

Hammersmith Bridge Temporary Ferry Crossing Heritage Statement Prepared for TfL May 2021



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Executive Summary

Purpose of this report

Alan Baxter has been appointed by TfL to carry out a Heritage Statement for proposals to construct a Temporary Ferry Crossing for Pedestrians and Cyclists (hereafter 'Temporary Ferry Crossing') across the River Thames just downstream of the Grade II* listed Hammersmith Bridge

The heritage context

The proposed location of the Temporary Ferry Crossing is surrounded by a range of designated and non-designated heritage assets that collectively tell the story of the changing character of the Hammersmith riverfront and Barnes peninsula. The Hammersmith riverfront was a hub of commerce and industry for many centuries. Between the seventeenth to nineteenth centuries, its proximity to the expanding city of London led to the construction of many fine houses along the riverfront, some of which survive today within The Mall Conservation Area, designated by the London Borough of Hammersmith and Fulham. Some of these fine houses were replaced by large factories and industrial buildings in the later nineteenth century, giving the Hammersmith riverfront a very mixed character.

In 1827, the first suspension bridge across the River Thames was built at Hammersmith, connecting the village to the Barnes peninsula, then still almost entirely in agricultural use. Construction of the bridge spurred the development of a desirable neighbourhood of villas and terraces along the road leading from the bridge to the village of Barnes to the south. This neighbourhood, which later became known as Castelnau, was designated as a conservation area in 1977 by the London Borough of Richmond upon Thames.

In 1887, Hammersmith Bridge was rebuilt to the designs of Sir Joseph Bazalgette. This bridge survives today and was listed at Grade II* in 1970.

The twentieth century brought great changes to the north river bank, with the factories and riverside wharfs gradually becoming vacant and eventually replaced during the later twentieth and early twenty-first centuries with low and mid-rise residential developments. The stretch of the River Thames between Queen Caroline Street and Fulham Football Ground to the south was designated as the Fulham Reach Conservation Area by the London Borough of Hammersmith and Fulham in 1991. The southern riverbank remained less intensely developed, with the only major addition being the grand Harrods Depository on the riverfront downstream of Hammersmith Bridge in 1914, which is now a Grade II listed building. The differing histories of the north and south banks remain apparent today in the contrast between the heavily urbanised northern riverfront and the softer, tree-lined southern bank.

Many of the heritage assets in the vicinity of the Site are of considerable architectural, artistic and historic interest. Many of their settings are defined by their relationship to the River Thames and often the best views of these heritage assets are from the Thames Path that runs along the north and south banks.

Hammersmith Bridge is of exceptional architectural, historical and artistic interest, and contributes greatly to the setting of several nearby heritage assets, as well as to the character and appearance of three conservation areas.

Summary of the proposals

The scheme comprises a Temporary Ferry Crossing (anticipated to be in place up to three years) to facilitate cycling and pedestrian movements across the River Thames between Hammersmith and Barnes (Richmond) whilst the Grade II* listed Hammersmith Bridge is closed. The Temporary Ferry Crossing will be removed upon the completion of the major repairs required to enable the Hammersmith Bridge to be fully reopened.

Hammersmith and Fulham

The proposed Hammersmith Pier is to land on the slipway located at the end of Queen Caroline Street. A 125m long modular floating walkway will span between the flood defence wall and a second-hand barge, modified for use as a pier. The barge will be restrained by a pair of spud legs and will be skewed downstream to facilitate passage of large vessels beneath Hammersmith bridge.

Richmond

The proposed Barnes Pier is formed from the old Savoy pier. Access to the pier is by a 35m aluminium linkspan connecting to the landside tow path. The towpath is located beneath flood defence level and floods on large tides. As part of the works, a 45m lightweight steel frame walkway will be installed to allow dry access to the pier.

Impact of the proposals

The Temporary Ferry Crossing will not impact the overall heritage significance of any nearby heritage asset. The piers will be temporary, lightweight and functional structures that are in-keeping with other piers along this section of the Thames. They will float with the tides, being either level or slightly lower than the embankments on either side of the River Thames and well below the level of Hammersmith Bridge.

The Hammersmith Pier will land on the historic Hammersmith Drawdock, a Local Building of Merit. This will, temporarily, better reveal its significance as a river access point (it is currently only rarely used). The Hammersmith Pier, in order to maintain a through route for river traffic, must be longer than its Richmond equivalent. Although this additional length will make it more visible in both longer- and shorter-range views, it is not considered to be unduly prominent in such views as to detract from an appreciation of nearby heritage assets. As such, the Temporary Ferry Crossing will not impact views either across the River Thames of either bank or of the River Thames from the Bridge itself. The proposals comply with national, regional and local policies relating to the historic environment, namely Policy HC1 of the London Plan, Policy DC8 of the London Borough of Hammersmith and Fulham's Local Plan and Policies LP3 and LP4 of LB the London Borough of Richmond upon Thames's Local Plan.

1.0 Introduction

Purpose of this report

1.1. This Heritage Statement has been prepared by Alan Baxter on behalf of Transport for London (TfL), in support of full planning applications for a Temporary Pedestrian and Cycle Ferry Crossing operating across the River Thames between Hammersmith (to the north) and Barnes (to the south). This Temporary Ferry Crossing will lie to the east of the Grade II* listed Hammersmith Bridge which is closed to all road traffic.

Background

1.2. Hammersmith Bridge was closed to road traffic indefinitely in April 2019, as it was found to have critical faults which required an immediate reduction in its live loading to prevent a catastrophic collapse.

1.3. Hammersmith Bridge provides a major link between Richmond and Hammersmith and beyond. For people living south of the River Thames it provides access to London Underground services at Hammersmith station. Until its closure four bus routes provided regular services across the bridge. Alternative crossing points are a significant distance away with Chiswick and Putney Bridges both being approximately 4km to the west and east respectively.

1.4. Whilst Hammersmith Bridge remains open for pedestrians and cyclists the numbers have significantly increased with the termination of bus routes either end of the bridge. This situation is the subject of regular safety reviews which could result in the bridge being completely closed should the safety of users be compromised by a deterioration in the condition of the structure. There is consequently a need for a temporary crossing for pedestrian and cyclists in this location.

The objectives for this project are:

- To enable pedestrians and cyclists to be able to cross the River Thames safely during the restoration of the Hammersmith Bridge;
- To maintain connectivity across the River Thames in the vicinity of Hammersmith Bridge to allow uninterrupted crossing for pedestrians and cyclists until the restoration of the Hammersmith Bridge is complete; and
- To facilitate the efficient delivery of the restoration of Hammersmith Bridge.

The Scheme

1.5. The scheme comprises a Temporary Ferry Crossing (anticipated to be in place up to three years) to facilitate cycling and pedestrian movements across the River Thames between Hammersmith in the London Borough of Hammersmith and Fulham (hereafter LB Hammersmith and Fulham) and Barnes in the London Borough of Richmond upon Thames (hereafter LB Richmond) whilst the Grade II* listed Hammersmith Bridge is closed. The Temporary Ferry Crossing will be removed upon the completion of the major repairs required to enable the Hammersmith Bridge to be fully reopened.

1.6. The construction of a Temporary Ferry Crossing supports the National Planning Policy Framework, the Mayors Transport Strategy and London Plan, and at a local level the LB Hammersmith and Fulham and LB Richmond's connectivity and movement policies, by providing a safe and usable structure for pedestrians and cyclists thus retaining cross River Thames connections while the main bridge is closed and repaired.

1.7. The provision of a Temporary Ferry Crossing for the duration of the Hammersmith Bridge restoration supports the healthy streets approach by providing a safe, quiet, separated route for pedestrians and cyclists that is easy to use and designed with the needs of all users in mind.

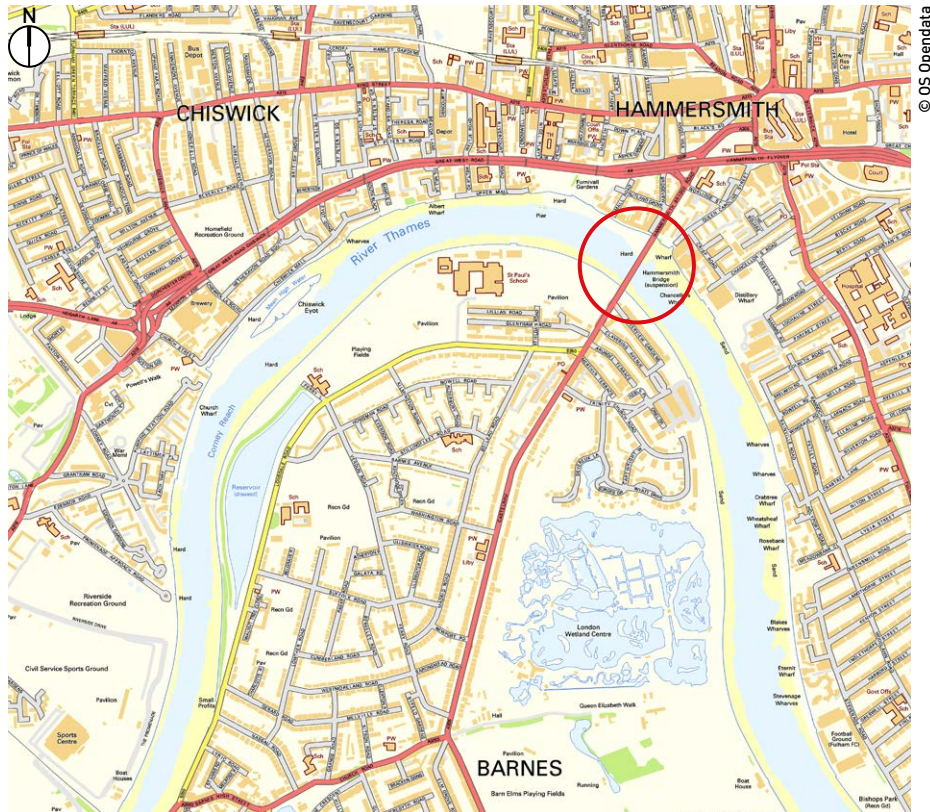


Fig. 1: Location map

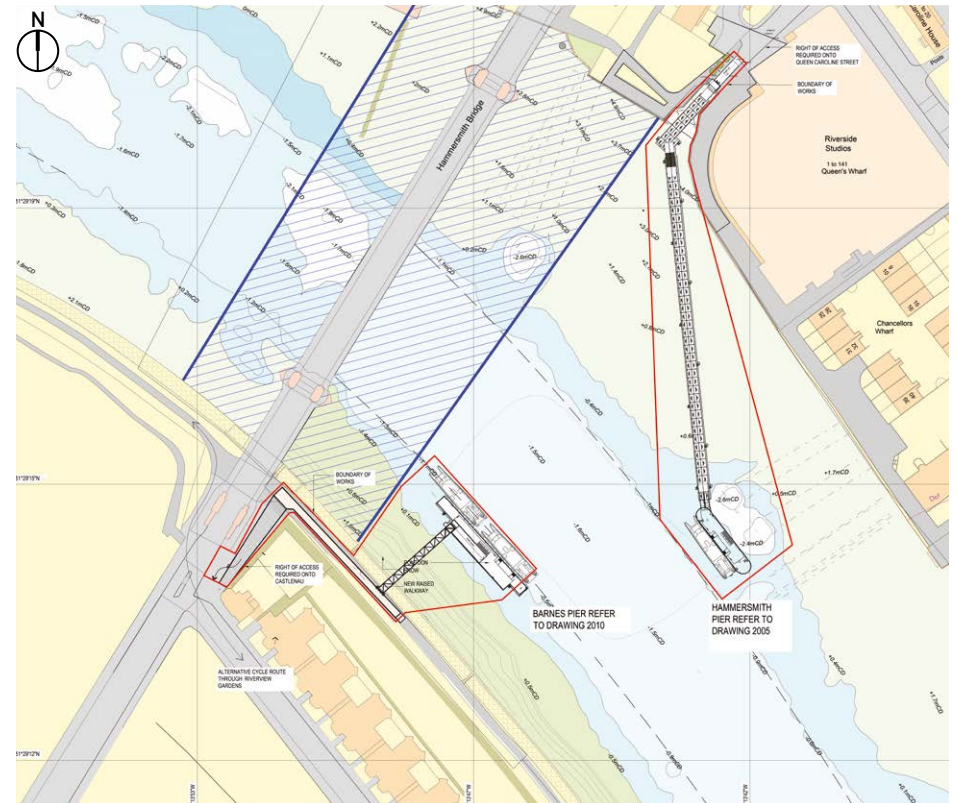


Fig. 2: Site plan

Proposed Design

Hammersmith and Fulham

1.8. The proposed Hammersmith Pier is to land on the slipway located at the end of Queen Caroline Street. The slipway is seldom used and is closed off with timber flood boards. Access to the pier is to be via a lightweight steel ramp which will span over the flood boards.

1.9. A 125m long modular floating walkway (using units by EZ Dock) will span between the flood defence wall and a second-hand barge, modified for use as a pier. The walkway will be restrained by 12 tubular piles of up to 0.5m diameter. The required piling is to be minimised to avoid major impacts and disturbance of the river environment.

1.10. The barge will be restrained by a pair of spud legs – these have been selected given their temporary nature and lesser impact when compared to piles. The pier is skewed downstream to facilitate passage of large vessels beneath Hammersmith bridge (the bridge is open for occasional navigation when no works are in progress on the bridge).

Richmond

1.11. The proposed Barnes Pier is formed from the old Savoy pier, itself a temporary structure, which will be repurposed for this development. The pontoon will be modified such that is restrained by a pair of spud legs rather than its current radial arms to minimise impact on the foreshore.

1.12. Access to the pier is by a 35m aluminium linkspan, with clear width 2.5m, connecting to the landside tow path.

1.13. The towpath is located beneath flood defence level and floods on large tides. As part of the works, a 45m lightweight steel frame walkway will be installed to allow dry access to the pier., the clear width of this structure will be a minimum of 2.5m to suit segregated pedestrian and cycle traffic.

Structure

1.14. The report is divided into 7 sections:

- The preceding executive summary;
- This introduction outlining methodology, location and designations (Section 1);
- An understanding of the history and development of the Site and its surrounding area (Section 2);
- An assessment of the significance of heritage assets in the vicinity of the Site (Section 3);
- An assessment of the impact of the proposals upon the significance of nearby heritage assets (Section 4);
- A conclusion of the impact of the proposed ferry crossing (Section 5);
- And Appendices A to E, comprising a list of consulted sources, the relevant national, regional and local legislation, policy and guidance, the Greater London Historic Environment Record (GLHER) map, the National Heritage List description for Hammersmith Bridge, and maps of The Mall, Fulham Reach and Castelnau Conservation Areas.

1.15. In accordance with pre-application discussions between the project team and the local planning authorities, each section describes the heritage assets on the north bank (within the London Borough of Hammersmith and Fulham – hereafter LB Hammersmith and Fulham) first, followed by the heritage assets on the south bank (within the London Borough of Richmond upon Thames, hereafter LB Richmond).

Methodology, sources and limitations

1.16. This report is based on site visits in 2019 and 2020 and desk-based research which included analysis of historic plans shared by Pell Frischmann.

1.17. This report was written during the Covid-19 pandemic, meaning that visits to archives and libraries were not possible. Research into the history and significance of the heritage assets discussed herein is based on reputable sources available online and archival research undertaken for the preparation of the *Hammersmith Bridge Statement of Significance* (Alan Baxter, 2019, unpublished). The Greater London Historic Environment Record was consulted in November 2019 as part of the research for the Statement of Significance, and its findings informed this Heritage Statement.

1.18. Some secondary sources have proved particularly useful in understanding the history and significance of the Site, and much of the information contained within this report is based on these sources. These are listed below, as well as contained in the bibliography in Appendix A:

- Charles Hailstone. 1987. *Hammersmith Bridge* (London: Barnes & Mortlake Society)
- LB Richmond. nd. Castelnau Conservation Area Study
- LB Hammersmith and Fulham. 1997. The Mall Conservation Area Character Profile
- LB Hammersmith and Fulham. 1997. Fulham Reach Conservation Area Character Profile

1.19. The report's structure and content is based on best-practice guidance regarding the production of heritage statements as outlined in *Historic England's Statements of Heritage Significance: Analysing Significance in Heritage Assets: Advice Note 12* (2019) and the LB Richmond's *Heritage Statements* planning advice note (2017).

1.20. The heritage assets discussed in this report were identified during the baseline study as potentially experiencing visual impacts from the proposals, with a central criterium being the likely indivisibility between the asset and the proposed bridge. Due to the proposed bridge's low height, this largely means heritage assets on the waterfront. Where more distant views from heritage assets within The Mall Conservation Area are potentially impacted, the impact is discussed in terms of the conservation area, rather than individual buildings.

1.21. It is the nature of existing buildings that details of their construction and development may be hidden or may not be apparent from a visual inspection. The conclusions and any advice contained in our reports — particularly relating to the dating and nature of the fabric — are based on our research, and on observations and interpretations of what was visible at the time of our site visits. Further research, investigations or opening up works may reveal new information which may require such conclusions and advice to be revised.




Designations

1.22. The Site boundary for the Temporary Ferry Crossing lies within three conservation areas. The northern section of the ferry crossing passes through The Mall Conservation Area (designated in 1971) and Fulham Reach Conservation Area (designated in 1991) within the London Borough of Hammersmith & Fulham, while the southern section of the ferry crossing lies within the Castelnau Conservation Area (designated in 1977) within the London Borough of Richmond upon Thames.

1.23. On the northern bank, the Site includes Hammersmith Drawdock, which is a Local Building of Merit (and therefore a non-designated heritage asset) within LB Hammersmith and Fulham. The Site also passes through two Archaeological Priority Areas - one along each foreshore and riverfront. The impact of the proposals on archaeology is not assessed in this report.

1.24. In addition, the Site boundary lies within the setting of a number of other designated and non-designated heritage assets (see [Fig. 3: Designations plan on page 8](#)).

