

Thames Strategy - Kew to Chelsea

June 2002

T H A M E S S T R A T E G Y



K E W T O C H E L S E A



GREATER **LONDON** AUTHORITY



ENVIRONMENT
AGENCY



ENGLISH HERITAGE



PORT OF LONDON
AUTHORITY



LONDON BOROUGH OF
RICHMOND UPON THAMES

Hounslow Council



ATKINS

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THAMES STRATEGY - KEW to CHELSEA

June 2002

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Endorsements

The Thames Strategy - Kew to Chelsea provides a thorough analysis of the issues and a host of constructive ideas for action. We welcome it as a major step forward in implementing the Government's aim of restoring the Thames to its rightful place at the heart of London.



Nick Raynsford MP
Minister for Local Government and the Regions



The River Thames is geographically at the heart of London and culturally in the heart of Londoners' thoughts about their city. As a Londoner, I take a great interest in everything that happens along the River and I want a new future for the Thames to help achieve my vision of London as an exemplary sustainable world city.

This document supports my aim of seeing more use made of the river. It should be used to ensure that new developments and other initiatives contribute to this aim.

I know that the impetus of this project stemmed from the local community who encouraged local politicians and government ministers to drive the project forward. The resulting Thames Strategy Kew to Chelsea is ambitious and is clearly based on a wealth of local knowledge and experience, blended with the professional guidance of the consultants, boroughs and other statutory agencies. Enthusiastic support from the public, private and voluntary sectors offers the best possible chance of long term success for this Strategy.

I will publish shortly a plan for London's 'Blue Ribbon Network' (the River Thames and London's waterways) as part of my draft London Plan. This Strategy forms an important building block in taking forward the framework of policies set out in my Blue Ribbon Network Plan. I urge all the boroughs involved to adopt this Strategy as Supplementary Planning Guidance to their UDPs and to work together with their local communities to implement the Strategy's objectives, policies and projects.

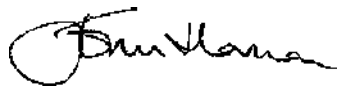


Ken Livingstone
Mayor of London



The Thames Strategy Kew to Chelsea is an excellent example of a local partnership between the community, Local Authorities and the National Agencies, all working together to conserve and enhance the river and the riverside environment. It builds on the success of the Thames Landscape Strategy, Hampton to Kew and seeks to ensure the Thames retains its vitality and local character, as a resource for people and wildlife to use and enjoy.

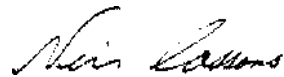
I wish the partnership every success in achieving this strategic vision for the 21st century.



Sir John Harman
Chairman
Environment Agency

English Heritage was closely involved in the preparation of the Thames Landscape - Hampton to Kew, and I am very pleased that we have been able to participate in the preparation of a comparable study of the adjacent downstream stretch of the River Thames from Kew Bridge to Nine Elms.

The River Thames is London's largest public open space and its oldest transport highway, and flows past many of the capital's most important and attractive buildings, parks, and historic settlements. A firm commitment by the national agencies and local authorities to support and help implement the policy recommendations of the Thames Strategy - Kew to Chelsea will ensure that the River can continue to be enjoyed as an amenity for all Londoners and visitors to the capital.



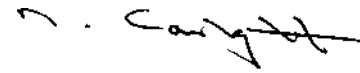
Sir Neil Cossons
Chairman
English Heritage

The Port of London Authority, as Statutory Harbour Authority for the tidal River Thames, welcomes and endorses the Thames Strategy - Kew to Chelsea as both an important local planning tool and as a celebration of the diversity of this part of the tideway. The Strategy has brought together in partnership a range of statutory organisations and local riparian interests to maintain and strengthen the central role of the Thames within London.




Steve Cuthbert
Chief Executive
Port of London Authority

Hammersmith & Fulham Council welcome the production of this Strategy and are delighted to have played an important role in its development from onset to finalisation. The Strategy has brought together a wide range of interested parties with the common aim of enhancing the environmental, social and economic life of the Thames and its environs. It is envisaged that the Strategy will make a vital contribution to the Mayor's London Plan and will help give Londoners the river environment that they deserve.



Councillor Michael Cartwright
Deputy for Environment and Contract Services
London Borough of Hammersmith & Fulham

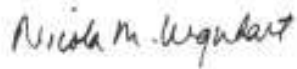
Hounslow Council welcomes the production of the Strategy. It has been developed in part from the valuable contributions made from the various organisations, groups and individuals within the Borough, in addition to that of the Council and our other partners. The Strategy will help shape our relationship with and the treatment of the Thames and thameside in the future. It will also provide a valuable contribution towards the London Mayor's London Plan.



