

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.



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



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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.



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



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



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



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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.



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



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.



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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

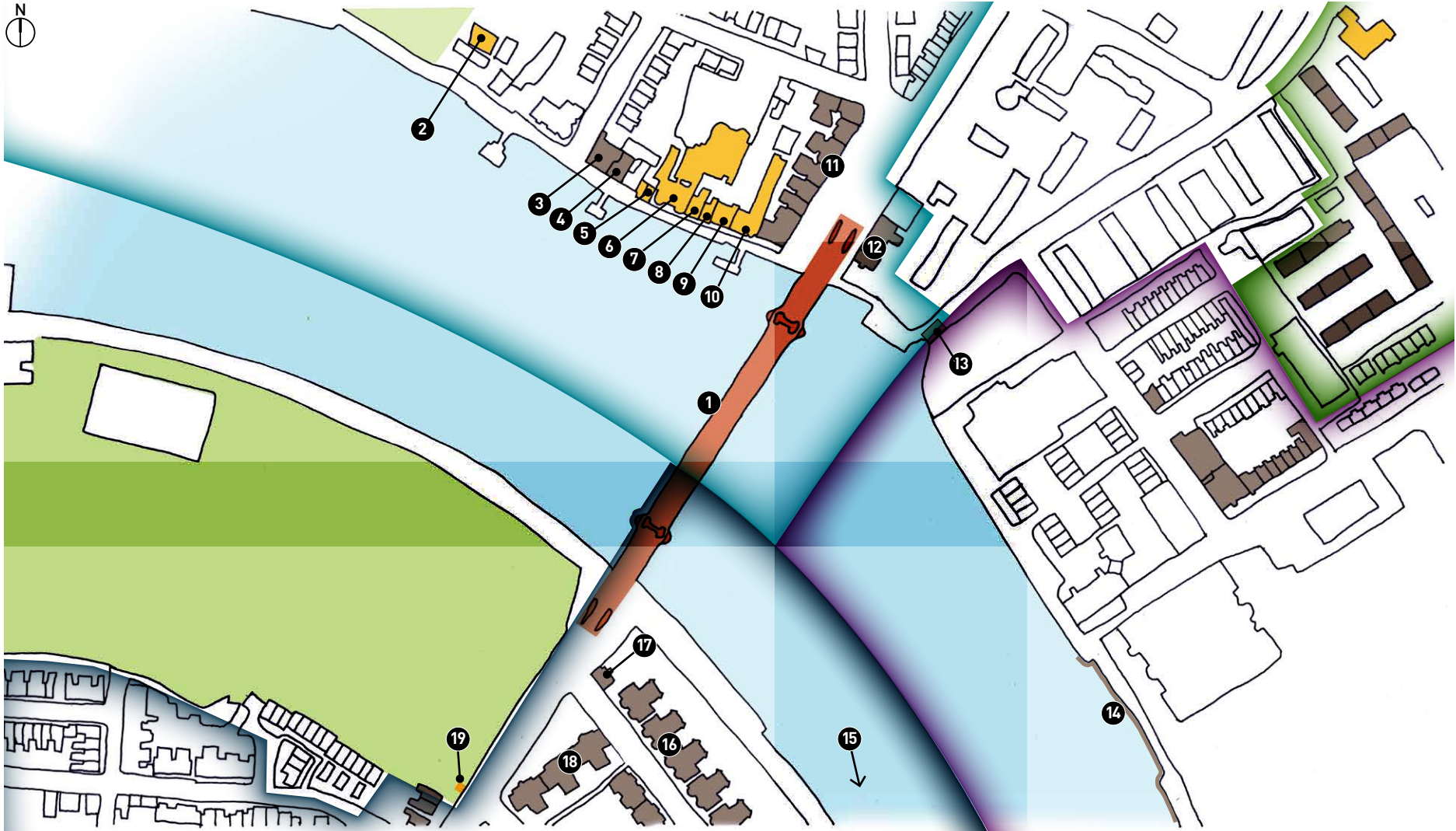


Fig. 50: Designations plan

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

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.