Heritage assets discussed in this report

Location on plan	Heritage asset	Designation
	The Mall Conservation Area	Conservation Area
	Fulham Reach Conservation Area	Conservation Area
	Castelnau Conservation Area	Conservation Area
1	Hammersmith Bridge	Grade II*
2	No. 22 Lower Mall	Grade II
3	No. 15 Lower Mall (Rutland Arms)	Local Building of Merit
4	No. 14 Lower Mall (Auriol Rowing Club)	Local Building of Merit
5	Nos. 11-12 Lower Mall	Grade II
6	No. 10 Lower Mall (Kent House)	Grade II
7	No. 9 Lower Mall	Grade II
8	No. 8 Lower Mall	Grade II

Location on plan	Heritage asset	Designation
9	No. 7 Lower Mall	Grade II
10	No. 6 Lower Mall	Grade II
11	Digby Mansions	Local Building of Merit
12	Nos. 107-109 Hammersmith Bridge Road (Old City Arms Public House)	Local Building of Merit
13	Hammersmith Drawdock	Local Building of Merit
14	River wall	Local Building of Merit
15	Harrods Depository	Grade II
16	Nos. 1-76 Riverview Gardens	Locally listed
17	The Lodge, Riverview Gardens	Locally listed
18	Nos. 1-30 Castelnau Mansions	Locally listed
19	K6 telephone kiosk on Castelnau	Grade II

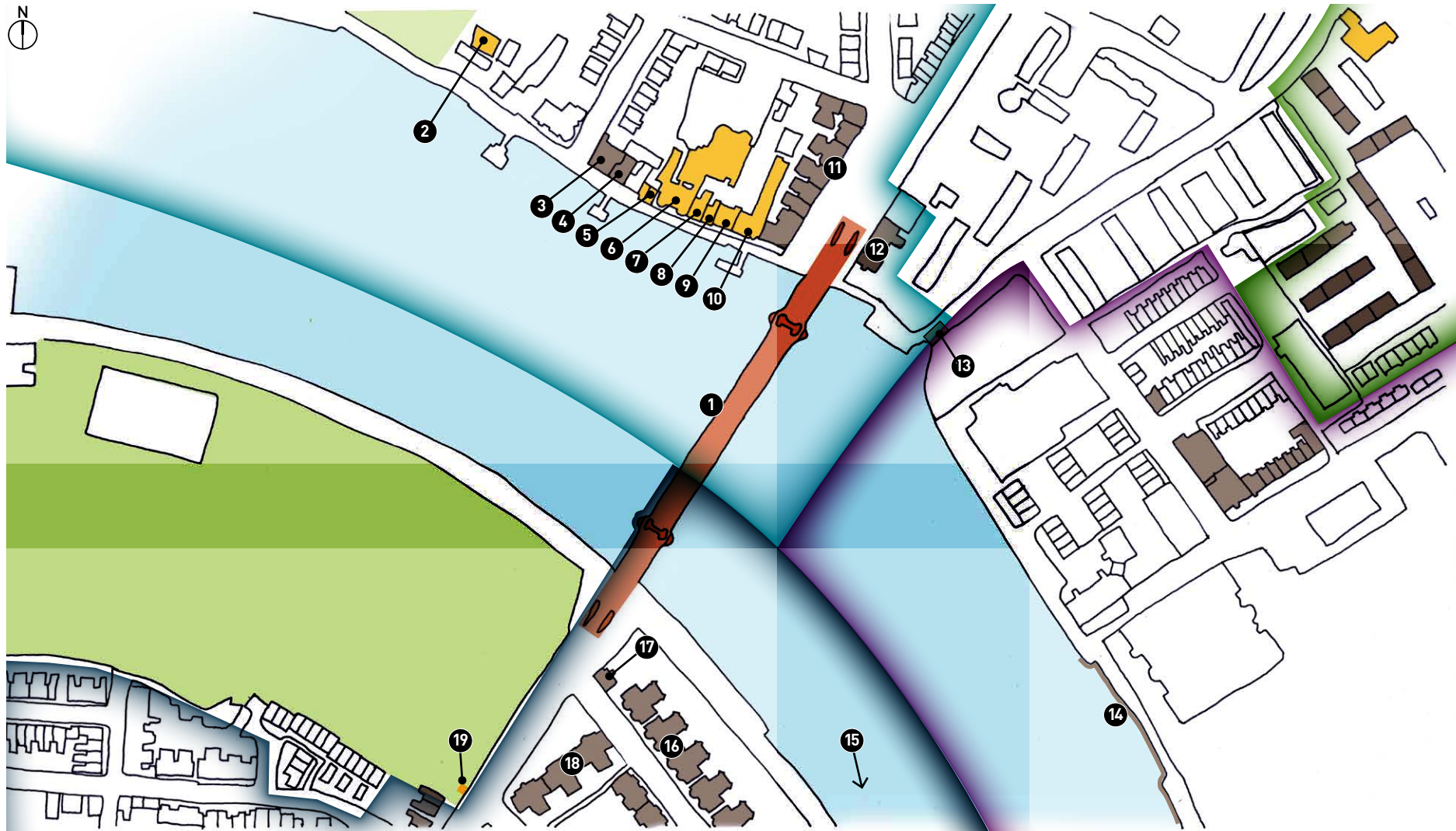









Fig. 3: Designations plan

- | | | | | | |
|---|---|---|---|---|---|
|  | Grade II* listed |  | The Mall Conservation Area
(LB Hammersmith and Fulham) |  | Fulham Reach Conservation Area
(LB Hammersmith and Fulham) |
|  | Grade II listed |  | Hammersmith Odeon
Conservation Area
(LB Hammersmith and Fulham) |  | Castelnuovo Conservation Area (LB
Richmond) |
|  | Locally listed/local building
of merit | | | | |

2.0 Understanding the Site

Introduction

2.1. This section provides an overview of the historical development of Hammersmith and Castelnau in the vicinity of the Site.

Map progression

John Rocque's Map of London, 1746

2.2. Hammersmith comprises an inland village arranged around a crossroads, linked via a main street to a riverside community. Most of the land north of the River Thames remains in agricultural use.

2.3. South of the River Thames, the Barnes peninsula is almost entirely in agricultural use, with one building, 'Sneekenhall', on the western side of the peninsula.

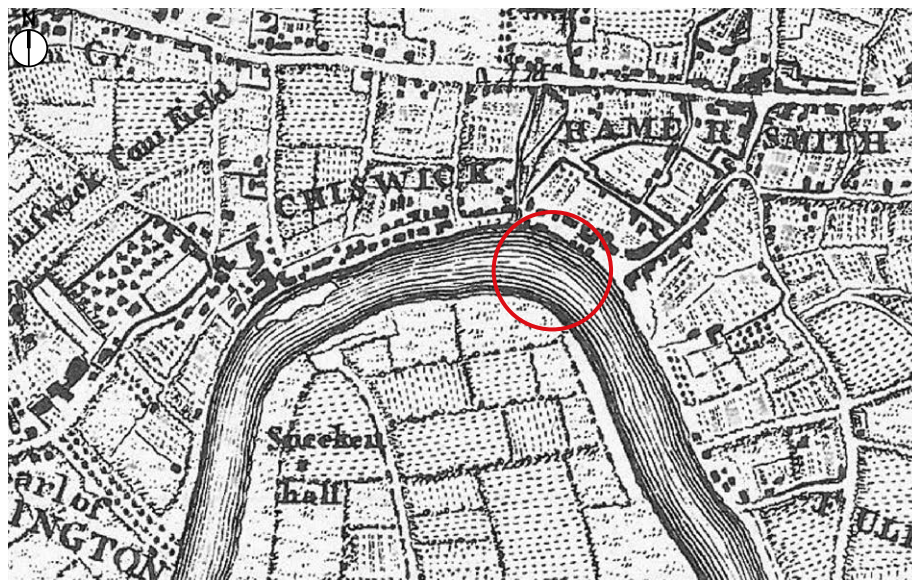


Fig. 4: John Rocque's Map of London, 1746

B R Davies' Map of London and its Environs, 1841

2.4. Hammersmith has expanded into the surrounding agricultural land and is now linked to the Barnes peninsula via Hammersmith Bridge, built in 1827. A new road, Upper Bridge Street, leads directly from the bridge to the village, running parallel to the older route between the village and the waterfront, Queen Street.

2.5. Lower Bridge Street and Lonsdale Road have been laid out in Castelnau and the first few houses – Castelnau Villas – have been built. The first two reservoirs of the West Middlesex Waterworks have been completed on the western side of the peninsula.



Fig. 5: B R Davies' Map of London and its Environs, 1841

OS Map of Hammersmith & Castelnau, 1893

2.6. Hammersmith has massively expanded, with the entire area between the River Thames and the main east-west road (King Street) having been developed. The area is a mixture of housing and large-scale riverfront industry.

2.7. South of the River Thames, Castelnau has expanded more modestly, with new streets developed north of Lonsdale Road. The West Middlesex Water Works have expanded round the top of the peninsula as far as Hammersmith Bridge. To the east of Castelnau (formerly Lower Bridge Street), the soap factory built in 1857 is now labelled as 'Depository', indicating its acquisition by Harrods Department Store.



Fig. 6: OS Map of Hammersmith & Castelnau, 1893

OS Map of Hammersmith & Castelnau, 1950

2.8. North of the River Thames, the Great West Road has been built, cutting through the north-south roads between King Street and the River Thames and effectively severing Hammersmith's riverfront from its hinterland. The riverfront is a mixture of industrial and residential uses. To the west of Hammersmith Bridge Hammersmith Creek has been infilled and Furnivall Gardens laid out in its former location.

2.9. Much new housing has been built south of the River Thames, to the south of Lonsdale Road and to the west of Castelnau. To the south of the Harrods Dispensary, the Barn Elms Reservoir has been constructed.

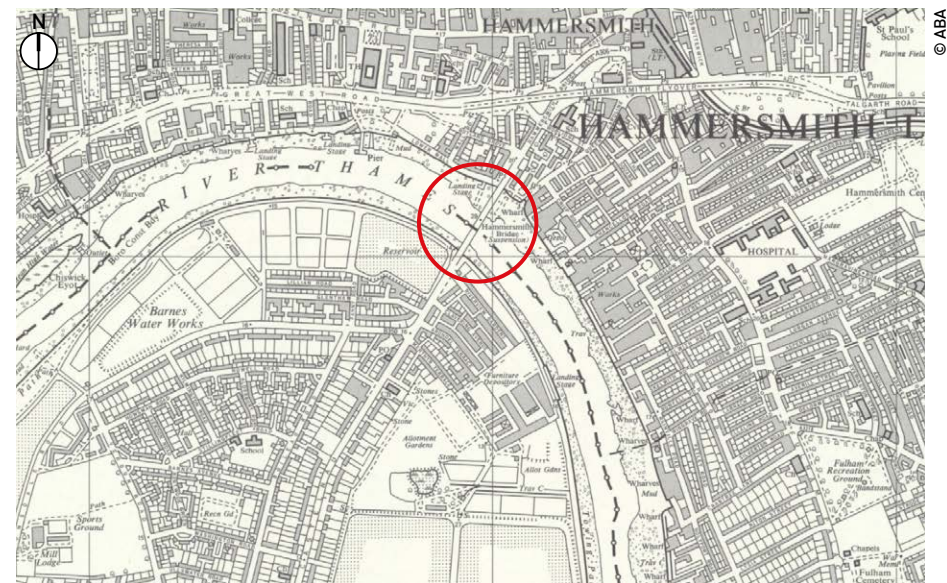


Fig. 7: OS Map of Hammersmith & Castelnau, 1950

History of the north bank

Early history

2.10. Although the name 'Hamersmyth' does not appear until 1294, the area it denotes is thought to have been settled for thousands of years, with evidence of pre-historic and Roman habitation. The GLHER records many archaeological finds along the riverfront as well as further inland around the modern centre of Hammersmith, spanning from the Roman to post-medieval periods.

Hammersmith developed as a fishing village during the Saxon period with its gravel foreshore offering an attractive landing place for boats in comparison to the marshes more common along the Thames. At the time of the Domesday Book (1086), the area was a part of the Bishop of London's Manor of 'Fuleham'.

2.11. The earliest settlement in the area is thought to have been along the River Thames and concentrated around Hammersmith Creek, which historically flowed into the River Thames between today's Lower Mall and Upper Mall. The creek was navigable into the nineteenth century and was the hub of riverside industry with boatbuilders and malt houses lining its banks. As river trade declined so too did the importance and maintenance of the creek, and it was filled in 1936, with Furnivall Gardens being laid out on its former site in 1951 following clearance of bomb-damaged buildings.

2.12. Hammersmith's communities appear to have remained a rather disparate set of hamlets into the seventeenth century, and it was only after the construction of a chapel of ease in 1630 (later rebuilt as St Paul's Church in 1883) that a village began to coalesce around a centre inland from the riverfront.



Fig. 8: St Paul's Church, Hammersmith, c.1800

2.13. This village was focussed on the crossroads between an important road leading towards London from the west, King Street, and a north-south road leading from the village to the riverfront.

2.14. Like much of the Thames west of London, Hammersmith became a popular destination to escape the city for more healthier surroundings, and many fine houses were built along the riverfront between the early-seventeenth and early-nineteenth centuries. One of these was Brandenburg House, an early Palladian mansion built in the 1620s and famously the residence of Caroline of Brunswick, the wife of King George IV. Following Caroline's death in 1821, Brandenburg House was demolished (see Fig. 9) and the site was later turned over to industrial use.

2.15. By 1746, Hammersmith (or 'Hamersmith') is depicted on John Rocque's map as comprising an inland centre arranged around a junction between roads running east to west and north to south, and a string of buildings lining the riverfront from north of Brandenburg House into neighbouring Chiswick. However, most of present-day Hammersmith remained in agricultural use predominantly as market gardens into the nineteenth century.



Fig. 9: Watercolour of Brandenburg House by an unknown artist, 1770

1827-1900 – The growth of Hammersmith

2.16. By the early nineteenth century, Hammersmith was established as a popular, if relatively small, neighbourhood a short distance from London. The riverfront was both a hive of commercial activity and the location of many fine houses, with local residents including the painter J.M.W. Turner from 1806 to 1811. However, the lack of a river crossing meant that residents wishing to cross the River Thames with a cart or horse had to make a five-mile detour via Kew Bridge to the west or Putney Bridge to the east. Pedestrians had a shorter though no less inconvenient journey, with the option to walk to Chiswick Wharf where a ferry service ran to Ferry Lane in Barnes.

2.17. In 1823 a group of local residents formed the Hammersmith Bridge Company and a year later successfully campaigned for an enabling act from Parliament to allow the construction of a bridge over the River Thames from Hammersmith to the Barnes peninsula. The bridge was designed by a resident of Hammersmith, the engineer William Tierney Clark (1783-1852) who developed ambitious plans for a suspension bridge, still a relatively new technology at the time. The proposals were appealing due to the comparatively low construction cost and the wide central span that would keep the waterway open and unimpeded. His plans accepted, Tierney Clark's bridge was built between 1825 and 1827. When the bridge opened, it was the longest suspension bridge in the world and the first over the River Thames, receiving great acclaim.

2.18. The construction of Hammersmith Bridge catalysed development on both sides of the River Thames, with Hammersmith experiencing significant industrial and residential growth during the mid- and late-nineteenth century. Industrial works and wharfs sprung up along the riverfront replacing several of the earlier mansions. One of the first larger-scale works was the Haig Distillery, which opened in 1857 on the former site of Brandenburg House. In 1872, the Manbre Saccharine Works opened alongside the distillery on the remaining part of Brandenburg's grounds (see Fig. 11).



© Illustrated London News

Fig. 10: Crowds watching the Boat Race from Tierney Clark's Hammersmith Bridge, 1872



© Hammersmith & Fulham Archives

Fig. 11: Manbre Saccharine Works, c.1900

2.19. Wharves were built in the vicinity of the bridge. A drawdock adjacent to the bridge, which survives today, provided the main access point to the River Thames. Barges were loaded with goods from the local works and remaining market gardens for transport downstream to London, or offloading their goods into horse-drawn carts who proceeded onward to Hammersmith and London via Queen Street (later renamed Queen Caroline Street). By 1887, Queen's Wharf, which sat adjacent to the drawdock, housed the Rosser & Russell Engineering Works, which manufactured heating and ventilation systems, whose buildings were built up to the water's edge. The GLHER states that the firm purchased Queen's Wharf in 1874. Immediately to the east was an ironworks (see Fig. 12).

2.20. Behind the riverfront industrial area, rows of terraces were built across the former agricultural land, ranging from cottages to house the local industrial workers to finer houses catering for city workers, with Hammersmith's reputation as a fashionable place remaining despite its increasing industrialisation. Residential and industrial growth was further accelerated by the arrival of the Hammersmith & City Railway (now the London Underground's Hammersmith & City line), in 1864, followed by the extension of the District Railway to Hammersmith 10 years later in 1874.

2.21. Traffic across Hammersmith Bridge had gradually increased throughout the nineteenth century. It increased sharply in 1877, after it was freed from tolls by the Metropolitan Board of Works (MBW), who had purchased the eleven privately-built and managed Thames bridges, including Hammersmith. This, combined with the increasing weight of vehicles with the arrival of road haulage steam engines, led to concerns over the strength of Tierney Clark's bridge.

2.22. To remedy these issues, the bridge was effectively rebuilt in 1886-7 to designs by the MBW's Chief Engineer, Sir Joseph Bazalgette. Bazalgette retained and strengthened Tierney Clark's original piers to save costs, but built a new, stronger suspension system and light-weight towers out of iron and steel, increasing the width and loading capacity of the bridge in the process. Bazalgette's new bridge opened on 18 June 1887 and further catalysed development on both sides of the River Thames.

2.23. By the turn of the century, Hammersmith was an important residential and industrial neighbourhood, fully integrated into the London metropolis. The riverfront remained a desirable location for the wealthy, with the designer and writer, William Morris, living at Upper Mall from 1878 to 1896. The district of Hammersmith was transferred from the County of Middlesex to the newly created County of London (administered by the London County Council) in 1889 and the parish became the Metropolitan Borough of Hammersmith 11 years later in 1900.



Fig. 12: View of Queen's Wharf, adjacent to the drawdock, 1900

© Hammersmith & Fulham Local Archives

Twentieth-century developments

2.24. The twentieth century brought increasing industrialisation to Hammersmith's riverfront, with the Survey of London recording in 1915 that the ensuing loss of many of the Upper and Lower Mall's finest houses was causing 'the peaceful and picturesque hamlet' to become 'seriously imperilled' (see Fig. 13).

2.25. Hammersmith was heavily bombed during the Second World War, with the riverfront area south of King Street being particularly affected. Many of the buildings between today's Upper Mall and Lower Mall were destroyed. After the war they were cleared and a new public park, Furnivall Gardens, opened in their place in 1951. Many of the Victorian terraces south of the Great West Road were replaced during the post-war years by local authority estates, such as the Queen Caroline Estate built along Queen Caroline Street in the 1940s and 50s.

