Hammersmith Bridge Temporary Ferry Crossing Heritage Statement

Prepared for TfL

May 2021

Alan Baxter

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Contents

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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, pedestrians and cyclists.

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. 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. 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. Until 2020, Hammersmith Bridge remained open for pedestrians and cyclists and the numbers had significantly increased with the termination of bus routes either end of the bridge. The hot weather in August 2020 caused a deterioration to key elements of the suspension structure and an increased risk to public safety and the bridge had to be closed to pedestrians and river traffic passing underneath.

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.

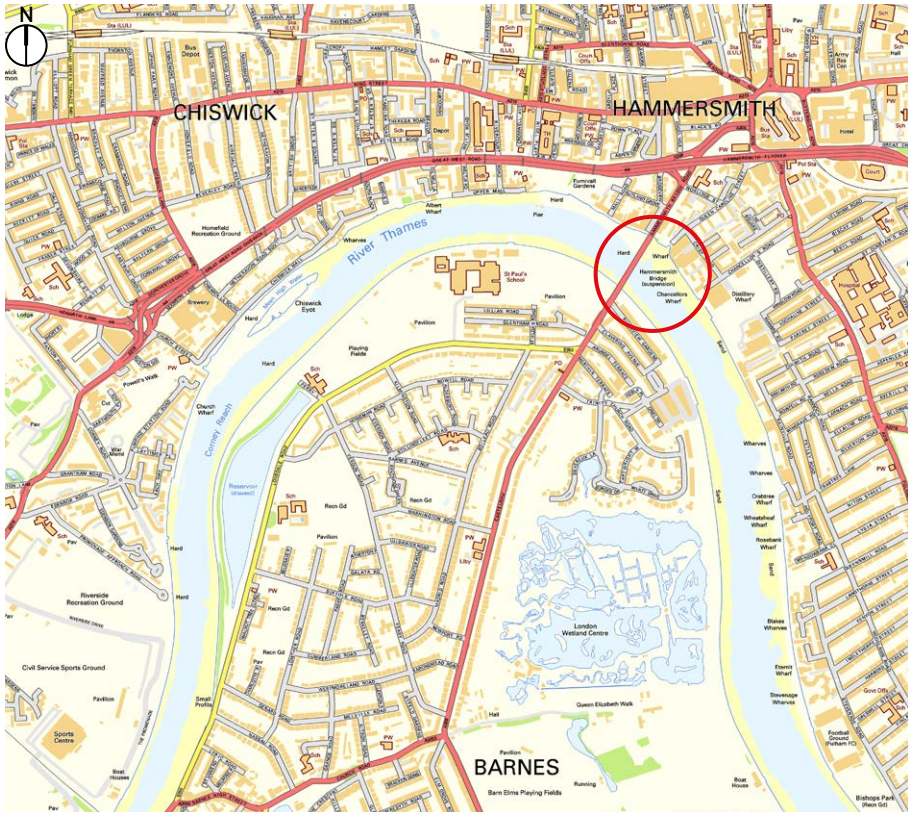

Fig. 1: Location map

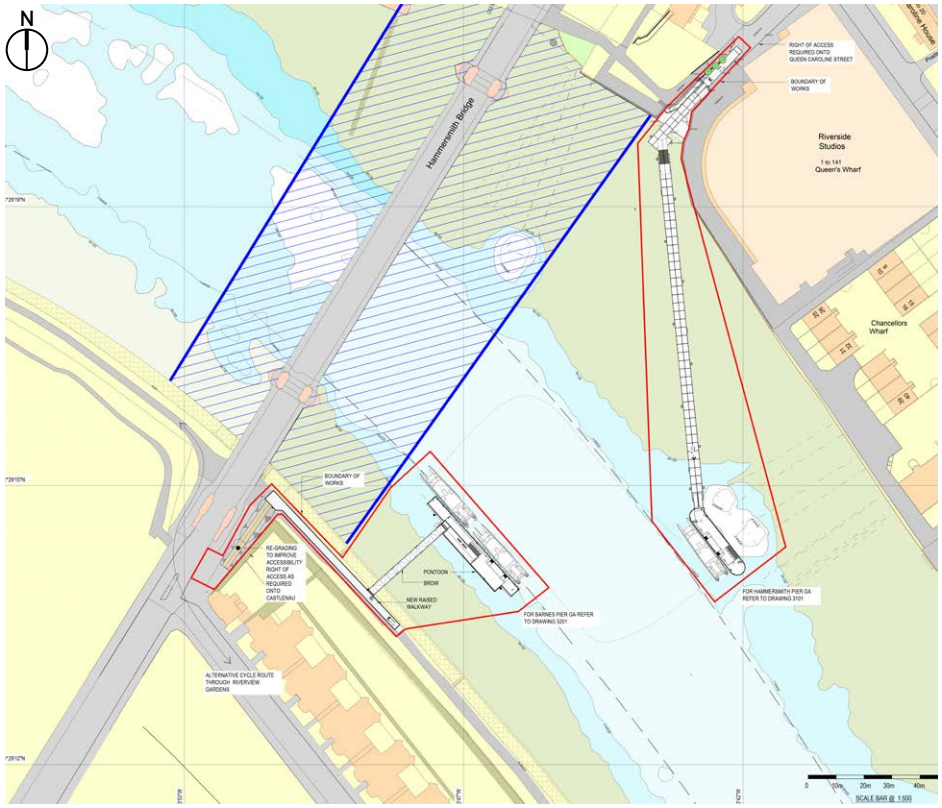

Fig. 2: Site plan

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 it 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. 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 proposals. Due to the low height of the proposals, this largely means heritage assets on the waterfront. Where more distant views from heritage assets within The Mall Conservation Area are potentially affected, 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
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