Councillor Ruth Cadbury
Executive Member, Cleaner Greener Neighbourhoods
London Borough of Hounslow

Endorsements

The London Borough of Richmond upon Thames Council is committed to retaining the special character of the Borough. I therefore very much welcome the Thames Strategy as complementing the Thames Landscape Strategy in providing guidance for the whole of the Borough's riverside. The Strategy has been adopted by the Council as supplementary planning guidance, which will be taken into account in all planning decisions.



Councillor Nicola Urquhart
Cabinet Member for
Environment and Planning
London Borough of Richmond
Upon Thames

On behalf of English Nature, I would like to welcome the publication of the Thames Strategy - Kew to Chelsea. The strategy puts sustainability at the heart of decision-making and we strongly support the commitments contained within the document to maintain varied habitats, manage the landscape and support traditional river activities. I would like to congratulate the wide partnership of organisations involved in the production of the Strategy and I wish you every success with implementation in the future.



Greg Smith MIEEM
Team Manager, Essex,
Herts and London
English Nature

The Countryside Agency supports the Thames Strategy - Kew to Chelsea for its holistic approach to promoting greater public enjoyment of the River Thames corridor. We encourage the relevant London authorities to take the strategy into account in the future management and development of the area.



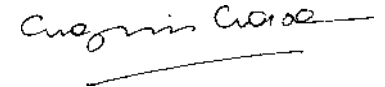
Dr Marilyn Rawson
Regional Director for London
Countryside Agency

On behalf of the Thames Landscape Strategy Hampton to Kew I would like to applaud the initiative in taking forward this important step forward in the comprehensive, long-term management of London's river.



Jason Debney
Co-ordinator
Thames Landscape Strategy

The Strategy offers a vital sub-regional framework for the delivery of change that respects and reinforces the local character and identity of the Thames. The process of producing the Strategy has drawn together a committed partnership of statutory agencies and local interest groups who are to be congratulated for steering a holistic response that recognises the dynamic role the Thames plays in the lives of local people.



George Nicholson
Chairman
London Rivers Association

Foreword

Over centuries the River Thames has played a major role in shaping the lives of Londoners. Today it continues to play a vital role in terms of open space, recreation and the historic environment as well as functioning as a transport artery and a water and drainage resource.

The Kew to Chelsea stretch of the Thames is unique: it is the transition between the *Arcadia* of Kew and above, and the *Metropolis* of Lambeth, Westminster and below. So local people, and I believe most Londoners, while accepting the need for change, are concerned that its varied, verdant but vibrant character should be conserved and enhanced. We therefore see The Thames Strategy – Kew to Chelsea as providing a fundamental framework for a vision for the River as we move forward in the 21st Century.

The gestation of this Strategy is owed to several. The West London River Group (WLRG) brings together riparian amenity societies and residents groups, and the preparation and implementation of a Strategy has been one of its goals. Kim Wilkie, principal author of our sister strategy upstream, The Thames Landscape Strategy – Hampton to Kew (TLS), gave the WLRG help and encouragement. Tony Colman MP instigated an adjournment debate on Thames Riverside Development in the House of Commons back in February 1998. We enjoyed his support and that of his fellow MPs in the riparian boroughs. Philip Davies and Geoff Noble of English Heritage who together with the WLRG held the seminar at

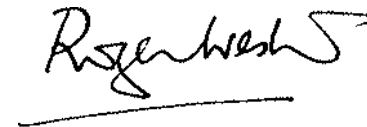
Fulham Palace in May 1999. The meeting, chaired by Nick Raynsford, then Minister for London, addressed by John Gummer, who was Secretary of State for Environment when the Strategic Planning Guidance for the Thames was prepared, and attended by representatives of the Agencies and Boroughs, agreed to set up the Steering Committee to prepare and implement the Thames Strategy – Kew to Chelsea. The Strategy has been made possible through partnership commitment and the core funding provided by the Government Office for London (GoL).

For me, a private citizen, membership of the Steering Committee and having been invited to chair it, have been stimulating and rewarding experiences. I would like to thank Chris Sumner of English Heritage (Vice Chairman), the riparian boroughs especially John Fannon, Nicola Spalding and Kirsty Johnson at Hammersmith & Fulham for contract management and administrative support, Stephen McAndrews (Hounslow) and Philip Wealthy (Richmond upon Thames), Angela Dixon and Peter Makower of the WLRG, Donna Clack and Jason Debney of the TLS, Jane Carlsen and Sarah Elliot of the Greater London Authority (formerly GOL and LPAC), Richard Copas of the Environment Agency, James Trimmer of the Port of London Authority, and Ian Munt of the London Rivers Association. I also thank WS Atkins Planning Consultants, who undertook the study, and in particular Richard Alvey and Joanna Chambers for their dedication and professionalism.