2.26. Industrial activity along the River Thames initially continued after the war. The waterfront buildings of the Rosser & Russell works were redeveloped by the same company in 1953, with a large concrete and steel building replacing the

motley arrangement of Victorian workshops. The rear parts of the complex were similarly redeveloped during the 1970s. However, by the 1960s industry along the River Thames was in decline and one by one the factories closed down. Since the 1980s, the former industrial works have gradually been replaced with housing.

2.27. In 1933 the iron foundry adjacent to the Rosser & Russell works on Queens Wharf, which had been partially rebuilt during the 1920s, was converted into film studios by the Triumph Film Company. The BBC bought the studio in 1954 and renamed it BBC Riverside Television Studios. Many famous TV series were filmed there, including Dr Who and Hancock's Half Hour. According to the GLHER, the BBC vacated the site in 1974, at which point the building became an arts centre under the name 'Riverside Studios'.

2.28. North of the riverfront, the extension of the Great West Road eastward through Hammersmith during the 1950s and 1960s, and the construction of the Hammersmith Flyover and gyratory system, fundamentally changed the urban fabric of the area, effectively severing the historic connection between the riverside quarter and Hammersmith town centre.



Fig. 13: Aerial view of Hammersmith and Castelnau, 1938

Recent years

2.29. The Hammersmith & Fulham riverfront, particularly between Hammersmith Bridge and Fulham Football Ground, has experienced a dramatic transformation over the past thirty years, with nearly all the old industrial buildings being demolished and replaced by flat complexes.

2.30. Between 2014 and 2019, Riverside Studios and the 1950s Rosser & Russell building on Queen's Wharf (see Fig. 14), by then converted into offices, were demolished and a new housing development incorporating studio facilities for theatre and television was built in their place, retaining the name Riverside Studios (see Fig. 15). The GLHER records that during the demolition of the existing buildings, a seventeenth or eighteenth century wall was found in the west of the site which may have been an earlier river wall or part of a riverside building. The wall had been truncated and was covered by made ground. As part of the development, a new section of the Thames Path was created, connecting Fulham Reach to the Lower Mall.

2.31. In April 2019, Hammersmith Bridge was closed to road traffic after cracks were discovered in the suspension system's northern pedestals. Cycle and pedestrian access has remained in place while initial investigative works have taken place.



Fig. 14: Queens Wharf and Riverside Studios prior to demolition, 2014



Fig. 15: Riverside Studios residential development, 2020

Heritage assets on the North Bank

2.32. The following pages provide a brief description of the designated and non-designated heritage assets north of the River Thames that have been identified as potentially experiencing a change in their significance and/or setting due to the construction of the Temporary Ferry Crossing, following site visits and desk-based research. For the location of the assets, please refer back to the designations plan (see [Fig. 3 on page 8](#)).

Listed buildings

Hammersmith Bridge (Grade II*)

2.33. The first Hammersmith Bridge was designed by the British engineer William Tierney Clark and built between 1822 and 1827. This was the first permanent crossing connecting Barnes and Hammersmith (see [Fig. 16](#)). The structure comprised two monumental masonry towers in the form of triumphal arches, with four sets of wrought-iron chains (two on each side) running through holes in the towers and anchored at either end of the bridge to concrete abutments.

2.34. In 1880, the Metropolitan Board of Works purchased Hammersmith Bridge as part of their drive to free all the Thames bridges of tolls. Now free from tolls, the frequency of traffic over Hammersmith Bridge greatly increased. This increased demand, along with the ever-increasing weight of vehicles, caused some to call the bridge's structural integrity and capacity into question. Sir Joseph Bazalgette, as Chief Engineer to the MBW, confirmed these concerns to the Board in 1882, when he reported that a near-complete reconstruction, incorporating the old bridge's piers and abutments, would be the quickest and cheapest way of increasing the bridge's capacity.

2.35. Before work started on demolishing Tierney Clark's bridge, a temporary bridge was constructed adjacent to the old bridge on its upstream (western) side. A ferry had been considered by the MBW but the idea was dismissed following deputations from many local authorities, who pointed out, among other reasons, that the old bridge carried almost 87,000 people and over 11,000 vehicles a week, a volume that would completely overwhelm a ferry service.

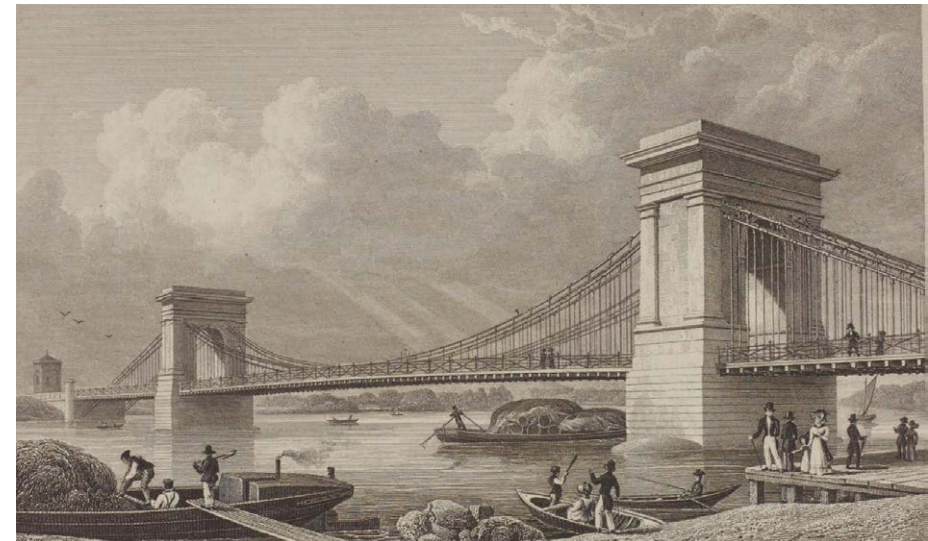


Fig. 16: Engraving William Tierney Clark's first Hammersmith Bridge, 1828

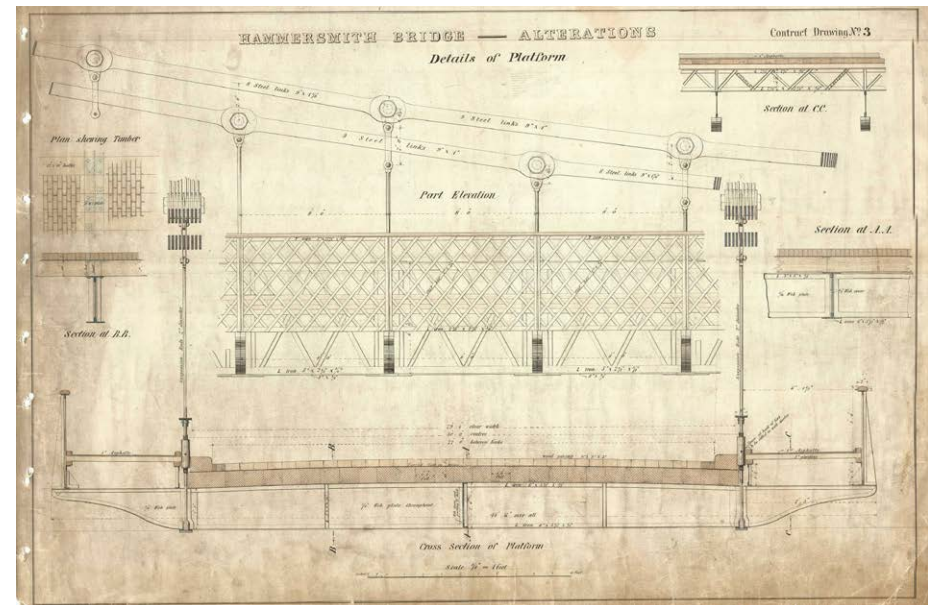


Fig. 17: Contract drawing of the steel chains and deck for Bazalgette's replacement bridge, c.1885

2.36. The temporary bridge was constructed on timber piles close. The approaches on both banks were constructed on trestles and partly on temporary earth embankments, with Castelnau diverted at its northern end for the works' duration. The temporary bridge was erected in six months and was opened in April 1885, at which point the towers, suspension chains and deck of old bridge were gradually taken down.

2.37. Bazalgette's replacement bridge design incorporated significant technological innovations to increase the bridge's capacity while utilising the existing piers. These included using suspension chains made of steel rather than wrought iron, and employing saddles resting on bearings that transferred some of the horizontal forces of the chains off the light wrought iron framed towers (see Fig. 17). Construction began in 1884 and the bridge opened on 18 June 1887 (see Fig. 18).

2.38. The subsequent history of the bridge has been one of repairs and strengthening works. Following an IRA bomb in 1939, a large brace was placed around one of the chain link sets which had been buckled in the blast. Sometime after World War Two, a pedestrian guardrail was added just south of the bridge on the eastern side of the carriageway, adjacent to the bank down to the Thames Path. The metal handrail was sympathetically designed to match the appearance of the bridge. It is not attached to the bridge and LB Richmond do not consider it to be a curtilage listed structure. Then in the mid-1970s, the bridge deck underwent major strengthening when the original wrought iron longitudinal stiffening girders were replaced with steel substitutes. During this phase of work, the tower saddle roller bearings were found to have seized and were replaced. These bearings proved unsuitable in 1984 when some fell out of their housing and onto the bridge deck, causing the deck to sag by up to 6 inches in places. Subsequently, the Barnes tower bearings were replaced with elastomeric bearings. In 1999, the Hammersmith tower bearings were similarly replaced. A second IRA blast in 2000 required some repair works to the underside of the deck where it passes over the Thames Path.

2.39. Through all of these changes, the suspension system (the towers, chains, hangers and abutments) has experienced very little change aside from the replacement of the bearings and of some wrought iron hangers with steel ones.



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Fig. 18: View of Bazalgette's bridge from the south, c.1890s



© ABA

Fig. 19: View of Hammersmith Bridge from the southern Thames Path, 2020

6 Lower Mall (Grade II)

2.40. No. 6 Lower Mall is a late-eighteenth-century house of three storeys, constructed of brown brick. It has a finely carved timber doorcase and a wrought iron veranda across first floor with a tented roof. The house was extended to the east, possibly in the early nineteenth century. This extension has a timber bow window across the first floor.

7 Lower Mall (Grade II)

2.41. No. 7 Lower Mall is an early-nineteenth-century house of three storeys across three bays. Its exterior is stuccoed, with the central doorway having a classical stucco architrave. There is a glazed veranda across the first floor.



Fig. 20: Nos. 6 and 7 Lower Mall

No. 8 Lower Mall (Grade II)

2.42. No. 8 Lower Mall is an early nineteenth-century house of three storeys plus a mansard roof across two bays. It is constructed of yellow stock brick and its entrance has a finely carved timber doorcase with an arched fanlight. Like Nos. 6 and 7, there is a timber and iron veranda across the first floor with a tented roof.

No. 9 Lower Mall (Grade II)

2.43. No. 9 Lower Mall is an early nineteenth-century house of four storeys across two bays. It is constructed of brown brick with a wooden trellis veranda across the first floor with a tented roof. The building was altered in the twentieth century when the top two storeys were added, and the second and third floors have strips of windows from this alteration.



© ABA

Fig. 21: Nos. 8 (right) and 9 (left) Lower Mall

No. 10 Lower Mall (Kent House) including railings and gate (Grade II)

2.44. Kent House was built in c.1762 with alterations in the 1870s. It appears to have been built on the site of an earlier building, as an archaeological watching brief conducted in 2006, recorded in the GLHER, identified post-medieval remains comprising of an earlier brick wall foundation and evidence of an earlier brick floor. The existing building is of two storeys over a basement, with projecting bays at either end of its symmetrical riverside elevation. It is constructed of yellow brick with stone or stucco mouldings. Internally it has many surviving fixtures and fittings from the eighteenth and nineteenth centuries.

2.45. Between 1853 and 2014 it was the home of Hammersmith Working Men's Club and was extensively refurbished between 2006 and 2013. It is now the premises of Hammersmith Club.

Nos. 11 and 12 Lower Mall (Grade II)

2.46. Nos. 11 and 12 Lower Mall are a pair of seventeenth-century houses of two storeys and each two bays wide, with rendered and painted frontages. The roof, which has been renewed, is tiled and contains two dormers. There are sash windows on the ground floor and sideways-sliding (or 'Yorkshire') sash windows on the first floor. The eastern gable end wall appears to have been reconstructed during the mid to late twentieth century.



Fig. 22: No. 10 Lower Mall (Kent House)



Fig. 23: Nos. 11-12 Lower Mall

No. 22 Lower Mall (Westcott Lodge) (Grade II)

2.47. Westcott Lodge was built in c.1746 and was formerly the vicarage of St Paul's Church, Hammersmith. It was later remodelled with a two-storey extension to the east, and was restored following significant bomb damage during the Second World War. It is constructed of brown brick with rubbed red brick dressings, and is of two-storeys plus basement across seven bays, with dormers in the hipped slate roof. The original central section of the front (south) elevation has five sash windows recessed slightly within the wall at both ground and first floor.



Fig. 24: Westcott Lodge

Conservation Areas

The Mall Conservation Area (LB Hammersmith and Fulham)

2.48. The Mall Conservation Area was designated in 1971 and consists of a narrow area of land, foreshore and river between the Borough boundary halfway along Chiswick Mall to the west and Queen Caroline Street to the east, where it borders the Fulham Reach Conservation Area. The Great West Road forms the conservation area's northern boundary and the River Thames its southern boundary.

2.49. The Conservation Area Character Profile (1996) describes how the area includes some of the earliest settled parts of Hammersmith. By the seventeenth century, The Mall had become an important residential area with many large houses built along the waterfront. The modern riverfront strip that exists today resulted from the construction and widening of the Great West Road, which divided the urban fabric of Hammersmith, separating its River Thames frontage from its inland centre.

2.50. Today the conservation area contains an abundance of high-quality historic buildings alongside later housing developments that replaced industrial complexes and earlier housing. The historic riverfront buildings are concentrated in three areas, from west to east: Hammersmith Terrace; Upper Mall and Lower Mall.

2.51. Lower Mall lies adjacent to, and is prominently visible from, Hammersmith Bridge (which also partially lies within the conservation area). It contains a number of fine buildings dating from the seventeenth, eighteenth and nineteenth centuries, most of which are statutorily or locally designated (see Fig. 25).

2.52. Upper Mall covers the central section of the conservation area, on the outside bend in the River Thames opposite the Barnes peninsula (see Fig. 26). It contains a rich variety of statutorily and locally designated buildings, including the Grade II* listed Kelmscott House (see Fig. 27), an imposing eighteenth-century townhouse and formerly the home of William Morris, and the Grade II listed Dove Inn Public House, built in the early-eighteenth century (see Fig. 28).

2.53. Hammersmith Terrace is the westernmost section of the conservation area's historic riverfront and comprises a terrace of seventeen townhouses built in c.1760-70 with gardens extending down to the river wall, forming a consistent and attractive river frontage.

2.54. Behind this rich waterfront lies a series of later Victorian terraces. The rest of the conservation area is composed of mid- to late-twentieth-century housing developments and public open spaces. In 1936 Hammersmith Creek was infilled, having long since stopped being navigable for commercial vessels. In 1948, the Borough of Hammersmith decided that the bombed-damaged area of riverfront around the creek, including the Hammersmith Friends Meeting House burial ground, should be cleared and turned into a public open space to coincide with the 1951 Festival of Britain. The riverside park was named Furnivall (later Furnival) Gardens after Frederick James Furnivall, a local scholar who founded the nearby Furnivall Sculling Club in 1896.



© ABA

Fig. 25: Lower Mall, viewed from the south bank of the River Thames



© ABA

Fig. 26: Upper Mall, one of the key parts of The Mall Conservation Area



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Fig. 27: Grade II* listed Kelmscott House, within The Mall Conservation Area



© ABA

Fig. 28: The Grade II listed Dove Public House, within The Mall Conservation Area

Fulham Reach Conservation Area (LB Hammersmith and Fulham)

2.55. The Fulham Reach Conservation Area was designated in 1991 and essentially covers the riverside developments from Queen Caroline Street (where it borders The Mall Conservation Area) to Fulham Football Ground (Craven Cottage) to the south, further downstream.

2.56. This stretch of the Thames shares the varied history of The Mall Conservation Area, with an earlier phase of large houses set within substantial grounds, including Brandenburgh House, gradually superseded during the later nineteenth century by industrial works. The Conservation Area Character Profile (1996) describes how by 1914, the whole of the riverside between Hammersmith Bridge and Fulham Football Ground was developed for industrial uses. Residential development in area began in the mid-twentieth century, but it wasn't until the later twentieth century that the present series of mid-rise flats began to take shape.

2.57. Today the conservation area primarily consists of late-twentieth and twenty-first-century housing developments, although a few remnants of its past character remain, including a small number of converted Victorian warehouses and sections of historic river wall (see [Fig. 29](#) and [Fig. 30](#)).

2.58. Fulham Football Ground is probably the conservation area's best-known building. It was constructed in 1896, replacing an earlier house named Craven Cottage, from which the stadium takes its more commonly-used name. It has been remodelled on several occasions since its initial construction, but maintains its prominent location on the Fulham riverfront. The stadium's western grandstand is Grade II listed.



Fig. 29: Fulham Reach Conservation Area viewed from the south bank of the River Thames



Fig. 30: View southeast along the Thames Path within the Fulham Reach Conservation Area

Non-designated heritage assets (LB Hammersmith and Fulham)

Nos. 49-58 Lower Mall and Nos. 1-48 Hammersmith Bridge Road (Digby Mansions) – Local Building of Merit

2.59. Digby Mansions is an ornate apartment block built in the late 1890s on the site of an eighteenth-century mansion, Digby House. It is a five-storey red brick building with stucco dressings and ornate cast iron balconies running across its southern and eastern facades at all levels. It sits prominently at the junction between Lower Mall and Hammersmith Bridge Road, with the corner location emphasised by the domed turret over the building's south-eastern projecting bay.

Nos. 107-109 Hammersmith Bridge Road (City Arms Public House) – Local Building of Merit

2.60. The Old City Arms lies adjacent to the northern entrance to Hammersmith Bridge, on the eastern side of Hammersmith Bridge Road. A pub on this site was first licensed in 1827, although the existing building dates from 1889 when the pub was rebuilt. It comprises a two-storey brick building carrying a timber ground floor shopfront on Hammersmith Bridge Road, and a three-storey brick building with stone dressings and a mansard roof, with its main elevation overlooking the River Thames. The two buildings are linked via a single storey element.