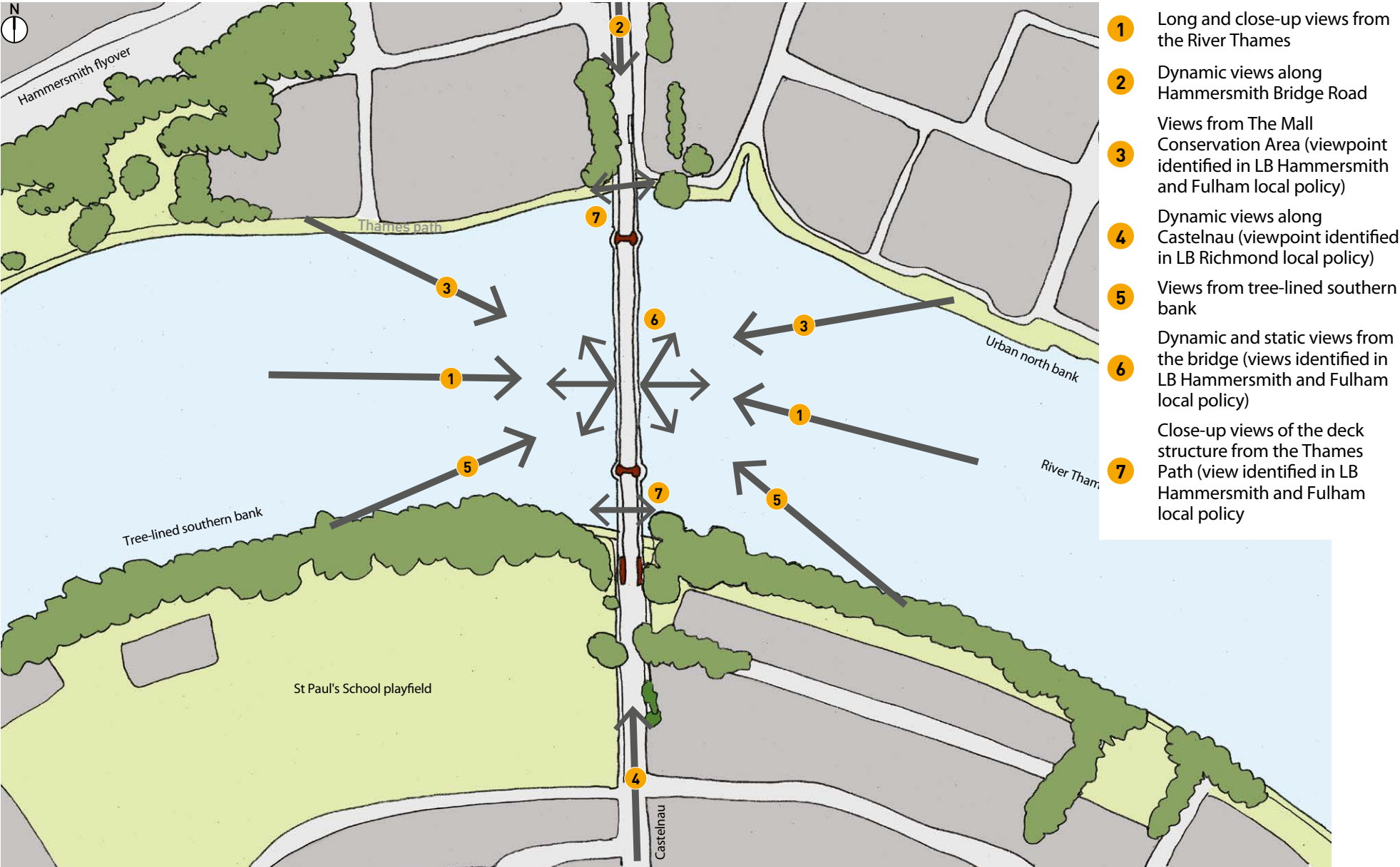


Fig. 51: Setting and views diagram



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 all 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 Barnes 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 Barnes 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 it 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 the 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.