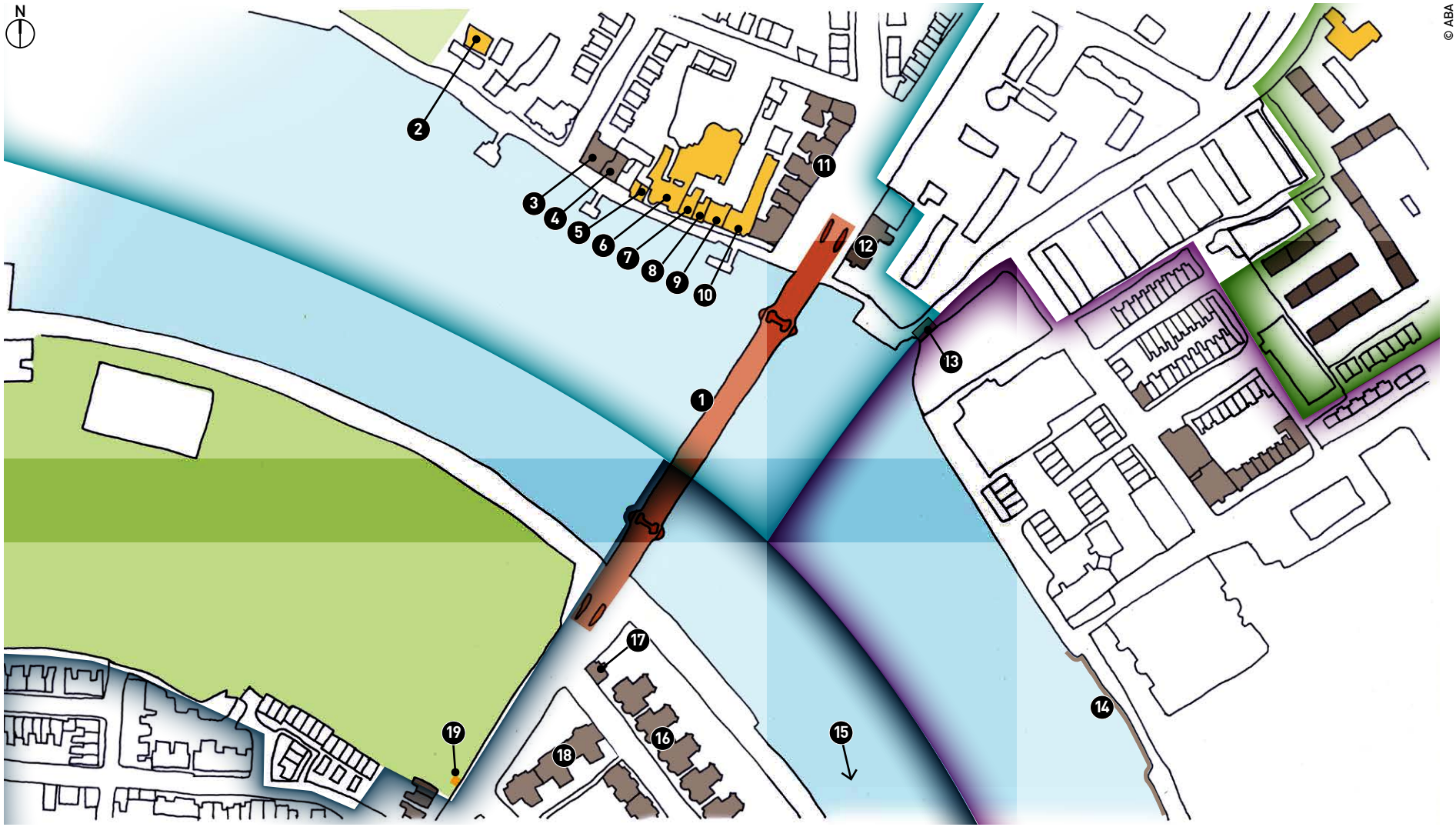

Fig. 3: Designations plan

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.

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.