Fig. 31: Digby Mansions, viewed from the northern Thames Path



Fig. 32: Nos. 107-109 Hammersmith Bridge Road, view from the southern Thames Path

No. 14 Lower Mall (Auriol Rowing Club) – Local Building of Merit

2.61. No. 14 Lower Mall is a late-nineteenth-century boathouse and the home of the Auriol and Kensington Rowing Club. It is a three-storey brick building with two large doors at ground floor and a first-floor cast iron balcony. The uppermost storey is a viewing terrace was added in 2003-4, when the boathouse was substantially remodelled internally. The building appears to have had an historic relationship with the adjacent Blue Anchor Pub, with which it shares a first-floor cast iron balcony.

No. 15 Lower Mall (The Rutland Arms Public House) – Local Building of Merit

2.62. The first pub on this site was built in 1849 as 'The Rutland Hotel' and was then rebuilt in its present Venetian Gothic style during the 1870s. The two-storey building is of brick with stone dressings and a first-floor cast iron balcony. The pub originally had an additional storey and mansard roof, which were destroyed by bombing during the Second World War.



Fig. 33: Auriol Rowing Club, Lower Mall (to the right of The Rutland Arms)



Fig. 34: Rutland Arms Public House, Lower Mall

Hammersmith Drawdock, Queen's Wharf – Local Building of Merit

2.63. A drawdock has existed in this location since at least the eighteenth century, and historically served as the principal access point for Hammersmith for commercial river traffic. Horse-drawn carts could load and unload goods from flat-bottomed barges resting on the foreshore and carry the goods inland via Queen Street (later renamed Queen Caroline Street) or carry them downstream to the city (see Fig. 12 on page 14). The drawdock was historically flanked by wharfs – Gun Wharf on the upstream side and Chancellor's Wharf (later renamed Queen's Wharf) on the downstream.

2.64. The commercial use of the drawdock declined during the first half of the twentieth century. Today it remains an important, if seldom used, river access point (see Fig. 35).

River Wall east from site of Brandenburg House to Chancellor's Road (including boundary stone) – Local Building of Merit

2.65. The date of this river wall is unclear, although its initial construction may have coincided with the construction of Brandenburg House and other large houses on the waterfront from the mid-seventeenth century. The wall is constructed of a variety of materials but is predominantly of brick. A boundary stone marked with the inscriptions '1865', 'H.P' and 'F.P' is set within the wall above a culvert, delineating the boundary between Hammersmith Parish and Fulham Parish. This also marks the former location of Parr's Ditch, a man-made channel with medieval origins that historically marked the boundary between Hammersmith and Fulham.



Fig. 35: Locally listed drawdock adjacent to the bridge



Fig. 36: Locally listed river wall, viewed from the southern Thames Path

History of the South (Surrey) bank

Nineteenth-century Castelnau

2.66. There is limited evidence of earlier settlement in the northern part of the Barnes peninsula today known as Castelnau. The area remained in use as parkland and pasture into the nineteenth century and was never intensively settled, probably because it was susceptible to flooding.

2.67. Residential and industrial development of the area began following the construction of Hammersmith Bridge in 1827. In 1838, the West Middlesex Water Works Company acquired land in the north-western part of the peninsula and constructed two reservoirs to meet the increasing need in the local area. The reservoirs were linked to the Hammersmith Works pumping station near Queen Street via a pipe under the Thames. The complex gradually expanded to the north along the waterfront with the construction of filter beds and additional reservoirs through the 1850s and 60s.

2.68. Although a road, then called Bridge Road, had been built from the village of Barnes to the newly built Hammersmith Bridge, the residential development of the area did not begin until some years later. The work was undertaken by two developers: the Lowther family (the Earls of Lonsdale) and Major Charles Lestock Boileau, of French Huguenot heritage. Boileau bought land on both sides of Bridge Road and began developing it in 1842 as 'Castelnau Villas', the name of which was derived from Boileau's ancestral home, the castle of Castelnau de la Garde in the south of France. The Lowther family built similar villas along a road running west from Bridge Road towards the reservoirs, later named Lonsdale Road. A village centre developed at the junction of Bridge Road and Lonsdale Road, that included a pub (the Boileau Arms), a chapel, a post office and some shops.

2.69. Development was relatively slow over the following decades, with only a few extra roads having been laid out off of Bridge Road and Lonsdale Road by the 1890s. Nevertheless, between 1868 and 1888, the population of Castelnau more than doubled from 800 to 1600 residents. The name of Upper Bridge Street was changed to Castelnau in 1889, following the death of Major Boileau (see Fig. 37).

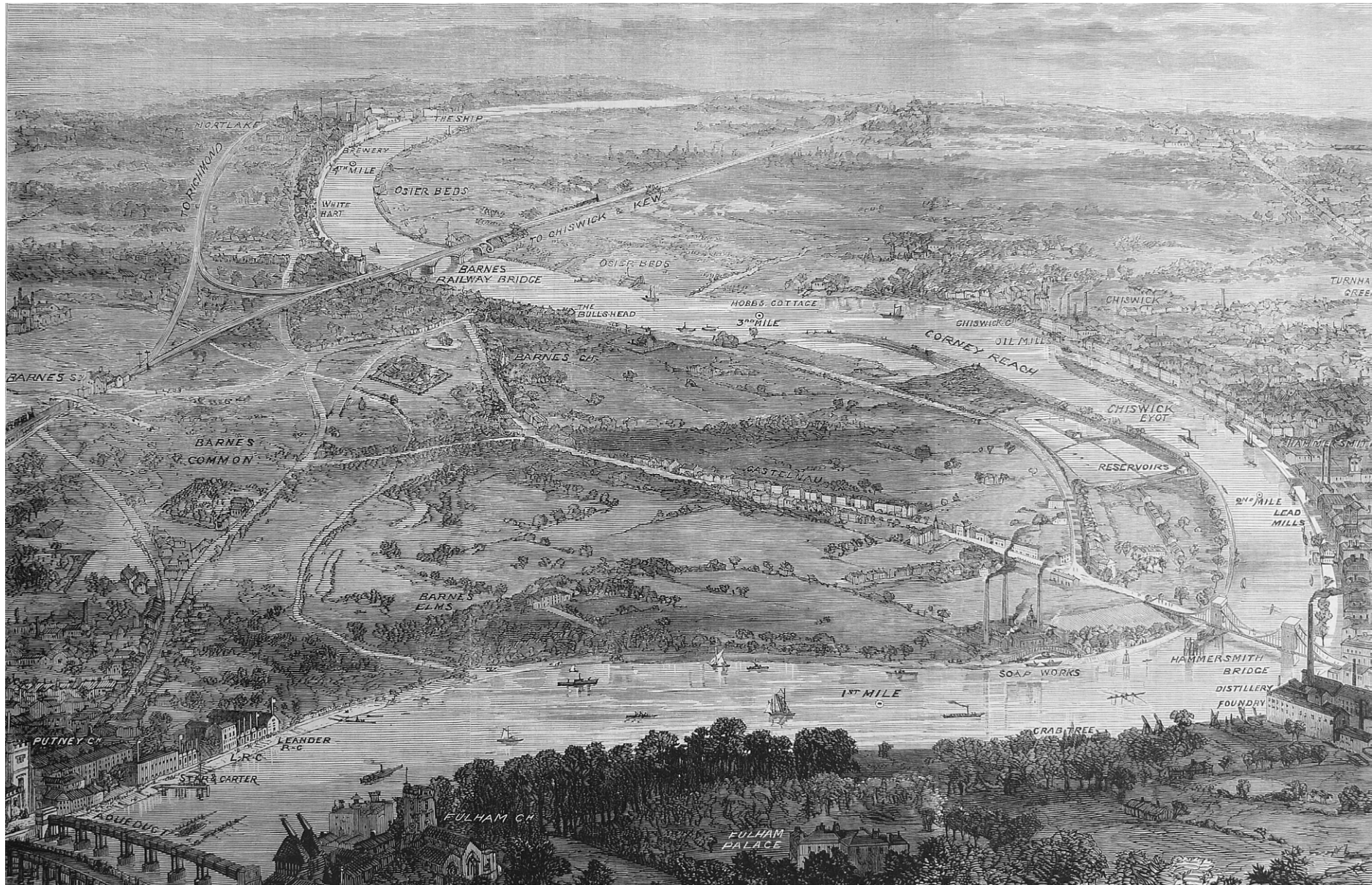
2.70. In contrast to the fashionable villas being built in the area, in 1857 a soap factory was built on the eastern side of the peninsula by the firm of Cowan and Sons (see Fig. 38). Over the following decades, the company added a sugar refinery and charcoal factory to the site, which became known as the Hammersmith Bridge Works.

2.71. The increasing residential development of the area meant that when the waterworks needed to expand again, it did so by acquiring land to the east at Barn Elms, where it constructed two large reservoirs in 1895 and 1897.



Fig. 37: View north along Castelnau, c.1900

© Barnes and Mortlake History Society



© The Graphic

Fig. 38: Aerial view illustration of Barnes peninsula showing the route of the Oxford and Cambridge Boat Race, 1873

Twentieth-century developments

2.72. By the late-nineteenth century, Castelnau was an unlikely mixture of waterworks and upmarket housing, along with an incongruous industrial works. In 1894, Harrods Department Store purchased the Hammersmith Bridge Works which had closed in 1892 following a disastrous fire. In 1912 Harrods built a large new warehouse building on the riverfront, known as the Harrods Furniture Depository, designed by the architect William George Hunt. The building's elaborate terracotta façade conceals a highly innovative reinforced concrete structure within. The First World War curtailed Hunt and Harrods' proposals for a symmetrical frontage onto the River Thames and the building stands today in an 'unfinished' state (see [Fig. 39](#)).

2.73. More upmarket housing was built in the area between 1898 and 1909, when a series of mansion flats were built on Castelnau Gardens, Castelnau and Riverview Gardens designed by the architect Delissa Joseph (1859-1927) who was known for designing similar blocks in Kensington and Chelsea.

2.74. With much of the peninsula's land occupied by the waterworks and Harrods sites, the potential for further residential development was limited. The final major expansion of housing began in 1926, when the London County Council laid out an estate of 640 houses on the western side of Castelnau, increasing the population of the area from 2000 to over 5000. The houses were designed and laid out along Garden City principles, with generous front and rear gardens and simplified Arts and Crafts details (see [Fig. 40](#)).

2.75. Between the 1960s and the 1990s, the waterworks and reservoirs on the Barnes peninsula were gradually decommissioned. The filtering beds and reservoirs north of Lonsdale Road were filled in during the 1960s with earth excavated from the construction of the Victoria Line. The land was purchased by St Paul's School, who moved to new purpose-built buildings there in 1968. Shortly thereafter, the Swedish School established itself on the former reservoir site to the west of St Paul's School. One of the two earliest reservoirs dating from 1838 was not filled in, but converted to a local nature reserve named Leg o' Mutton Reservoir, on account of its shape.



© Harrods Village

Fig. 39: Drawing of Harrods Depository as originally planned, 1912



© London Metropolitan Archives

Fig. 40: The L. C. C. Castelnau Estate, 1930

Recent Years

2.76. The most recent major phase of change came in the late-twentieth century, when the Barn Elms waterworks to the east of Castelnau, which had been disused for some years, was converted into a wildlife reserve between 1995 and 2000. An enabling development of houses and flats was built to the north to fund the wetland centre, with the classical Victorian architecture of the area being maintained in the new buildings.

2.77. By the 1990s, the Harrods Depository buildings had fallen into disrepair after years of disuse. The site was acquired by Berkeley Homes, who converted the three historic warehouses into flats at the centre of a new residential complex of flats and townhouses called Harrods Village, which opened in stages in the early 2000s.

Heritage assets on the south bank

2.78. The following pages provide a brief description of the designated and non-designated heritage assets south of the River Thames that have been identified as potentially experiencing a change in their significance and/or setting due to the construction of the Temporary Ferry Crossing, following site visits and desk-based research. For the location of the assets, please refer back to the designations plan (Fig. 3 on page 8).

Listed buildings

Hammersmith Bridge (Grade II*)

2.79. Please see [page 17](#) for a summary history and description of Hammersmith Bridge.

Harrods Depository Riverside Warehouse (Grade II)

2.80. This large warehouse building was built in 1911-c.1914 by W. G. Hunt for Harrods Stores, replacing an earlier soap factory on the site. Its structure employs the Kahn system, an early form of reinforced-concrete construction, while its east (riverside) façade is clad in terracotta in a Baroque style. The depository was used by Harrods to house its larger items that could not be held in its Knightsbridge store. The building fell into vacancy and neglect during the later twentieth century, but in the 1990s it was converted into apartments as the centrepiece of the Harrods Village private estate.

K6 telephone kiosk adjacent to Hammersmith Bridge (Grade II)

2.81. This is a cast iron telephone kiosk designed in 1935 by Sir Giles Gilbert Scott. It was built sometime between the 1930s and 1950s, and may have been relocated to its current position from its previous location abutting the south-eastern pedestal of Hammersmith Bridge, as one is depicted there in historic photos.



Fig. 41: Grade II listed former Harrods warehouse viewed from the north bank of the Thames



Fig. 42: Grade II listed K6 telephone box on the western side of Castelnau

Conservation Areas

Castelnau Conservation Area (LB Richmond)

2.82. Castelnau Conservation Area was designated in 1977 by the LB Richmond and was subsequently expanded on several occasions. Today, the area covers the residential areas of Castelnau developed in the nineteenth and early twentieth century, along with the former Harrods Depository site. It is bounded by the River Thames to the north (its boundary runs along the Borough boundary down the middle of the river), the London Wetland Centre to the east and the interwar Castelnau housing estate to the west. To the south, it adjoins the Barnes Green Conservation Area.

2.83. The conservation area contains a wealth of buildings spanning the Victorian and Edwardian periods. The earliest buildings are the villas built along Castelnau and Lonsdale Road by Major Boileau and the Lowther Family, along with the 'village centre' containing shops, a tavern and a church at the junction of the two roads (see [Fig. 44](#) and [Fig. 45](#)). There are more modest terraces built during the 1870s-90s to the north of Lonsdale Road on Lillian Road and Glenthams Road and to the east of Castelnau on Arundel Terrace and Methyr Terrace. Around the turn of the twentieth century, Calvering Avenue and Riverview Gardens were laid out north of Arundel Terrace, and blocks of mansion flats were constructed. (see [Fig. 43](#) and [Fig. 46](#)).

2.84. In the north-east corner of the conservation area is the Harrods Depository, built in 1913 on the former site of the soap factory and sugar refinery built in the 1850s. These warehouses were converted into flats in the late 1990s, when a new housing complex named Harrods Village was built around them.

2.85. Today the conservation area retains its nineteenth-century character and appearance with very few later infill buildings.



© London Metropolitan Archives

Fig. 43: The Lodge, Riverview Gardens, seen to the right of Hammersmith Bridge, c. 1930



© ABA

Fig. 44: View south along Castelnau. The white building in the rearground is the former Boileau Arms



© ABA

Fig. 45: Mid-nineteenth-century villas within Castelnau Conservation Area



© ABA

Fig. 46: View east along Riverview Gardens

Non-designated heritage assets (LB Richmond)

The Lodge and 1-76 Riverview Gardens – Locally Listed Buildings within the Castelnau Conservation Area

2.86. The mansion flats lining Riverview Gardens were built in c.1900 and are of red brick with terracotta, stone and stucco dressings. The terraces are visible from the northern Thames Path, particularly during the winter.

2.87. The Lodge is the only detached property on the road and just predates the mansion flats. It is a one- to two-storey red-brick building with rendered banding and decorative brick gables on its hipped roof. The ground floor contains a partially glazed shopfront, and historic photographs appear to show it in use as an estate agent.



© ABA

Fig. 47: Riverview Gardens, viewed from the northern Thames Path



© ABA

Fig. 48: The Lodge, Riverview Gardens

Nos. 1-50 Castelnau Mansions – Locally Listed Buildings within the Castelnau Conservation Area

2.88. Nos. 1-50 Castelnau Mansions were built at the same time as Riverview Gardens, sometime between 1898 and 1909. They comprise a five-storey terrace of mansion flats positioned at an angle to Castelnau to create views out over the River Thames. The terrace is constructed of brick with stone and stucco dressings and iron balconies across the main elevation onto Castelnau. The front garden of the block is heavily planted with mature bushes and trees, which partially screen the building from some directions.



© ABA

Fig. 49: Castelnau Mansions, viewed from the western side of Castelnau

3.0 Assessment of significance

Assessing significance

3.1. Assessing significance is the means by which the cultural importance of a place and its component parts is identified and compared. The identification of elements of high and lower significance, based on a thorough understanding of a site, enables owners and designers to develop proposals that safeguard, respect and where possible enhance the character and cultural values of the site.

3.2. Statutory designation is the legal mechanism by which significant historic places are identified in order to protect them. The designations applying to the Site are listed on page 7. However, it is necessary to go beyond these in order to arrive at a more detailed and broader understanding of significance. This is achieved here using the terminology and criteria from the *NPPF* (2019).

3.3. Annex 2 of the *NPPF* defines significance as:

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Heritage interests

3.4. Historic England's *Conservation Principles, Policies and Guidance* (2008) includes a methodology for assessing significance by considering 'heritage values'. In this instance *NPPF* terms are used because their adoption simplifies the preparation and assessment of planning and listed building consent applications, but the equivalent heritage values are given in brackets for reference. This assessment uses three main types of interest as defined below.

Architectural and Artistic Interest ['aesthetic value']: These are the interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved.

Historic Interest ['historical value']: An interest in past lives and events. Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide an emotional meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity ['communal value'].

3.5. Annex 2 of the *NPPF* defines **archaeological interest ['evidential value']** in the following way:

There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point.

3.6. The north and south banks of this part of the River Thames are Archaeological Priority Areas. The archaeological interest of the Site will not be assessed in this report.

Assessing setting

3.7. The definition of setting given in the NPPF (2019, Annex 2: Glossary) is:

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

3.8. This means that all heritage assets have a setting, separate from the concept of curtilage, character and context. However, the contribution made by the setting to the significance of heritage assets varies considerably and is subject to change over time. Where a setting has been compromised by cumulative change, consideration still needs to be given to the effect of additional change.

3.9. Defining the extent, nature and contribution of a heritage asset's setting can be challenging. Historic England offers guidance on this in its *Historic Environment Good Practice Advice in Planning Note 3 (Second Edition): The Setting of Heritage Assets* (December 2017).

3.10. This states that one of the most used expressions of a setting's contribution to the significance of a heritage asset is through views. These can be either static (from a fixed point and with a distinct focus) or dynamic (an evolving view that changes as one moves through a place). They can also encompass a variety of different views of, from across, or including the asset.