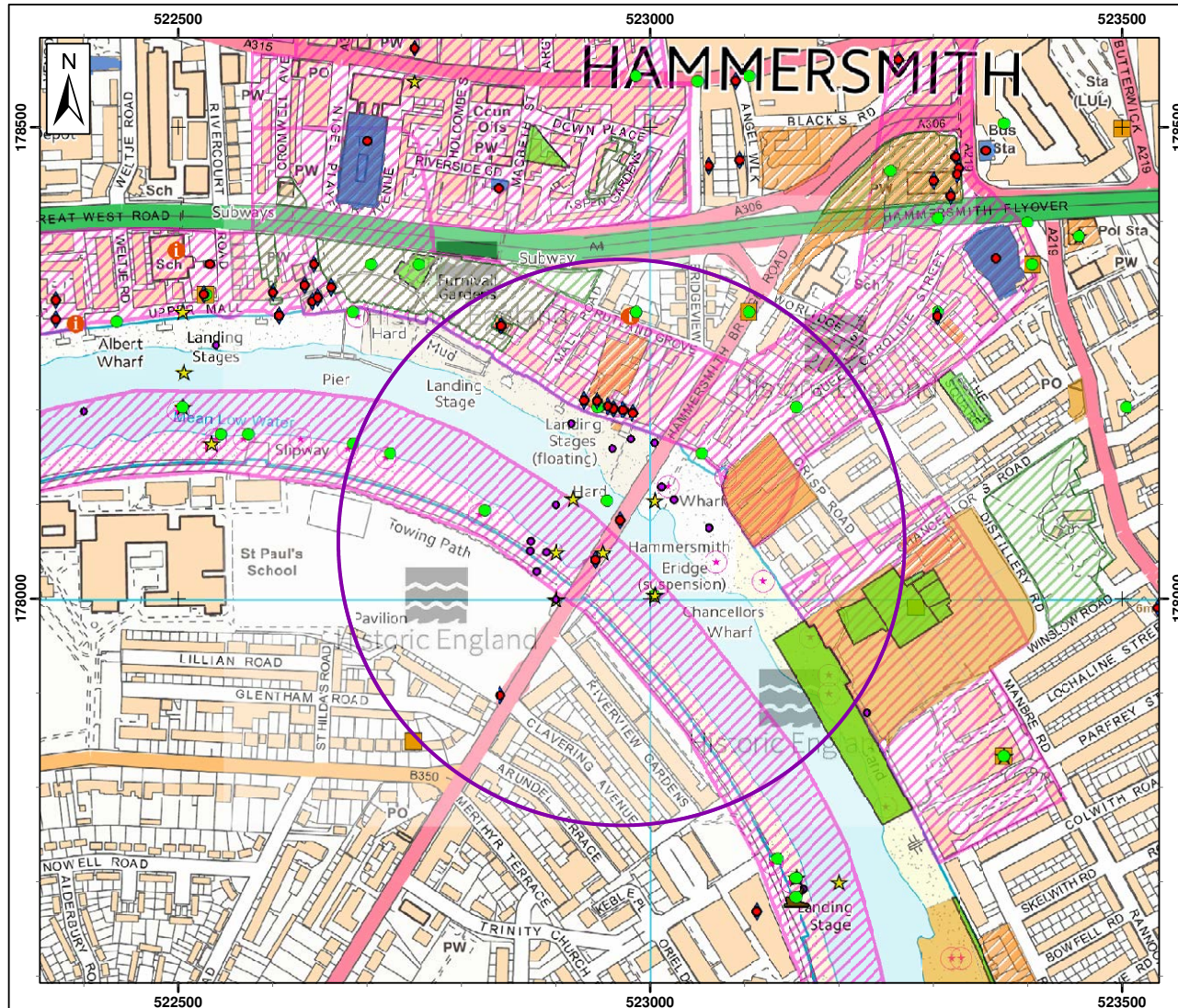
Policy LP 5 Views and Vistas

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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[\(https://historicengland.org.uk/terms/website-terms-conditions/\)](https://historicengland.org.uk/terms/website-terms-conditions/).

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).