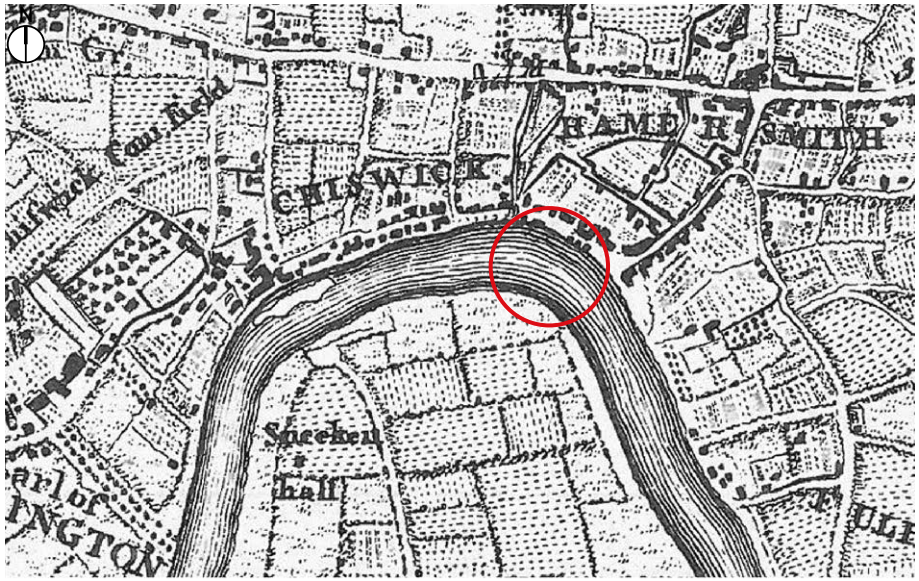

Fig. 4: John Rocque's Map of London, 1746

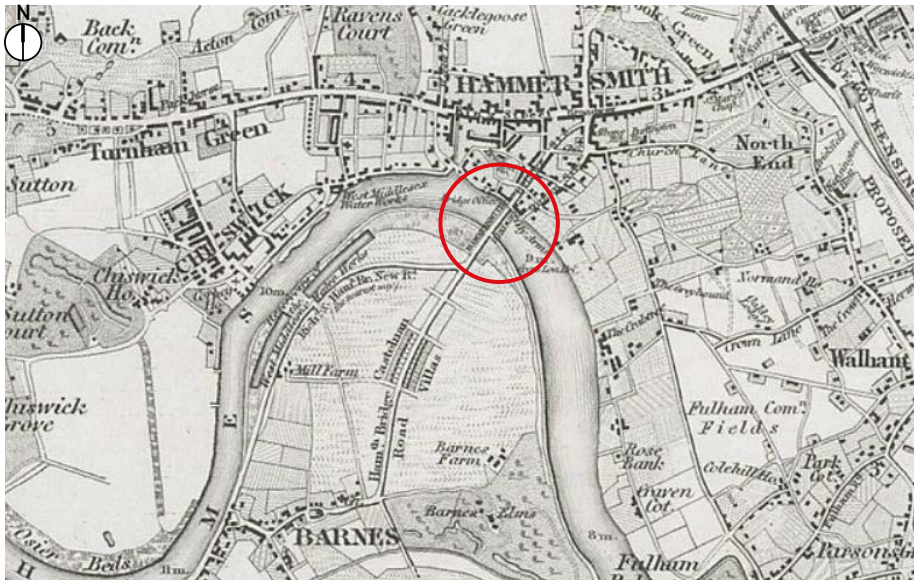

Fig. 5: B R Davies' Map of London and its Environs, 1841

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.

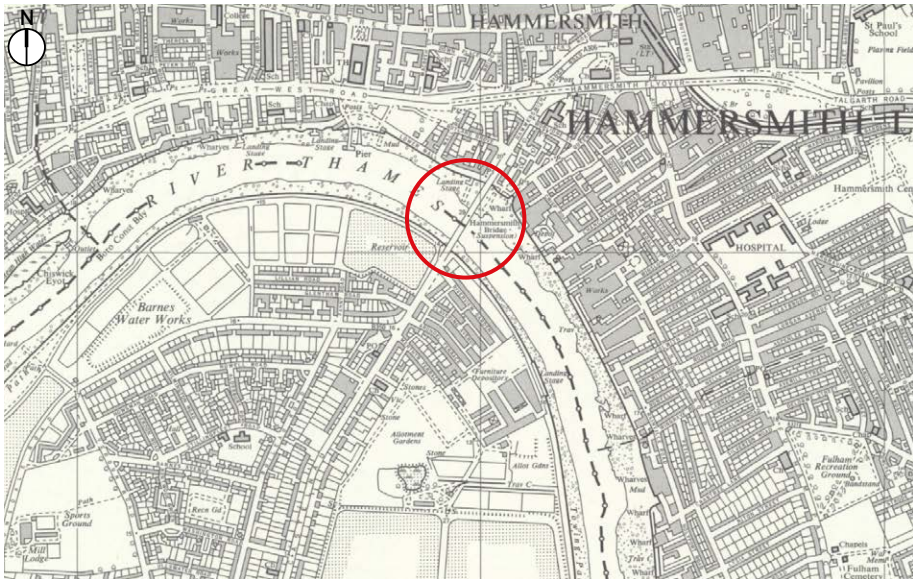

Fig. 7: OS Map of Hammersmith & Castelnau, 1950

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'.

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

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.

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 Brandenburgh 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, Brandenburgh 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 Brandenburgh 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 Brandenburgh 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 Brandenburgh House. In 1872, the Manbre Saccharine Works opened alongside the distillery on the remaining part of Brandenburgh's grounds (see Fig. 11).

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

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

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. In August 2020 the bridge had to be closed to pedestrians and river traffic passing underneath, because further deterioration of elements of the suspension structure increased the risk to public safety.

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*)

© ABA

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

© ABA

Fig. 15: Riverside Studios residential development, 2020

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.