3.11. Historic England has divided these additional attributes into two different categories; the asset's physical surroundings and the experience of the asset.

3.12. A setting's attributes that relate to physical surroundings include:

- Topography
- Formal design e.g. hierarchy, layout

- Orientation and aspect
- Openness, enclosure and boundaries

3.13. A setting's attributes that contribute to the experience of the asset include:

- Views from, towards, through, across and including the asset
- Intentional intervisibility with other historic features
- Visual dominance, prominence or role as a focal point
- Scents and smells
- Sense of enclosure, seclusion, intimacy or privacy
- Accessibility, permeability and patterns of movement
- Cultural associations

Character and appearance of conservation areas




3.14. Unlike other forms of designated heritage asset, the special architectural and historic interest of conservation areas is commonly expressed in terms of character and appearance. This is based on Section 72[1] of the Planning (Listed Buildings and Conservation Areas) Act 1990, which states that when local authorities exercise their planning functions in the context of conservation areas, *special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*

3.15. Much like setting, defining the extent and nature of a conservation area's character and appearance can be challenging, and is often based on a combination of tangible and intangible factors. Historic England's *Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1* (Second Edition, February 2019) offers guidance on how character and appearance can be defined, suggesting the following categories as examples for designation of conservation areas:

- Areas with a high number of nationally or locally designated heritage assets and a variety of architectural styles and historic associations
- Those linked to a particular individual, industry, custom or pastime with a particular local interest
- Where an earlier, historically significant, layout is visible in the modern street pattern
- Where a particular style of architecture or traditional building materials predominate
- Areas designated because of the quality of the public realm or a spatial element, such as a design form or settlement pattern, green spaces which are an essential component of the wider historic area, and historic parks and gardens and other designed landscapes...

3.16. Pages 43–52 assess the setting and significance of the heritage assets in the vicinity of the proposed Temporary Ferry Crossing, as well as the current contribution of the Site to the character and appearance of the three conservation areas it passes through, based on the definitions and methodologies outlined above. The location of these assets are displayed in [Fig. 50 on page 41](#).

Heritage assets discussed in this report

Location on plan	Heritage asset	Designation
	The Mall Conservation Area	Conservation Area
	Fulham Reach Conservation Area	Conservation Area
	Castelnau Conservation Area	Conservation Area
1	Hammersmith Bridge	Grade II*
2	No. 22 Lower Mall	Grade II
3	No. 15 Lower Mall (Rutland Arms)	Local Building of Merit
4	No. 14 Lower Mall (Auriol Rowing Club)	Local Building of Merit
5	Nos. 11-12 Lower Mall	Grade II
6	No. 10 Lower Mall (Kent House)	Grade II
7	No. 9 Lower Mall	Grade II
8	No. 8 Lower Mall	Grade II

Location on plan	Heritage asset	Designation
9	No. 7 Lower Mall	Grade II
10	No. 6 Lower Mall	Grade II
11	Digby Mansions	Local Building of Merit
12	Nos. 107-109 Hammersmith Bridge Road (Old City Arms Public House)	Local Building of Merit
13	Hammersmith Drawdock	Local Building of Merit
14	River wall	Local Building of Merit
15	Harrods Depository	Grade II
16	Nos. 1-76 Riverview Gardens	Locally listed
17	The Lodge, Riverview Gardens	Locally listed
18	Nos. 1-30 Castelnau Mansions	Locally listed
19	K6 telephone kiosk on Castelnau	Grade II

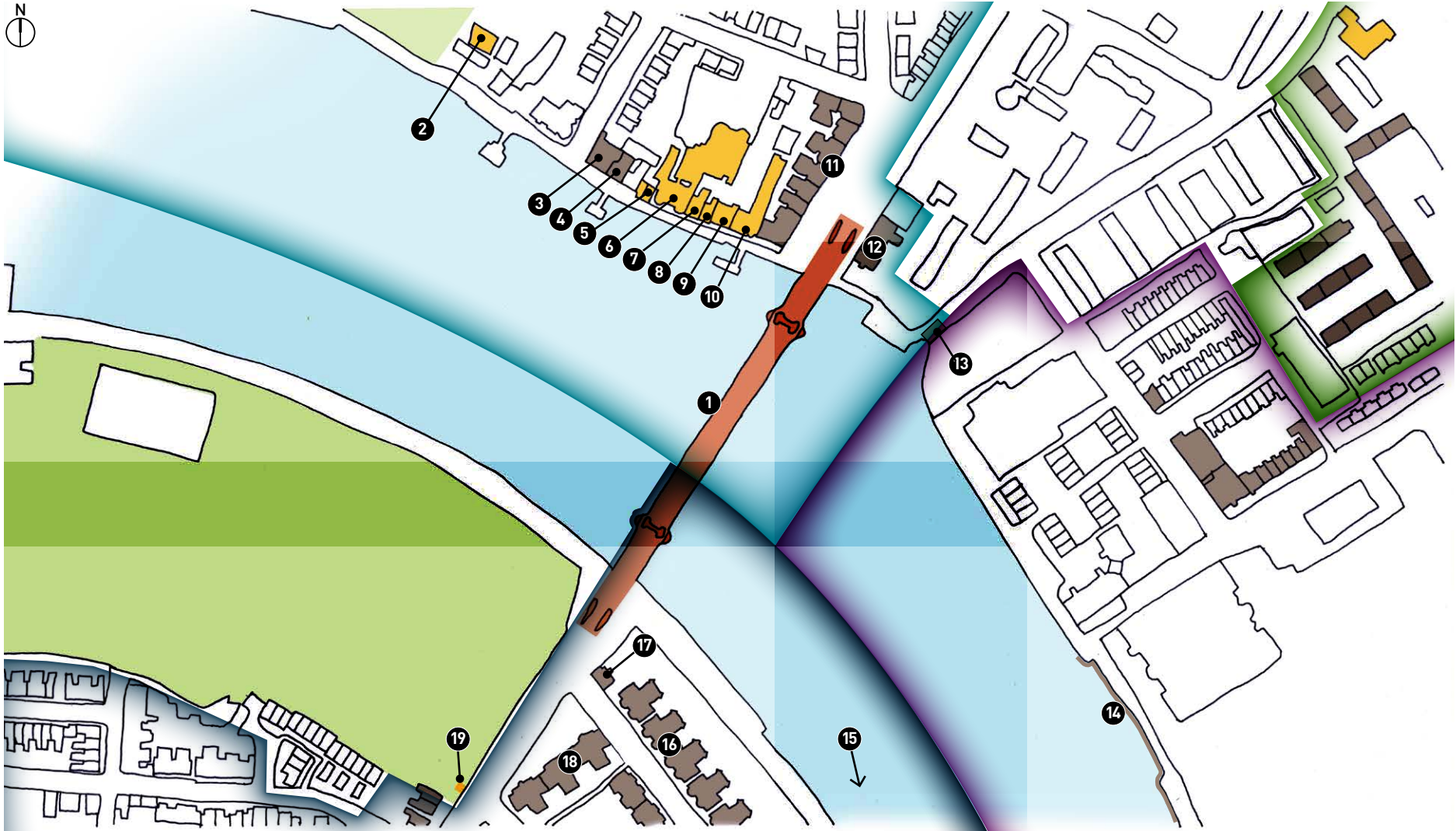









Fig. 50: Designations plan

- | | | | | | |
|---|--|---|---|---|--|
|  | Grade II* listed |  | The Mall Conservation Area (LB Hammersmith and Fulham) |  | Fulham Reach Conservation Area (LB Hammersmith and Fulham) |
|  | Grade II listed |  | Hammersmith Odeon Conservation Area (LB Hammersmith and Fulham) |  | Castelnau Conservation Area (LB Richmond) |
|  | Locally listed/local building of merit | | | | |

Significance of assets on the north bank

Within the Site boundary

Hammersmith drawdock (Local Building of Merit)

3.17. Hammersmith Drawdock is of **moderate historic interest** as one of the few remaining physical reminders of the area's industrial and commercial past. The drawdock was one of the main connections between the River Thames and Hammersmith's hinterland and was relied on for trade and travel for centuries. Although it is rarely used today, its ongoing use as an access point to the River Thames contributes to its historic interest. The fabric of the current dock is made of concrete and has no heritage significance.

3.18. The setting of the drawdock is characterised by its relationship to the River Thames and Queen Caroline Street, which provides evidence of its historic function as an access point to the River Thames. The construction of Riverside Studios complex and the extension of the Thames Path around the drawdock has enhanced the heritage asset's setting, making it far more accessible to the public than before. Views of the drawdock are mostly close-up due to its sunken position, although more distant views are gained from Hammersmith Bridge and the southern river bank. Overall, the asset's setting makes a **minor contribution** to its significance, mainly in terms of its relationship to the river.

Character and appearance of The Mall Conservation Area

3.19. The character and appearance of The Mall Conservation Area is very diverse in terms of building ages and functions, ranging from eighteenth-century riverfront mansions to post-war apartment blocks. However, its special character is defined succinctly in the Conservation Area Character Profile as being derived *from the historic built form and its relationship with the river, which provides an exceptional townscape to the river edge*. Substantial areas of seventeenth- and eighteenth-century Hammersmith survive on the riverfront between Hammersmith Terrace to the west Lower Mall to the east. The Character Profile notes that many of these riverfront buildings are valued for their historic and outstanding architectural quality and recognised through local or national designation.

3.20. The Character Profile goes on to note how the riverfront and River Thames are of *great importance to the conservation area...with its splendid views both upstream to Chiswick Road and downstream past the bridge, and panoramas*. It notes the high quality of the public spaces within the conservation area, stating:

This stretch of riverside walk is also more attractive than elsewhere, partly due to the variation in scale and height of the listed buildings, but also largely due to the railings and front boundary walls and to the subtle curve which adds interest. The positioning of the street lamps and trees visually emphasises the curve.

3.21. The riverfront public spaces have been further enhanced since the publication of the Character Profile through the extension of the Thames Path along the riverfront around the drawdock and Riverside Studios. This stretch of the River Thames remains actively used for recreation, further activating the conservation area.

3.22. Behind the riverfront, the rows of Victorian terraces, while of little individual merit, make a positive contribution to the historic townscape of the conservation area and offer well-preserved evidence of another phase of development within Hammersmith.

Contribution of the Site to the character and appearance of The Mall Conservation Area

3.23. The Site is located at the very eastern edge of the conservation area boundary. The main element of the Site within the conservation area is the Hammersmith Drawdock (a Local Building of Merit). This heritage asset makes a moderate contribution to the character and appearance of The Mall Conservation Area, providing evidence of the historic commercial and industrial use of this stretch of the River Thames. That part of Queen Caroline Street that lies within the Site boundary makes a neutral contribution to the conservation area's character and appearance, as it is a modern road surface of no heritage significance.

Character and Appearance of Fulham Reach Conservation Area

3.24. Fulham Reach Conservation Area contains comparatively few heritage assets of any kind, with only two listed buildings (both related to Fulham Football Ground) and three Local Buildings of Merit. Its appearance is defined by mid- and low-rise apartment blocks set within landscaped spaces arranged in linear fashion along the Thames Path. The Conservation Area Character Profile (1996) states that it was designated to ensure that:

any future redevelopment proposals recognise the sensitive nature of the riverside, in particular the long sweeping views northwards towards Hammersmith Bridge and views to and from the Barnes and Putney bank.

3.25. This highlights the point that the conservation area's defining characteristic is the River Thames and the dynamic and static views gained from the Thames Path between Hammersmith Bridge and Fulham Football Ground. The Character Profile goes on to state that:

The main feature within the conservation area, and the principal elements in defining its character, are the river itself, the river bank and views along and across the Thames... The current water-borne uses of the river itself area important elements in the character and appearance of the conservation area as are the foreshore and river bank.

Contribution of the Site to the character and appearance of the Fulham Reach Conservation Area

3.26. That part of the River Thames that lies within the Site boundary makes a major contribution to the character and appearance of the Fulham Reach Conservation Area, due to the importance of the River Thames to the setting and historic interest of the buildings on the waterfront, and the importance of views from Hammersmith Bridge upstream beyond the conservation area boundary. That part of the Site comprising part of Queen Caroline Street makes a neutral contribution to the character and appearance of the Fulham Reach Conservation Area

Outside of the Site boundary

Hammersmith Bridge (Grade II*)

3.27. Hammersmith Bridge is an engineering structure of national significance. Its significance is derived from a variety of sources, which are examined in greater detail in the *Hammersmith Bridge: Statement of Significance* (Alan Baxter, 2020), but are here expressed in terms of historic, architectural and artistic interest and setting, in line with national planning policy and guidance.

3.28. Hammersmith Bridge is of **exceptional historical interest** as a remarkably well-preserved and largely unaltered example of a late-nineteenth century suspension bridge, designed by one of the nineteenth century's leading engineers, Sir Joseph Bazalgette. The bridge derives additional historic interest from its rarity, as one of only four surviving largely unaltered nineteenth-century road suspension bridges. Unlike many of its comparators, it remains in heavy use by both road vehicles and pedestrians. Although Hammersmith's per-vehicle weight limit is today half that originally catered for by Bazalgette (7.5 tonnes reduced from 15 tonnes), the average weight and frequency of vehicles using the bridge is many times greater than in the 1880s. The lack of reinforcement or replacement of the original suspension system is testament to the latent strength of Bazalgette's original design. The bridge derives further historical interest in preserving the original piers from William Tierney Clark's first Hammersmith Bridge, which was the first suspension bridge over the River Thames and the longest in the world when built.

3.29. There is additional historic interest in the bridge's almost 200-year-long association with the annual Oxford and Cambridge Boat Race, for which it is an iconic viewpoint for spectators as well as an important milestone in the race – over 80% of boats leading at Hammersmith Bridge have gone on to win the race.

3.30. The influence of the bridge, and its predecessor, upon the development of Castelnau and Hammersmith imbues it with further interest. Castelnau would not have the urban form that it does today had the bridge not been built when and where it was. Hammersmith's rapid nineteenth-century expansion similarly owes much to its attainment of a permanent river crossing shortly before the widespread industrialisation of the River Thames.

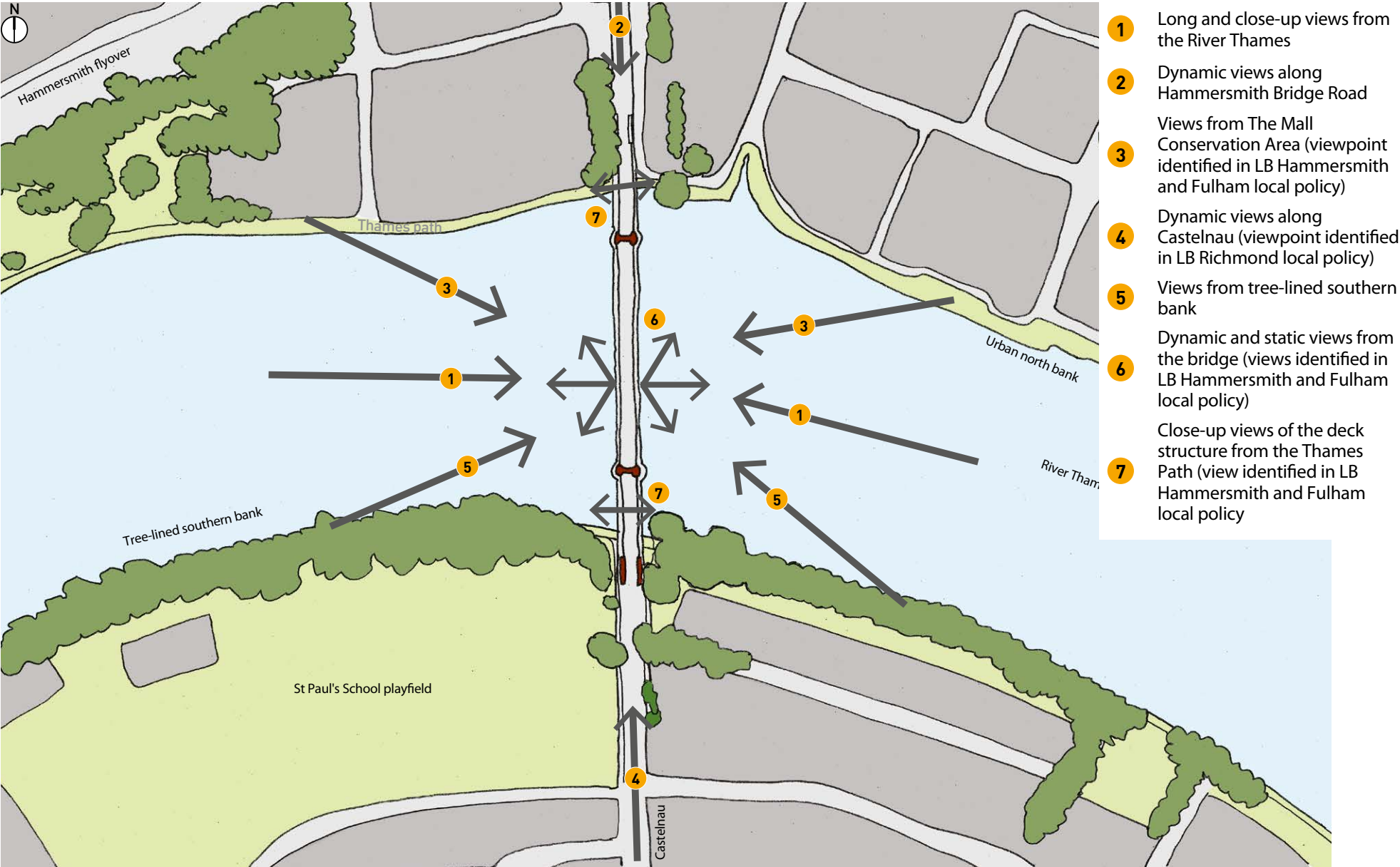


Fig. 51: Setting and views diagram



Fig. 52: View south down Hammersmith Bridge Road, 2020



Fig. 53: View of Hammersmith Bridge from the southern Thames Path, 2020



Fig. 54: View looking west towards Hammersmith Bridge from the northern Thames Path, 2020



Fig. 55: View upstream (west) along the River Thames from the centre of the bridge's western footway

3.31. The bridge is also of **exceptional architectural and artistic interest**. Its list description (Entry No. 1079819) describes how the *architectural quality of Hammersmith Bridge is remarkable in both form, with its monumental towers, and ornamentation... the bridge is one of the most distinctive on the Thames*. The cast iron casings, repainted in 2004 to reflect Bazalgette's original intentions, are of excellent workmanship and are imbued with significant ornamental embellishments, most notably the unofficial crest of the Metropolitan Board of Works on the pedestal casings. The French-influenced style of the bridge's cast iron casings is illustrative of the likely influence, if not direct input, of George Vulliamy, the head of the MBW's Architect's Department, and with whom Bazalgette had worked with on many other projects.