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:
205352

Legacy System:
LBS

Sources

Books and journals

Hailstone, C., Hammersmith Bridge, (1987)
'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)
Smith, D, 'Transactions of the Newcomen Society (1991-1992)' in The Works Of William Tierney Clark, (1992)

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.

Date: 13 Jun 2004

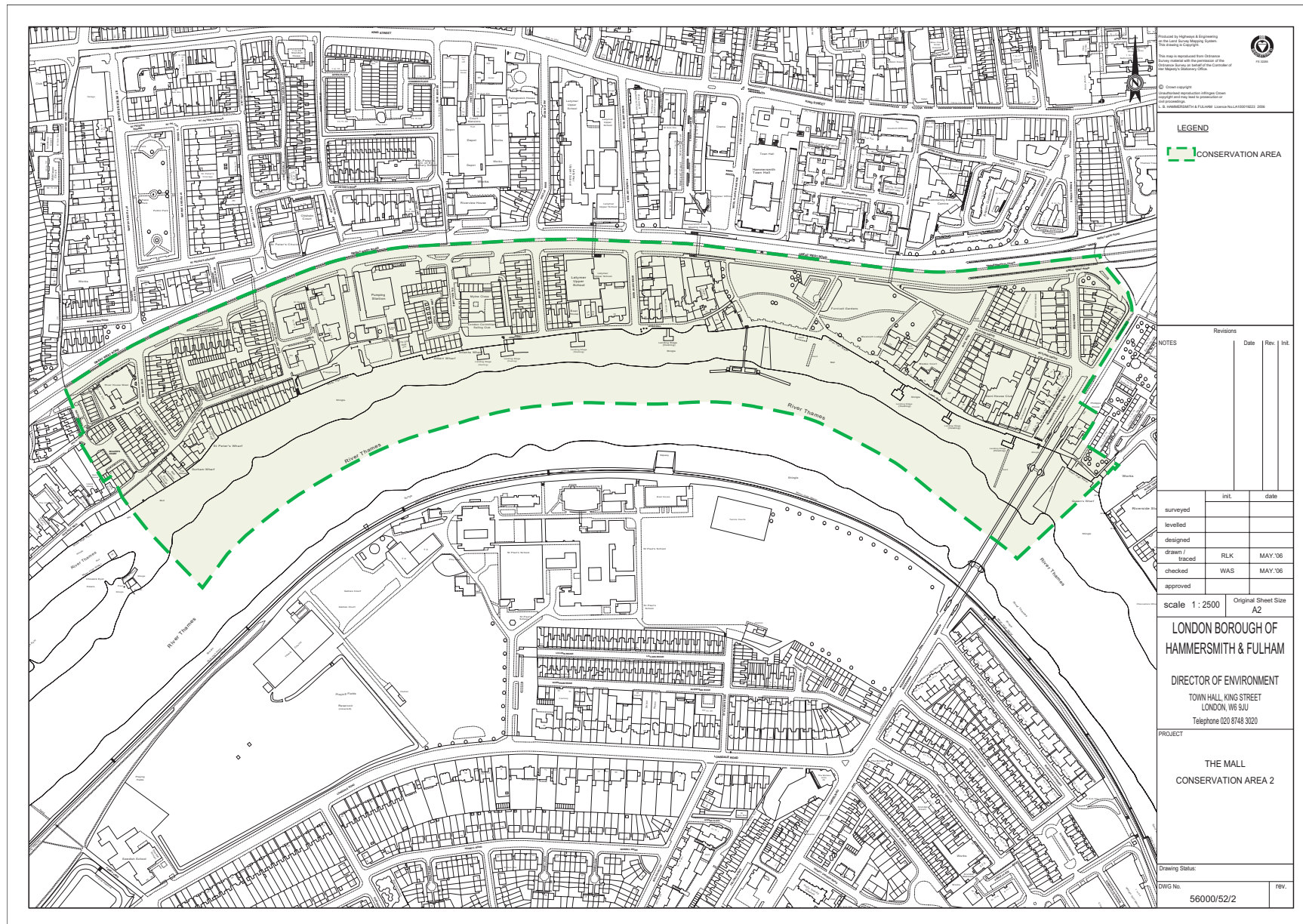
Reference: IOE01/12096/11

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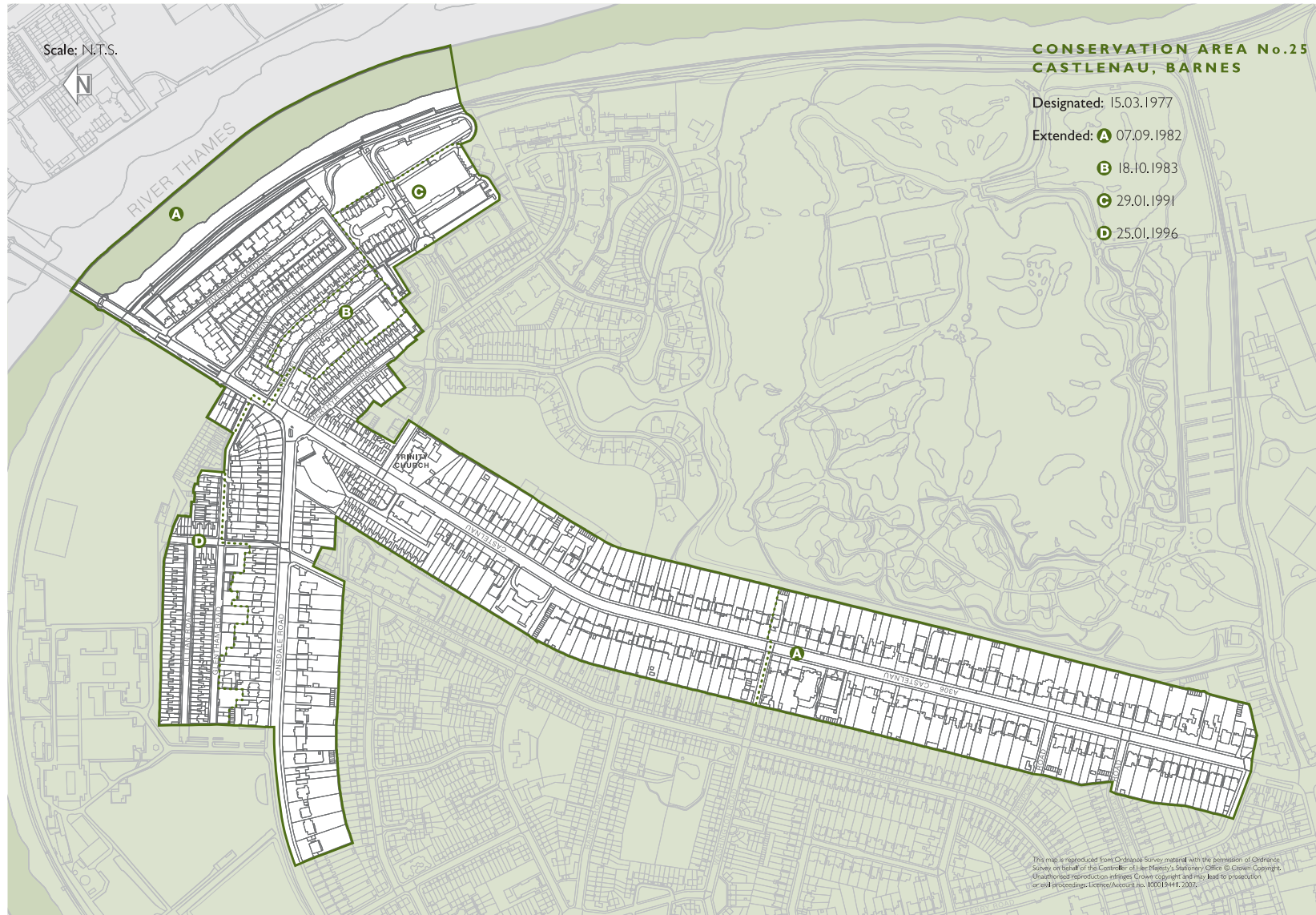
Archive image, may not represent current condition of site.

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

Issued May 2021

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