and chandlery. Following his death in 1976, the house was converted into offices and a complete redevelopment of the garden into blocks of flats and office premises was undertaken – grouped around a new road system appropriately named Becketts Way.



Riverside

On river bank off road. Early C18, altered. Two storeys and basement, brick with old pantile hipped roof. Four windows, with projecting 2-window centre. Central door up steps has modillion cornice on large consoles. Several windows altered. At back, with gable end towards river, is brick and tiled building (possibly originally barn) with modern wooden verandah with balcony in front. Various other accretions. The former outbuildings between the house and the road have been altered and added to to make 3 small houses.



Riverside has been associated with three trades: malting, boat-building and property development.

With four of the original six local malthouses all located within its curtilage, Riverside was home to a succession of maltsters. By the mid-1860s David Jupp, the operator of all five remaining facilities, had moved into a newly-built house in Station Road and the lease of Riverside became available. It was bought by the Burgoine brothers – Charles and Alfred – to expand their established boat-building enterprise in Kingston. In 1882 Charles left to start a new life in Lowestoft after the suicide of his first wife. Younger brother Alfred continued the operations and later acquired the lease of three of the malthouses in 1894 when malting ceased in this part of Hampton Wick.

However, in 1910 Alfred's business failed and the assets including 55 boats were disposed of. The lease of Riverside itself was purchased by Alfred's son-in-law and property developer Harry Offer and remains in the family to this day.



Walnut Tree House

Early C18. Three storeys, 5 windows, brown brick, red dressings. Dentilled eaves cornice, hipped pantiled roof sash. Windows in nearly flush frames on upper floors altered on ground floor. Central door with bowed pediment and broken cornice above Corinthian pilasters.



Walnut Tree House was built in 1728 to provide accommodation for the proprietor of the brewhouse (later converted to a malthouse) located on the north side. In 1752 John Wornham Penfold, a Kingston maltster, acquired the lease of both properties and it stayed in his family for over 100 years. The house was extended to the south and by 1828 the footprint was similar to today's. However these extensions were probably more utilitarian than residential and in the 1880s were replaced by today's more substantial structures which included a coach-house.

Perhaps the best-known resident of Walnut Tree House was Richard Fortnum, son of the founder of Fortnum and Mason's, who had taken over running the grocery and tea dealers business on his father's death in 1815. Both Richard and his sister Ann divided their time between an apartment in Piccadilly and Walnut Tree House until their deaths there in the mid-1840s.

In more recent times, Walnut Tree House was both the home and surgery of Dr Gordon Feltham a much-loved and highly colourful local GP whose nature was always out-going – and out loud – often to the embarrassment of his current patient and amusement of those awaiting his ministrations.



The Grove

Large, late C18, house. Two storeys with attics. Brown brick front, 7 bays wide with 3 centre bays set slightly forward. Modillion cornice. Slated mansard roof behind shallow parapet. Central entrance contained in later front extension. River front also of 7 bays with the 3 centre bays forming canted bar. Brick faced with band at first floor level and modillion cornice which supports a shallow parapet over the centre bays and eaves at the side.

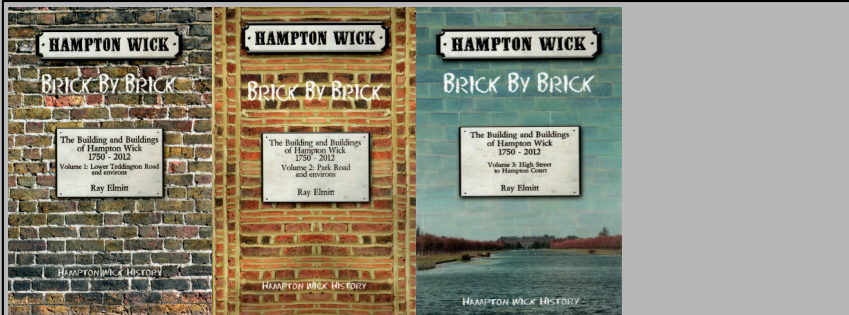


The Grove was built around 1757 by George Montagu-Dunk 2nd Earl of Halifax who had inherited the position of Ranger of Bushy Park – together with its official residence, Bushy House (now part of the National Physical Laboratory) – from his father. In the same year Halifax had also built Hampton Court House to accommodate his mistress so it is unclear what purpose The Grove was intended to serve.

In 1793, The Grove was acquired by Samuel Lapidge a surveyor working for Lancelot “Capability” Brown and who later succeeded him as Head Gardener of Hampton Court. Samuel’s eldest son Edward (1779-1860) was the architect who designed Kingston Bridge, St John’s Church and Hampton Wick Endowed School (demolished in the 1960s) as well as the present St Mary’s Church in Hampton and St Andrew’s Church at Ham. On Edward’s death, ownership of the house passed via his son and two younger daughters to his great-nephew.

The Grove thus remained in the ownership of the Lapidge family for over 150 years until the death of the last survivor in 1948 when the house was converted into five properties.

Also available from Hampton Wick History

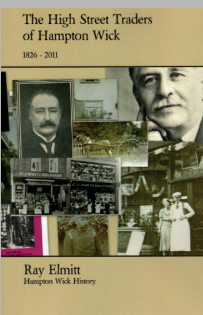


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