3.32. The bridge's design was probably influenced by Thomas Page's first Chelsea Bridge (known as Victoria Bridge), opened in 1858, and similarly featuring highly decorated cast iron casings. Hammersmith Bridge has developed a similar public image to that of Page's Chelsea Bridge, as a widely appreciated landmark that is very much in keeping with its leafy, suburban setting. Page's bridge was replaced in the 1930s with a new suspension bridge built of steel and concrete, thus increasing the significance of Hammersmith Bridge as the surviving example of this style of highly ornate suspension bridge on the Thames.

Setting

3.33. Hammersmith Bridge's setting makes a **major contribution** to its significance. It is an example of a heritage asset that is appreciated from all angles and in both up-close and long views. Significant views of the bridge are gained from approach roads, the Thames Path, the River Thames and even from aeroplanes approaching Heathrow. While Hammersmith Bridge was not designed with a formal setting, the subsequent development of the land at either end of the bridge has provided it with one. This is most obviously encapsulated in the long, straight approach roads from the north and south.

3.34. The southern approach to the bridge is Castelnau, a road which owes its existence to the construction of the first Hammersmith Bridge in 1827. This long, straight road is lined with large villas and terraces constructed primarily during the nineteenth century and forms something of a formal route to the bridge. This creates a designed view terminated by the bridge's arched towers. A similar effect is created approaching from the north along Hammersmith Bridge Road, although on a smaller scale.

3.35. The importance of the bridge's setting is equally well appreciated from the bridge itself. The southern end of the bridge crosses over a particularly verdant section of the Thames Path, and there are attractive views looking south from the bridge towards less developed, tree-lined banks. By contrast, the northern setting of the bridge is urban with the historic buildings of Lower Mall on the western side of the bridge contrasting with the large-scale recent development to the bridge's east.

3.36. The bridge's location on a bend in the River Thames creates dynamic views of the bridge approaching from the River Thames and either side of the Thames Path. Views from the northern bank are much more open and of a longer duration due to the curve of the River Thames, with the bridge set against an attractive backdrop of mature trees lining the southern bank.

3.37. The experience of the bridge from the southern bank is more limited in duration and visibility, with evolving views of the bridge through glimpsed through tree foliage. Its monumental architecture gives the impression in some views that it is larger than nearby buildings which are in fact taller than the bridge's towers. Passing under the bridge on the Thames Path on either side of the River Thames offers a very different view of the bridge, with the deck structure visible and the quality of its engineering on display.

3.38. Attractive views east and west along the River Thames are gained from the bridge deck, especially from the pedestrian footways.

Nos. 6-15 and 22 Lower Mall

3.39. The significance of this group of heritage assets, which includes seven Grade II listed buildings and two Local Buildings of Merit, is assessed collectively here, due to the importance of their appearance as an ensemble to their significance and setting, but also because of the many characteristics that the buildings share.

3.40. Nos. 6-15 and 22 Lower Mall (see [Fig. 20](#) to [Fig. 25](#)) are of **high historic interest** due to the evidence they provide in illustrating the desirability of Hammersmith's waterfront through successive centuries, and the changing fashions of riverfront housing. They are of **additional historic interest** due to their association with past events and people of local interest. For example, Westcott Lodge (No. 22) was the former vicarage of St Paul's Church, Hammersmith, while Kent House (No. 10) was the home of Hammersmith Working Men's Club for over 150 years. The slow rate of change to this group of buildings over the past century means that it offers a sense of continuity to travellers along the Thames Path and as an unchanging backdrop to a major national event – the Oxford and Cambridge Boat Race.

3.41. These buildings are of **high architectural and artistic interest** due to their fine-quality and highly decorative facades, which derive a uniformity from a consistent palette of materials and decorative motifs such as first-floor cast iron or timber balconies. They are of additional architectural interest as externally well-preserved examples of riverfront housing along the once rural Thames west of London.

3.42. The setting of these buildings is intrinsically tied to their interaction with the River Thames. The buildings' designs are strongly influenced by fronting onto the River Thames. Views upstream and downstream from Lower Mall are significant, as are views of the group from the southern bank of the River Thames and from Hammersmith Bridge, to which the group provides an attractive and characterful backdrop. Overall, the group's setting makes a **major contribution** to its significance.

Digby Mansions (Local Building of Merit)

3.43. Digby Mansions (see [Fig. 31 on page 26](#)) is of **moderate architectural interest** due to its intricately detailed and elegant design, and as a well-preserved example of a late Victorian mansion block. It is of **minor historic interest** as providing evidence of the continuing appeal of the Hammersmith waterfront to wealthier individuals into the late nineteenth century, even after the area had become heavily industrialised. It is of additional historic interest as preserving the historic location of Digby House, one of Hammersmith's riverside mansions.

3.44. The setting of Digby Mansions makes a **major contribution** to its significance. The Mall Conservation Area Character Profile (1997) describes how the building *forms a fitting end-piece to [Lower Mall], giving a boundary of appropriate scale to Hammersmith Bridge Road, and to the size of the bridge and its raised approach*. The building is prominently visible from the southern river bank and from Hammersmith Bridge, with its architecture heavily influenced by its proximity to the River Thames, most obviously in the profusion of balconies across its elevations. Closer views of a more intimate scale are gained from the northern Thames Path and the tree-lined ramp down to it from Hammersmith Bridge Road.

Nos. 107-109 Hammersmith Bridge Road (Old City Arms Public House) (Local Building of Merit)

3.45. The Old City Arms pub (see [Fig. 32 on page 26](#)) is of **moderate historic interest** in preserving the location of an earlier pub on the site first licensed in 1827, shortly before the opening of the first Hammersmith Bridge. It is of additional historic interest as an example of public house architecture during the late nineteenth century.

3.46. The pub is of modest architectural interest as a good ordinary late-Victorian pub, with good quality brickwork and an attractive timber ground floor elevation onto Hammersmith Bridge Road.

3.47. The setting of the Old City Arms is characterised by its proximity to Hammersmith Bridge and to the River Thames. The building's west elevation runs alongside the bridge's northern landing and forms something of a gateway to the bridge, and its late-Victorian architecture complements that of the bridge, giving a sense of the area's historic appearance.

3.48. The building's south elevation has uninterrupted views out over the River Thames and is clearly visible from the southern river bank, which further contributes to its significance. It preserves the historic location of an earlier pub depicted in nineteenth-century illustrations of the bridge. Overall, the setting of Nos. 107-109 makes a **moderate contribution** to its significance.

River wall (Local Building of Merit)

3.49. The locally listed river wall (see [Fig. 36 on page 28](#)) is of **moderate historic interest** as it provides evidence of historic flood-defence construction methods. The parish boundary marker is of historic interest in providing evidence of the historic administrative boundary between Hammersmith and Fulham and how this boundary was delineated.

3.50. The setting of the river wall is defined by its relationship to the River Thames. The wall can only be seen from the foreshore at low tide and is difficult to access. Consequently, very few people venture down from the Thames Path to be able to view the asset up close. Its form is difficult to make out from the south bank, even at low tide, where it gets lost within the many later phases of river wall construction. Overall, the asset's setting makes a **minor contribution** to its significance.

Significance of heritage assets on the south bank

Within the Site boundary

Character and appearance of Castelnau Conservation Area

3.51. The character and appearance of Castelnau Conservation Area derives from its harmonious townscape comprising villas and terraces spanning the Victorian and Edwardian eras. The axis of the conservation area is Castelnau, which retains its designed character as a formal, tree-lined boulevard with vistas north terminated by the towers of Hammersmith Bridge – these views north towards the bridge are defined as key views in LB Richmond's local policy. The Conservation Area Appraisal (1995) describes Castelnau's designed formality in the following terms:

The sense of enclosure and linear quality is further emphasised by the heavy planting of front boundaries and the siting of mature trees within front gardens, giving limited views of the buildings behind. The scale and massing of the buildings along Castelnau contribute towards a unique, large scale, formal townscape which makes it quite distinct.

3.52. The River Thames also makes a strong positive contribution to the character and appearance of the conservation area. The Conservation Area Appraisal describes how, in contrast to the formal, heavily developed north bank, the southern river bank is

informal, with a band of vegetation separating it from the railings which form the rear boundary of Riverview Gardens. The railings allow the pedestrian to see into the gardens and beyond to the cupolas of the Hunt [Harrods] building.

3.53. Harrods Village represents the only significant post-war development within the conservation area. The Harrods Depository buildings at its heart positively contribute to the area's character and appearance as providing a distinct contrast to the overriding residential nature of Castelnau and providing a reminder of the area's industrial heritage, whilst maintaining the palette of materials and design that are common throughout the conservation area. The accompanying late-twentieth century townhouses and flats are of a sympathetic design based on Victorian classical precedents.

Contribution of the Site to the character and appearance of the Castelnau Conservation Area

3.54. That part of the River Thames and Thames Path that lies within the southern half of the Site boundary makes a major contribution to the character and appearance of Castelnau Conservation Area, due to the importance of the River Thames to the setting of the buildings on the waterfront, and due to the views of the conservation area gained from the north river bank and Hammersmith Bridge.

3.55. The Site boundary also includes the bank leading from Castelnau to the Thames path. Whilst this area does not contain historic road surfaces or street furniture, it does make a minor contribution to the conservation area's character and appearance by creating a visual and physical, publicly-accessible connection between the Thames Path and the rest of the conservation area.

Outside of the Site boundary

Hammersmith Bridge (Grade II*)

For a summary of the significance of Hammersmith Bridge, please see [page 43](#).

Harrods Depository (Grade II)

3.56. The list description for the Grade II listed Harrods Depository describes its high historic interest in the following terms:

A remarkably pure and unaltered early example of the Kahn system of reinforced concrete, invented by Julius Kahn in 1903 and widely used in the car factories of Detroit by his brother Albert. The use of cantilevers makes this a particularly important example.

3.57. The building is also of **moderate architectural interest**, with a highly elaborate terracotta façade overlooking the River Thames (see [Fig. 41 on page 33](#)) designed to recall the architecture of the company's flagship Knightsbridge store. The building's scale is greater than any other on this section of the south bank and provides a sense of the former character of the industrial riverfront.

3.58. The setting of the Harrods Depository makes a **major contribution** to its special interest, with its riverfront location meaning that it is a prominent element of dynamic and static views across the Thames from the north bank. Closer views are gained from the south bank as the building suddenly emerges through the tree-lined Thames Path, although these shorter-range views are arguably of less significance than longer-range views from the north bank. The building's architecture is complemented by that of the mansion flats along Riverview Gardens, which also provide a transitional element between the tree-lined river bank and the Depository in views from the north bank. The retention of the two other historic warehouses behind the riverside depository further contributes to its setting, giving a sense of the building's historic industrial context.

K6 telephone kiosk (Grade II)

3.59. The telephone box (see [Fig. 42 on page 33](#)) is of **moderate historic interest** as an example of the iconic design by Sir Giles Gilbert Scott, of which around 12,000 still survive. It is also of some **minor artistic interest** due to the aesthetic quality of the design which was intended to elevate the structure beyond a functional piece of street furniture to an enhancement of the streetscape.

3.60. The telephone box's setting is characterised by its location on Castelnau, a busy vehicular route (although the section of road on which the kiosk sits is currently closed), having been moved there from its original location up against one of Hammersmith Bridge's pedestals. It makes a very minor contribution to the overall historic townscape in terms of providing evidence of the age of the area. Overall, its setting makes a **very minor contribution** to its significance.

Nos. 1-76 Riverview Gardens (locally listed)

3.61. The terraces on Riverview Gardens (see [Fig. 47 on page 36](#)) are of **moderate architectural and artistic interest** as an architecturally cohesive and well-preserved example of mansion flats, employing high quality materials and elaborate decoration that makes them of great aesthetic value. The terraces are of **moderate historic interest** as evidence of Castelnau's continued residential expansion into the early twentieth century, and as evidence of the favoured architectural style of mansion flat during the Edwardian era.

3.62. The setting of these terraces makes a **moderate contribution** to their significance. The flats have clear views across the River Thames, while the terraces are prominently visible from the northern river bank, especially during winter when tree coverage is minimal. Views of the terraces from the northern bank are dynamic and change as one moves along the path. The buildings are read in combination with the Harrods Depository, with which they share many architectural elements. This further contributes to their significance and the quality of the historic townscape.

The Lodge, Riverview Gardens (locally listed)

3.63. The Lodge (see [Fig. 48 on page 36](#)) is of **moderate architectural interest** as an attractive and externally well-preserved example of a lodge-style house with its historic glazed ground-floor shopfront largely intact. It is also of **moderate historic interest** as evidence of the continued high-end residential expansion of Castelnau into the early twentieth century.

3.64. The setting of The Lodge is defined by its relationship to Hammersmith Bridge and the ramp leading down to the southern Thames Path. Views of the building are generally shorter-range due to the mature trees lining Castelnau, although this contributes to its character as a lodge tucked within a leafy suburban setting. Overall, this asset's setting makes a **moderate contribution** to its significance.

Nos. 1-30 Castelnau Mansions (locally listed)

3.65. Nos. 1-30 Castelnau Mansions (see [Fig. 49 on page 37](#)) are of **moderate architectural and artistic interest** as well-preserved example of mansion flats, employing high quality materials and elaborate decoration. The terraces are of **moderate historic interest** as evidence of Castelnau's continued residential expansion into the early twentieth century, and as evidence of the favoured architectural style of mansion flat during the Edwardian era.

3.66. The setting of Nos. 1-30 is characterised by its position on Castelnau, the busy thoroughfare approaching Hammersmith Bridge. The front garden of the block is densely planted which partially screens the block, creating evolving dynamic views as one passes along Castelnau. Overall, the setting of Nos. 1-30 makes a **minor contribution** to its significance.

4.0 Heritage Impact Assessment

Introduction

4.1. This section begins by assessing the impact of the current closure of Hammersmith Bridge on the significance and setting of the listed bridge. It then assesses the impact of the proposed Temporary Ferry Crossing on the historic environment both north and south of the River Thames.

4.2. In response to pre-application discussions with the local planning authorities, it has been agreed that this report assesses the impact of the proposed Temporary Ferry Crossing upon the historic built environment in the vicinity of the Site in its existing state, rather than in terms of any future proposals relating to heritage assets that have not yet been submitted to the local planning authorities. This is to allow the current application to be considered on its own merits.

4.3. By its very nature, any impacts of the proposed Temporary Ferry Crossing upon the historic built environment will be temporary in nature and reversed following its removal. The degree to which the temporary and reversible nature of the proposals mitigate any harm caused to heritage assets is discussed further in the summary of overall impacts that conclude this chapter, and in section 5.0.

Summary of the proposals

Hammersmith and Fulham

4.4. The proposed Hammersmith Pier is to land on the slipway located at the end of Queen Caroline Street. The slipway is seldom used and is closed off with timber flood boards. Access to the pier is to be via a lightweight steel ramp which will span over the flood boards.

4.5. A 125m long modular floating walkway (using units by EZ Dock) will span between the flood defence wall and a second-hand barge, modified for use as a pier. The walkway will be restrained by 12 tubular piles of up to 0.5m diameter. The required piling is to be minimised to avoid major impacts and disturbance of the river environment.

4.6. The barge will be restrained by a pair of spud legs – these have been selected given their temporary nature and lesser impact when compared to piles. The pier is skewed downstream to facilitate passage of large vessels beneath Hammersmith bridge (the bridge is open for occasional navigation when no works are in progress on the bridge).

Richmond

4.7. The proposed Barnes Pier is formed from the old Savoy pier, itself a temporary structure, which will be repurposed for this development. The pontoon will be modified such that is restrained by a pair of spud legs rather than its current radial arms to minimise impact on the foreshore.

4.8. Access to the pier is by a 35m aluminium linkspan, with clear width 2.5m, connecting to the landside tow path.

4.9. The towpath is located beneath flood defence level and floods on large tides. As part of the works, a 45m lightweight steel frame walkway will be installed to allow dry access to the pier. The clear width of this structure will be a minimum of 2.5m to suit segregated pedestrian and cycle traffic.

Impact of the current closure of Hammersmith Bridge

4.10. The closure of Hammersmith Bridge to road traffic and the ongoing restoration works causes harm to the significance and setting of the listed bridge, albeit temporarily, in a number of ways. The significance of the bridge is harmed as it is not functioning in the way it was originally intended (to carry both pedestrians and vehicles), as it has done almost without interruption since its construction. This detracts from the bridge's significance in reducing its historic interest as one of the few surviving nineteenth-century road suspension bridges still carrying road traffic as well as pedestrians.

4.11. The scaffolding, work compounds and associated temporary signage set up at either end of the bridge and around the pedestals detract from the setting of the listed bridge by obscuring both short- and long-range views of the structure. Vistas along Castelnau from the south and Hammersmith Bridge Road from the north are particularly impacted. The disruption of the axial view north along Castelnau also harms the character and appearance of the Castelnau Conservation Area by reducing one's ability to understand the historic relationship between the listed bridge and the development of the neighbourhood along Castelnau.

4.12. Views upstream and downstream from Hammersmith Bridge are also negatively impacted by the temporary works paraphernalia, and the temporary closure of the listed bridge's southern footway means that significant views downstream are limited to the carriageway. This causes further harm to the setting of the listed bridge.

4.13. The works are indicative of a deeper problem, and that is the underlying issues relating to the integrity of the listed bridge, which put its long-term future at risk.

4.14. Overall, the current closure of Hammersmith Bridge causes harm to its significance and setting, although this harm is largely mitigated by its temporary and fully reversible nature.

Impact of the Proposed Ferry Crossing to the historic environment on the north bank of the River Thames

Within the Site boundary

Hammersmith Drawdock (Local Building of Merit)

4.15. Hammersmith drawdock has historic interest as one of the few remaining physical reminders of the area's industrial and commercial past and was one of the main connections between the River Thames and Hammersmith's hinterland. The Hammersmith Pier of the Temporary Ferry Crossing will land on Hammersmith drawdock. At present the dock is a seldom used access point to the River Thames. The construction of the Temporary Ferry Crossing will better reveal its historic interest by allowing more people to experience it as an access to the River Thames. However, this effect will be temporary as the Ferry Crossing will be removed once repairs works to Hammersmith Bridge are complete.