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 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

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

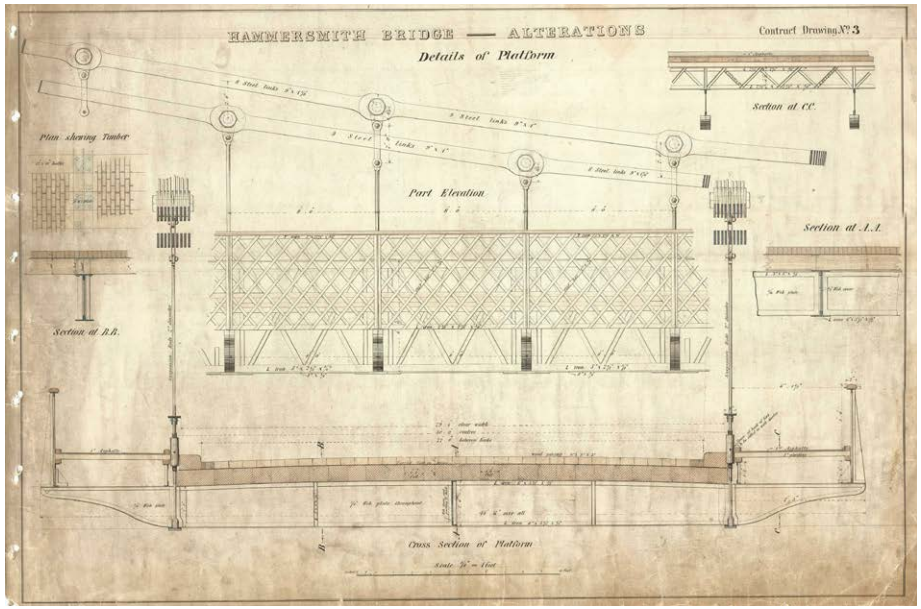

Fig. 17: Contract drawing of the steel chains and deck for Bazalgette's replacement bridge, c.1885

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.

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

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.

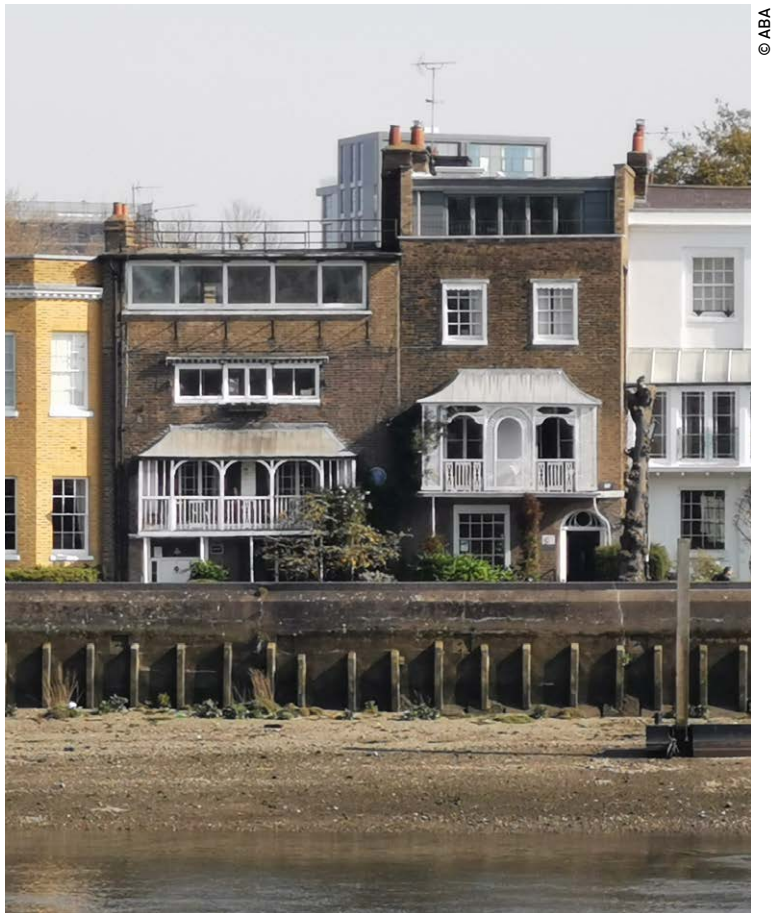

Fig. 21: Nos. 8 (right) and 9 (left) Lower Mall

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.