The Mall Conservation Area

4.16. Hammersmith drawdock makes a moderate contribution to the character and appearance of The Mall Conservation Area, providing evidence of the historic, commercial and industrial use of this stretch of the River Thames. Therefore, the temporary heritage benefit of restoring greater river access from the drawdock will have a negligible positive benefit on the conservation area as a whole.

4.17. The majority of The Mall Conservation Area is located west of Hammersmith Bridge, therefore visibility of the Temporary Ferry Crossing, located east of the Bridge, will be minimal. Where it will be visible, the piers and associated linkspans will appear as a low-level, lightweight structure, in-keeping with other piers along this stretch of the Thames. In summary, the Temporary Ferry Crossing will not impact the character and appearance of The Mall Conservation Area.

Fulham Reach Conservation Area

4.18. Both piers and associated linkspans will be visible from within the conservation area, due to the high visibility along the River Thames. The Hammersmith pier, with its long linkspan, will be particularly visible. However, this length is necessary so that ships are still able to navigate this stretch of river. In addition, these low-level, lightweight structures are in-keeping with the use and enjoyment of this stretch of the River Thames and mirror the other piers within the conservation area to the east. Therefore, the Temporary Ferry Crossing will not impact the character and appearance of the Fulham Reach Conservation Area.

Outside the Site boundary**Hammersmith Bridge**

4.19. Hammersmith Bridge's setting makes a major contribution to its overall heritage significance as long range and close-up views from its approach roads, the Thames Path and the Bridge itself allow its exceptional historic and architectural interest to be fully appreciated.

4.20. Views of Hammersmith Bridge from the approach roads are at a higher level than the level of the Thames and are also tightly framed by the structure of the bridge itself. The Temporary Ferry Crossing will therefore not impact these views.

4.21. The view of the Bridge from both the northern and southern Thames Paths, as well as the corresponding banks, will not be impacted by the Temporary Ferry Crossing. The piers will float with the tide and will be either level or at a lower level than the Thames Paths and banks. Therefore, the Bridge will still be able to be appreciated as one walks along these areas. In addition, the lightweight and open structure of the piers themselves will allow views of the Bridge from the River Thames.

4.22. Both piers will be visible in views from the eastern side of Hammersmith Bridge. The Hammersmith pier, due to its length, will be particularly visible. However, although this will temporarily change the setting of the bridge it will not impact its overall heritage significance. The piers are lightweight and open structures akin to the many other piers along this stretch of the River Thames. The elongated Hammersmith pier, whilst being longer than many of the existing piers, will not overtly dominate in views downstream of the Bridge. In addition, as the bridge will be closed to all traffic for most of the time that the Proposed Ferry Crossing is in operation, the change in this view will largely go unnoticed by the public.

Lower Mall (7 Grade II listed buildings, 3 Buildings of Local Merit)

4.23. The setting of the buildings on Lower Mall makes a major contribution to their overall heritage significance as their design is strongly influenced by fronting onto the River Thames. The Temporary Ferry Crossing, on the opposite side of Hammersmith Bridge, will be only minimally visible in views downstream. Where it is visible, the Temporary Ferry Crossing will appear as a lightweight and open structure, in-keeping with the other piers along this section of the River Thames. The Temporary Ferry Crossing will not affect views upstream or those of Lower Mall from the southern bank. Therefore, the Temporary Ferry Crossing will not impact the overall heritage significance of the buildings on Lower Mall.

Nos. 107-109 Hammersmith Bridge Road (Local Building of Merit)

4.24. Setting makes a moderate contribution to this Local Building of Merit on Hammersmith Bridge Road, predominantly through the uninterrupted views out over the River Thames from its southern elevation. It is also clearly visible from the southern river bank. The Temporary Ferry Crossing will not impact either view, appearing as a low-level, lightweight structure similar to other piers along this stretch of the River Thames.

Historic river wall (Local Building of Merit)

4.25. The historic river wall's setting only makes a minor contribution to its overall heritage significance, principally defined by its relationship to the River Thames. The Temporary Ferry Crossing will not impact this relationship and therefore will not impact on the river wall's overall heritage significance.

Digby Mansions (Local Building of Merit)

4.26. The setting of Digby Mansions makes a major contribution to its overall heritage significance as its form, massing and architectural style is heavily influenced by its location at the end of Lower Mall and Hammersmith Bridge as well as its proximity to the River Thames. The Temporary Ferry Crossing will not obscure these relationships, appearing as a neutral addition to the foreground of views of it from the southern bank of the River Thames. Therefore, the Temporary Ferry Crossing will not impact its overall heritage significance.

Impact of the Proposed Ferry Crossing to the historic environment on the south bank of the River Thames

Within the Site boundary

Castelnau Conservation Area

4.27. That part of the River Thames and Thames Path that lies within the southern half of the site boundary make a major contribution to the character and appearance of the conservation area due to the importance of the River Thames to the setting of buildings on the waterfront as well as views of the conservation area from the northern bank and Hammersmith Bridge. In addition, the bank leading from Castelnau to the Thames Path makes a minor contribution to the conservation area's character and appearance by creating a visual and physical, publicly-accessible connection between the Thames Path and the rest of the conservation area. The Temporary Ferry Crossing will not impact either of these aspects of the Castelnau Conservation Area's character and appearance. The Richmond pier and linkspan are lightweight, open structures that are in-keeping with other piers along this section of the River Thames and will be either level with or below the existing river bank. No changes are proposed to the bank leading from Castelnau down to the Thames Path.

4.28. The Richmond Pier of the Temporary Ferry Crossing will reuse the existing Savoy Pier, minimising intervention in the riverbed. In addition, the pontoon will be modified such that is restrained by a pair of spud legs rather than its current radial arms to minimise impact on the foreshore. The linkspan providing access to this pier will land on Thames Path on the eastern side of Hammersmith Bridge. The Thames Path will remain open throughout the construction and operation of the Proposed Ferry Crossing and the installation of a new raised walkway along part of the Thames Path will not impede access. Therefore, the Temporary Ferry Crossing will not physically impact the Castelnau Conservation Area.

Outside the Site boundary

Harrods Depository (Grade II listed)

4.29. The setting of Harrods Depository makes a major contribution to its special interest, as it is a prominent element of dynamic and static views across the Thames from the northern bank where it is seen in the context of Riverside Gardens and historic warehouses behind. The Temporary Ferry Crossing will result in a minimal change to this setting but it will not impact on the Depository's overall significance as the piers, due to their lightweight and open design, will not draw attention in views and are in-keeping with other piers along this stretch of the Thames.

K6 telephone kiosk on Castelnau (Grade II listed)

4.30. The K6 telephone kiosk's setting makes a very minor contribution to its overall heritage significance as it was moved from its original location against one of Hammersmith Bridge's pedestals to its current location on Castelnau. The Temporary Ferry Crossing will not impact the kiosk's overall significance as it will have no visual or physical impacts upon this structure that will affect our ability to understand its historic and artistic interest.

The Lodge (locally listed)

4.31. The Lodge's setting, defined by its relationship to Hammersmith Bridge and the ramp leading down to the Thames Path, makes a moderate contribution to its overall heritage significance. It is generally experienced in its leafy suburban setting through shorter range views. No changes are proposed to the ramp between the Thames Path and Castelnaud as part of the Temporary Ferry Crossing, so there will be no impact on The Lodge's overall heritage significance.

Riverview Gardens (locally listed)

4.32. The setting of Riverview Gardens makes a moderate contribution to its overall heritage significance as it is clearly visible across the River Thames from the north bank. The Temporary Ferry Crossing will be visible in the foreground of this view as a lightweight, open structure, in-keeping with other piers along this section of the Thames. Depending on the tide it will either be level with the embankment or slightly lower. It will not be unduly prominent in these views and will not distract attention away from Riverview Gardens. Therefore, the Temporary Ferry Crossing will not impact Riverview Gardens overall heritage significance.

Nos. 1-50 Castelnaud Mansions (locally listed)

4.33. The setting of Castelnaud Mansions, on a busy thoroughfare approaching Hammersmith Bridge, makes a minor contribution to its overall significance. The Temporary Ferry Crossing will not impact Castelnaud Mansions' overall heritage significance as it will have no visual impact upon views of this locally listed building.

5.0 Conclusion

5.1. This study has described the history and significance of heritage assets in the vicinity of the proposed Temporary Ferry Crossing across the River Thames immediately east of Hammersmith Bridge. As outlined in the preceding heritage impact assessment, the Temporary Ferry Crossing will not impact the overall heritage significance of any nearby heritage asset. The piers will be temporary, lightweight and functional structures that are in-keeping with other piers along this section of the Thames. They will float with the tides, being either level with or slightly lower than the embankments on either side of the River Thames and well below the level of Hammersmith Bridge.

5.2. The Hammersmith Pier will land on the historic Hammersmith Drawdock, a Local Building of Merit. This will, temporarily, better reveal its significance as a river access point (it is currently only rarely used). The Hammersmith Pier, in order to maintain a through route for river traffic, must be longer than its Richmond equivalent. Although this additional length will make it more visible in both longer- and shorter-range views, it is not considered to be unduly prominent in such views as to detract from an appreciation of nearby heritage assets. As such, the Temporary Ferry Crossing will not impact views either across the River Thames of either bank or of the River Thames from the Bridge itself. The proposals comply with national, regional and local policies relating to the historic environment, namely Policy HC1 of the London Plan, Policy DC8 of the LB Hammersmith and Fulham's Local Plan and Policies LP3 and LP4 of LB Richmond's Local Plan.

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Appendix B: Legislation, policy and guidance

Relevant legislation, policy and guidance

National legislation and policy

Planning (Listed Building & Conservation Areas) Act 1990 and Planning Act 1990 (As Amended)

Conservation Areas are designated by local planning authorities under the Act as 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. When considering proposals in a conservation area, local authorities must pay 'special attention [...] to the desirability of preserving or enhancing the character or appearance of that area.'

National Planning Policy Framework (NPPF) (June 2019)

Chapter 16, entitled 'Conserving and Enhancing the Historic Environment', contains guidance on heritage assets and conservation areas. The Site passes through The Mall Conservation Area and Castelnau Conservation Area; conservation areas are designated heritage assets as defined in Annex 2 of the NPPF.

Paragraph 189 sets out how applicants should describe, identify and assess the particular significance of any heritage assets affected by proposals.

Paragraph 193 states that 'when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation'.

Paragraph 200 advises that local planning authorities should look for opportunities for new development within Conservation Area and within the setting of heritage assets to enhance or better reveal their significance.

Paragraph 201 addresses harm to the significance of conservation areas. It states 'Not all elements of a Conservation Area [...] will necessarily contribute to its significance'.

The NPPF also requires good design, as set out in chapter 12 and emphasised in relation to the historic environment in paragraph 127.

Regional policy

London Plan (March 2021)

The London Plan (March 2021) is underpinned by the principle of 'Good Growth', that is, growth that is socially and economically inclusive and environmentally sustainable (Paragraph 1.0.1). Paragraph 1.1.4 highlights the positive impact that good quality, affordable homes, better public transport connectivity, accessible and welcoming public space, and built forms that work with local heritage and identity will have on London. The key policies relevant to the Proposed Ferry Crossing in the context of heritage are: HC1 and HC3.

Policy HC1 Heritage conservation and growth states:

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

Policy HC3 Strategic and Local Views states:

E The Mayor has prepared Supplementary Planning Guidance on the management of the designated views – the London View Management Framework Supplementary Planning Guidance (LVMF SPG). The Mayor will, when necessary, review this guidance.

F Boroughs should include all designated views, including the protected vistas, in their Local Plans and work with relevant land owners to ensure there is inclusive public access to the viewing location, and that the view foreground, middle ground and background are effectively managed in accordance with the LVMF SPG.

G Boroughs should clearly identify local views in their Local Plans and strategies. Boroughs are advised to use the principles of Policy HC4 London View Management Framework for the designation and management of local views. Where a local view crosses borough boundaries, the relevant boroughs should work collaboratively to designate and manage the view.

London Borough of Hammersmith & Fulham Policy

Hammersmith & Fulham’s Local Plan was adopted on 28 February 2018, replacing the Core Strategy (2011) and Development Management Local Plan (2013). It is the basis for planning decisions and future development in the borough. The policies relevant to this heritage assessment are quoted below.

POLICY DC1 BUILT ENVIRONMENT

All development within the borough, should create a high quality urban environment that respects and enhances its townscape context and heritage assets. There should be an approach to accessible and inclusive urban design that demonstrates how good design, quality public realm, landscaping, heritage assets and land use can be integrated to help regenerate places.

POLICY DC7 VIEWS AND LANDMARKS

...

Local views afforded by the open nature of the borough’s riverfront are important in determining the character of each stretch of the riverside. Many heritage assets are located along the river, and it is important that their setting and relationship with the river is preserved or enhanced.

The council will refuse permission where applications in these views would lead to harm to the significance of a designated heritage asset and townscape generally, unless it can be demonstrated that public benefits outweigh the harm caused. Opportunities for enhancement of strategic and local views will be pursued where they arise.

1. Applications within the Thames Policy Area will not be permitted if it would cause unacceptable harm to the view from the following points:

a. from Hammersmith Bridge, the view along the river, foreshore, and riverside development and landscape between Hammersmith Terrace to the west and Fulham Football Ground to the south;

...

2. Applications will also not be permitted if it would cause unacceptable harm to the view from within the Thames Policy Area of any of the following important local landmarks identified on the Policies Map, or their settings:

a. Upper and Lower Mall. The richness, diversity and beauty of the historical waterfront which includes Hammersmith Terrace, Kelmscott House and neighbouring group of listed buildings, and the open space of Furnivall Gardens allowing views of the skyline of Hammersmith and the spire of St. Paul’s Church;

...

d. Hammersmith Bridge. This fine example of a suspension bridge is particularly dominant, and is an important landmark along this stretch of the river; or

...

POLICY DC8 HERITAGE AND CONSERVATION

The council will conserve the significance of the borough's historic environment by protecting, restoring and enhancing its heritage assets. These assets include: listed buildings, conservation areas historic parks and gardens, the scheduled monument of Fulham Palace Moated site, unscheduled archaeological remains and buildings and features of local interest. When determining applications affecting heritage assets, the council will apply the following principles:

- a. the presumption will be in favour of the conservation, restoration and enhancement of heritage assets, and proposals should secure the long term future of heritage assets. The more significant the designated heritage asset, the greater the presumption should be in favour of its conservation;
- b. applications affecting designated heritage assets, including alterations and extensions to buildings will only be permitted if the significance of the heritage asset is conserved or enhanced;
- c. applications should conserve the setting of, make a positive contribution to, or reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within their setting;
- d. applications affecting non-designated heritage assets (buildings and artefacts of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset in accordance with paragraph 135 of the National planning Policy Framework;
- e. particular regard will be given to matters of scale, height, massing, alignment, materials and use;
- f. where changes of use are proposed for heritage assets, the proposed use, and any alterations that are required resulting from the proposed use should be consistent with the aims of conservation of the asset's significance, including securing its optimum viable use;
- g. applications should include a description of the significance of the asset concerned and an assessment of the impact of the proposal upon it or its setting which should be carried out with the assistance of a suitably qualified person. The extent of the requirement should be proportionate to the nature and level of the asset's significance. Where archaeological remains of national significance may be affected applications should also be supported by an archaeological field evaluation;
- h. proposals which involve substantial harm, or less than substantial harm to the significance of a heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in paragraph 133 and 134 of the National Planning Policy Framework;
- i. where a heritage asset cannot be retained in its entirety or when a change of use is proposed, the developer should ensure that a suitably qualified person carries out an analysis (including photographic surveys) of its design and significance, in order to record and advance the understanding of heritage in the borough. The extent of the requirement should be proportionate to the nature and level of the asset's significance;
- j. the proposal respects the principles of accessible and inclusive design;
- k. where measures to mitigate the effects of climate change are proposed, the applicants will be required to demonstrate how they have considered the significance of the heritage asset and tailored their proposals accordingly;
- l. expert advice will be required to address the need to evaluate and conserve archaeological remains, and to advise on the appropriate mitigation measures in cases where excavation is justified; and
- m. securing the future of heritage assets at risk identified on Historic England's national register, as part of a positive strategy for the historic environment.

London Borough of Richmond upon Thames Local Policy and

Guidance

Richmond's Local Plan was adopted in July 2018, while two matters subject to legal challenges were adopted in March 2020. The Plan sets out the priorities for the future development of land in the borough and is used for making decisions on planning applications. The relevant policies for this heritage assessment are quoted below.

The Local Plan Strategic Vision

Our vision for the London Borough of Richmond upon Thames over the next 15 years is to build on the success of maintaining and enhancing the borough's villages, its unique character and developing a strong and varied sense of place, in partnership with local communities and other key stakeholders.

1.PROTECTING LOCAL CHARACTER

Villages and historic environment

The borough's villages and their special and distinctive characters will have been protected, with each being unique, recognisable and important to the community and to the character of the borough as a whole. They will continue to maintain and enhance their distinctiveness in terms of the community, facilities and local character. Heritage assets including listed buildings and Conservation Areas, historic parks as well as Royal Botanic Gardens, Kew World Heritage Site, which contribute so significantly to the character of this borough, will have been protected and enhanced.

3 Spatial Strategy

Protecting Local Character

The borough has an outstanding built, historic and natural environment and a key priority of the Spatial Strategy is that this unique local character continues to be protected and enhanced throughout the borough. The different village

areas and their special character within the borough, including those along the River Thames and its banks, will be maintained and enhanced, and historic views and the setting of heritage assets will be protected. In established residential areas the historic character as well as local biodiversity and trees will be maintained

Policy LP 3 Designated Heritage Assets

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

1. Give great weight to the conservation of the heritage asset when considering the impact of a proposed development on the significance of the asset.
2. Resist the demolition in whole, or in part, of listed building. Consent for demolition of Grade II listed buildings will only be granted in exceptional circumstances and for Grade II* and Grade I listed buildings in wholly exceptional circumstances following a thorough assessment of the justification for the proposal and the significance of the asset.
3. Resist the change of use of listed buildings where their significance would be harmed, particularly where the current use contributes to the character of the surrounding area and to its sense of place.
4. Require the retention and preservation of the original structure, layout, architectural features, materials as well as later features of interest within listed buildings, and resist the removal or modification of features that are both

internally and externally of architectural importance or that contribute to the significance of the asset.

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

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

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

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

9. Protect Scheduled Monuments by ensuring proposals do not have an adverse impact on their significance.

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

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

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

3. the building or part of the building or structure makes no positive

contribution to the character or distinctiveness of the area.

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

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

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

Policy LP 4 Non-Designated Heritage Assets

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

There will be a presumption against the demolition of Buildings of Townscape Merit.

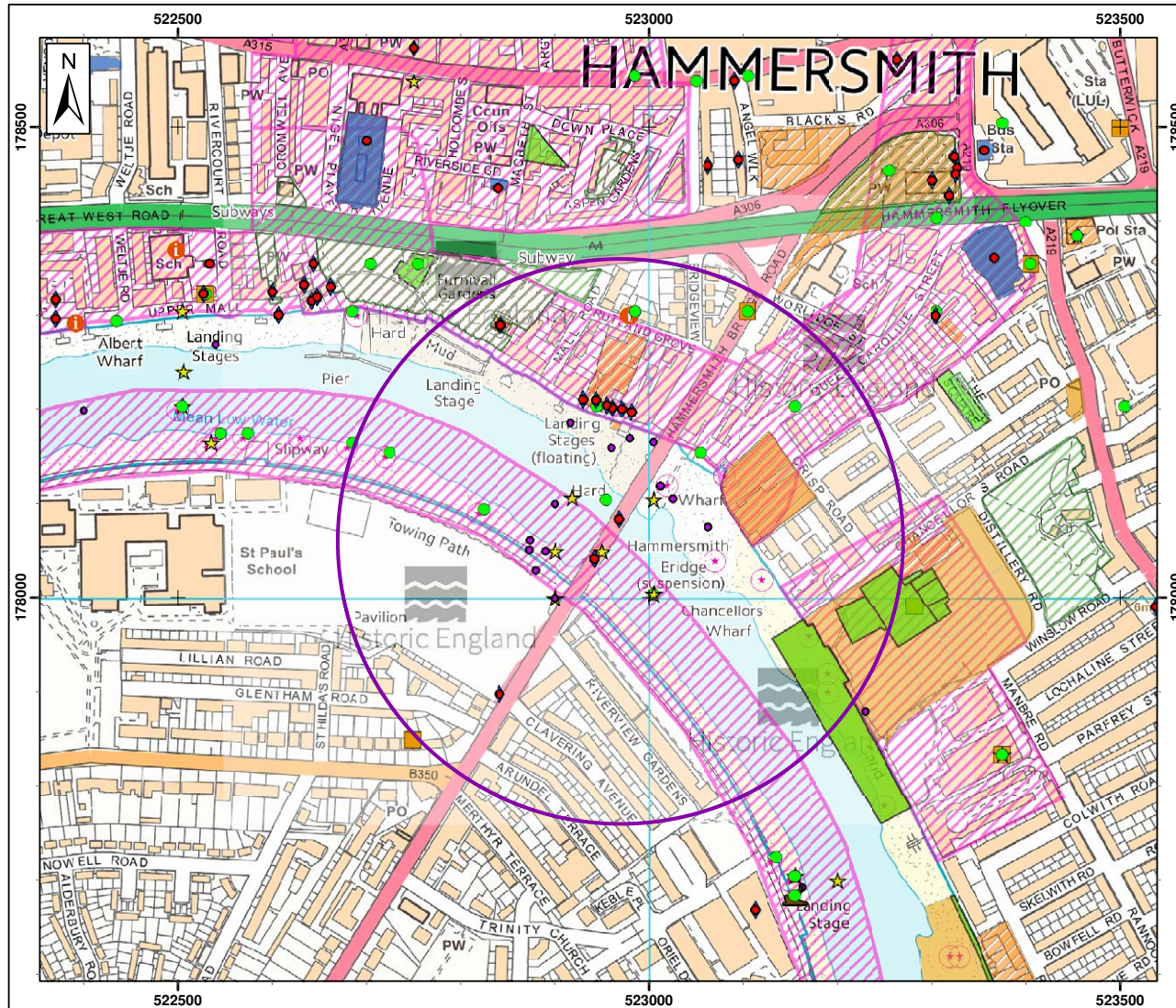
Policy LP 5 Views and Vistas

The Council will protect the quality of the views, vistas, gaps and the skyline, all of which contribute significantly to the character, distinctiveness and quality of the local and wider area, by the following means:

1. protect the quality of the views and vistas as identified on the Policies Map, and demonstrate such through computer-generated imagery (CGI) and visual impact assessments;

2. resist development which interrupts, disrupts or detracts from strategic and local vistas, views, gaps and the skyline;
3. require developments whose visual impacts extend beyond that of the immediate street to demonstrate how views are protected or enhanced;
4. require development to respect the setting of a landmark, taking care not to create intrusive elements in its foreground, middle ground or background;
5. seek improvements to views, vistas, gaps and the skyline, particularly where views or vistas have been obscured;
6. seek improvements to views within Conservation Areas, which:
 - 1.a. are identified in Conservation Area Statements and Studies and Village Plans;
 - 1.b. are within, into, and out of Conservation Areas;
 - 1.c. are affected by development on sites within the setting of, or adjacent to, Conservation Areas and listed buildings.

Appendix C: Greater London Historic Environment Record search map



GLHER Report 15258
 Hammersmith Bridge, W6
 TQ 22938 78036
 Radius 300m

21 November 2019

- Archaeology
- ★ Archaeological Find Spot
- ◆ Building ▲ Listed Building
- ⊕ TDP & TAS
- ⚓ Maritime Archaeology
- Registered Parks & Gardens
- Scheduled Ancient Monuments
- ▨ World Heritage Sites
- ▨ Archaeological Priority Area
- Event Location
- Event Location (Not fully recorded on the GLHER database)
- Requested Search Area

Scale (at A4): 1:5,318

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Notes:
 Any Listed Building information shown on this map extract is provided solely to indicate the location of the listed building(s) and does not attempt to indicate the curtilage or the full extent of the listing(s). Any archaeological priority area(s) shown on this map extract are those used by the Historic England archaeological advisors and there may be minor differences when compared to the relevant borough UDP or LDF.





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Appendix D: Hammersmith Bridge List Description


Historic England

HAMMERSMITH BRIDGE

Overview

Heritage Category:
Listed Building


Grade:
II*

List Entry Number:
1080793

Date first listed:
25-Jun-1983

Statutory Address:
HAMMERSMITH BRIDGE, HAMMERSMITH BRIDGE SW13

Map



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The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - **1080793.pdf**
http://mapservices.HistoricEngland.org.uk/printwebservicehle/StatutoryPrint.svc/81308/HLE_A4L_Grade|HLE_A3L_Grade.p

The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 07-Nov-2019 at 13:26:57.

Location

Statutory Address:
HAMMERSMITH BRIDGE, HAMMERSMITH BRIDGE SW13

The building or site itself may lie within the boundary of more than one authority.

County:
Greater London Authority

District:
Richmond upon Thames (London Borough)

National Grid Reference:
TQ 22938 78036

Details

22/14/1 HAMMERSMITH BRIDGE SW13 22/2/1 HAMMERSMITH BRIDGE 25-JUN-1983

II" Suspension bridge, 1884, by Sir Joseph Bazalgette, 1973 strengthening work and restoration after 2000.

DESCRIPTION: Hammersmith Bridge is an elaborate suspension bridge that is 250.5m long and 13.1m wide carrying an 8.2m wide carriageway formed from wrought-iron girders. The bridge has wrought-iron parapets, mild steel chain links and air draught gauges both up and down stream. There are monumental anchorages surviving from the early C19 bridge; these have been substantially rebuilt in the interests of greater strength. The abutments and piers are made of concrete clad in Portland stone and cast-iron. The road decking dates from 1973-6.

The skeletal wrought-iron framework of the towers, the cross-beams and related superstructure is clad in ornamental cast-iron castings, gilded in places. The bridge is very ornate and the decorative iron blocks that support the walkway sit on squat, clustered Doric columns on stone piers in the river. The bridge is painted dark green and gold, the colour scheme that Bazalgette originally intended as seen on the original plans. There are some heraldic designs on the towers: the Royal Arms of the UK, Guildford (the county town of Surrey), Colchester (the county town of Essex) and the crests of the county of Kent and the cities of London and Westminster.

HISTORY: Hammersmith Bridge was begun for the Metropolitan Board of Works in 1884 and was opened by the Prince of Wales on 18 June 1887. It cost £71,500 and was designed by the Board's chief engineer, Sir Joseph Bazalgette (1819-91). In 1973-6 the bridge was strengthened and repaired in extensive works; in June 2000, Hammersmith Bridge was the target of a terrorist bomb attack and, after repairs, was reopened subject to a weight limit.

The bridge rests on pier foundations constructed for an earlier bridge on the site. The original Hammersmith Bridge, built in 1824-27 to designs by William Tierney Clark (1783-1852), was the first iron suspension bridge to span the Thames. Despite having been declared 'highly satisfactory' by Thomas Telford, as early as the 1850s there were structural concerns about Clark's design. Crowds of spectators rushing from side to side to watch the annual University Boat Race caused the deck to sway alarmingly, and by the 1870s, there was further anxiety as Boat Race crowds of up to 12,000 people congregated on the bridge. Despite the dramatic effect of such unusual live loading, the bridge survived until the early 1880s, when the Metropolitan Board of Works chose to replace the bridge to a design by Bazalgette. In 1884, a temporary bridge was erected across the river and used until Bazalgette's structure was completed in 1887.

REASONS FOR DESIGNATION: * The architectural quality of Hammersmith Bridge is remarkable in both form, with its monumental towers, and ornamentation, as seen in the lavish colour scheme and heraldry; the bridge is one of the most distinctive on the Thames and is of more than special interest. * Replacing one of the first modern suspension bridges in the world of which the foundations still survive, the bridge is of technological special interest for its materials and is also distinguished by its connection with the highly-significant Victorian engineer Joseph Bazalgette.

SOURCES: D Smith, 'The works of William Tierney Clark', Trans. Newcomen Soc, 63 (1991-92), 181-207. D Smith, 'Hammersmith Bridge', in Civil Engineering Heritage: London and the Thames Valley (Institution of Civil Engineers/MPG Books, 2001), 39-40. 'The new Hammersmith Bridge', The Engineer, 63 (1887), 309, 330-31, 391-94. C Hailstone, Hammersmith Bridge (Barnes & Mortlake History Society, London, 1987).

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Sources

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'The Engineer' in The New Hammersmith Bridge, , Vol. 63, (1887), 309,330-31
Smith, D, 'Civil Engineering Heritage: London and the Thames Valley' in Hammersmith Bridge, (2001)
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Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

End of official listing

Images of England

Images of England was a photographic record of every listed building in England, created as a snap shot of listed buildings at the turn of the millennium. These photographs of the exterior of listed buildings were taken by volunteers between 1999 and 2008. The project was supported by the Heritage Lottery Fund.

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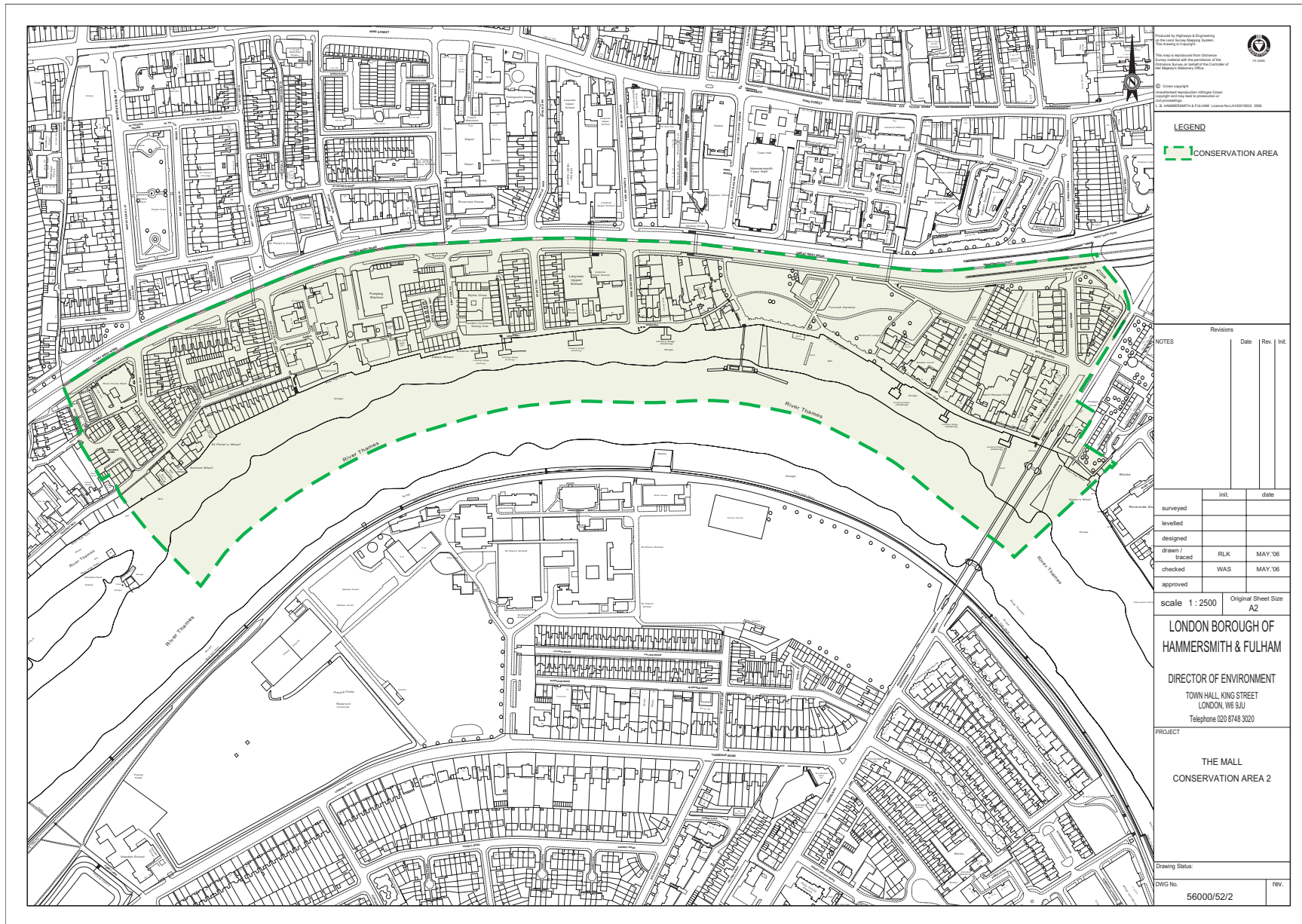
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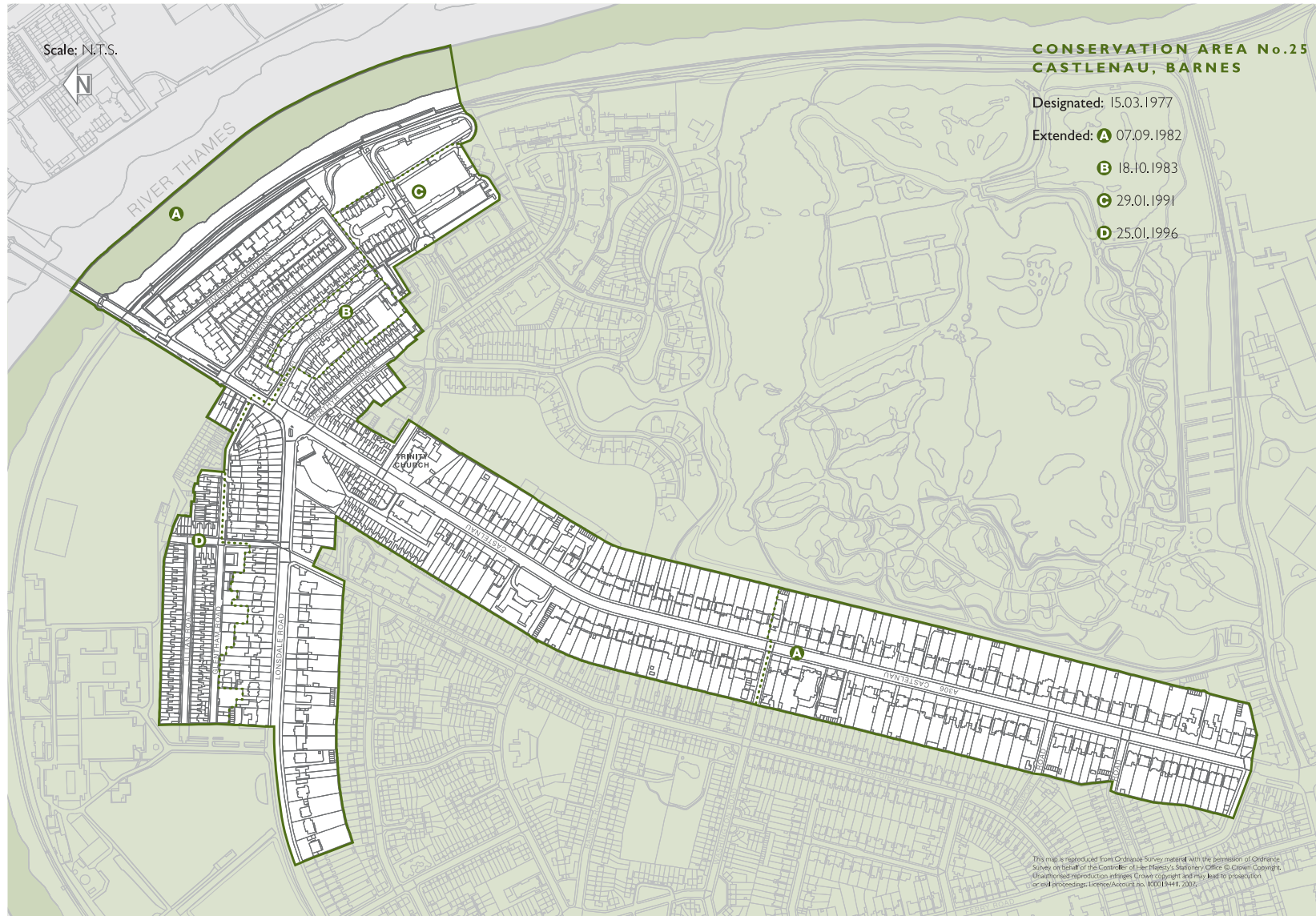
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Appendix E: Conservation Area Maps

Map of The Mall Conservation Area (LB Hammersmith and Fulham)



Map of Castelnau Conservation Area (LB Richmond)



Alan Baxter

Prepared by Victoria Bellamy and John Willans

Reviewed by John Willans

Draft issued May 2021

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