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

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

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

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 Brandenburgh 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

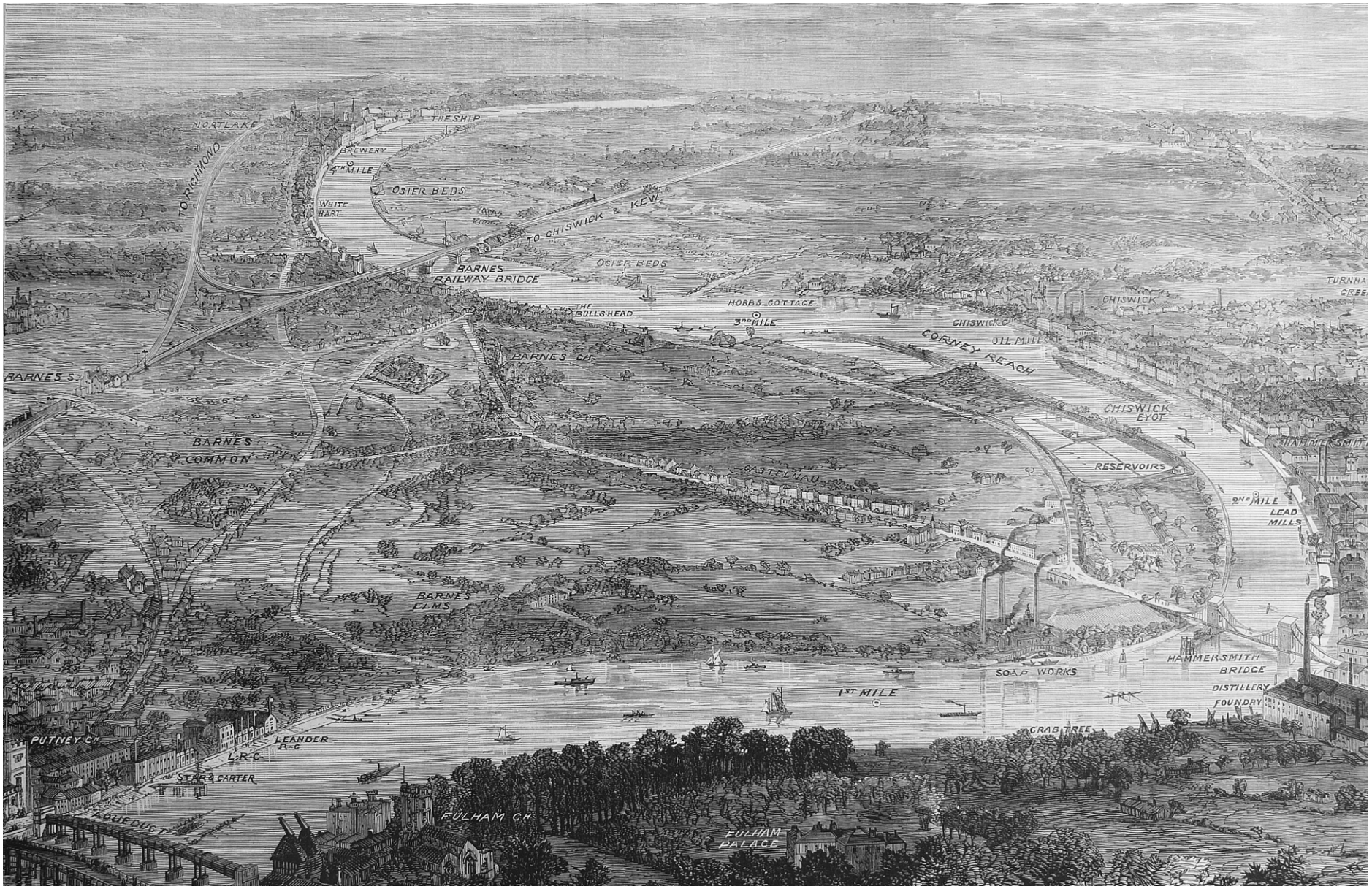

Fig. 38: Aerial view illustration of Barnes peninsula showing the route of the Oxford and Cambridge Boat Race, 1873