Throughout the evolution of this Strategy, wide

consultation has been a fundamental and extensive part of our work. Agencies, organisations and the wider public have played an essential role in its development and in suggesting mechanisms to deliver projects. We are grateful for all those who attended the workshops and public meetings for their valuable contributions and feedback. I hope they will see their input in this Strategy.

The Strategy however is only a starting point. It sets out a vision for the future. We need now to grasp and build on this unique opportunity.



Roger Weston
Chairman of the Thames Strategy - Kew to Chelsea
Steering Committee and Chairman of the West
London River Group

Executive Summary

The River Thames lies at the heart of London and touches the lives of most people in the capital - whether as a focus of economic activity; a place where people live, work or spend their leisure time; a transport artery; a natural environment and habitat for wildlife; a leisure and recreation resource or simply as a source of inspiration and pride.

It has a vital contribution to make to the city's future and its status as a World City. But it remains an underused and in some places, a neglected asset, too often seen as a barrier rather than as a positive, unifying element.

The Thames Strategy - Kew to Chelsea was commissioned in 1999 by a steering committee that includes the West London River Group, Greater London Authority (formerly Government Office for London and London Planning Advisory Committee), Environment Agency, English Heritage, English Nature, Port of London Authority and riparian boroughs. The Steering Committee shares a common belief that it is time to rediscover the Thames, to reconnect it to the rest of the city, improve the riverside environment, promote high quality urban design and bring the River Thames back to life.

The Strategy covers the area between Kew and Chelsea and reflecting the rich diversity of this stretch of the river, from the historic waterfront of Strand-on-the-Green to the industrial riverside of Nine Elms, promotes a long term vision. It seeks to

provide the basis for a more holistic approach to the many complex and interrelated issues relating to its planning, management and use - issues which require the involvement and commitment of the public, private and voluntary sectors and local communities in active partnerships.

It is also a response to the lack of comprehensive guidance recognising the distinct characteristics of individual stretches of the River Thames, the conflicting pressures for change and the potential to protect and enhance the value of the River for all Londoners. It has been devised with the requirements and objectives set out in the Strategic Planning Guidance for the River Thames (RPG3B/9B) in mind and is intended to provide the basis for managing long term change. Additionally, the Strategy addresses the need for an effective delivery mechanism and co-ordination between a

number of key organisations with responsibilities and interests in the Kew to Chelsea stretch of the river.

Community participation has been central to the development of the Strategy and has involved discussions with numerous organisations with responsibilities and interests in the study area and the active involvement of representatives of local groups, organisations and local schools, in addition to public exhibitions and open days.

Policy Recommendations

The River Channel

- Encourage riparian owners and riverside developers to improve appearance and ecological value of river walls



Access to the foreshore Duke's Meadow

- Consider potential for retired defences
- Review public access to foreshore. Clarify legal position and responsibilities for public safety
- Consistent safety approach based on RoSPA guidance
- Protect historic steps, slipways, hards and drawdocks
- Encourage new pontoons and jetties
- Upgrade/encourage provision of riverside facilities
- Rediscover and protect "lost rivers" feeding the Thames



Battersea Bridge built by Sir Joseph Bazalgette in the late 1880's

- Prevent encroachment into river except for improvement of river-related recreational or river transport facilities
- Prepare river impact statements for new waterfront development schemes and river infrastructure

Heritage and Conservation

- One Thames:One Policy approach to management, identification and protection of archaeological resource
- Designate foreshore as Archaeological Priority Area
- Appoint Thames Strategy Archaeological Officer
- Review and update UDPs to reflect the river's industrial significance. Identify industrial heritage sites
- Adopt consistent approach to development of Conservation Area profiles and the funding of enhancements
- Restore integrity of buildings in historic settings
- Conserve and restore historic parks and gardens ; reinstate visual and physical connections to the river
- Identify/develop key cultural associations of people, events, places. Connect and interpret historic places
- Promote traffic management and street scene improvements in riverside Conservation Areas



*Important local view:
Hammersmith Mall from opposite bank*

Views and Landmarks

- Identify important local views and prospects on UDP maps. Consult on development proposals within viewing cones
- Road/railway bridge improvement to include illumination, painting, facilities for pedestrians/ cyclists
- Redevelopment to include restoration of visually important external features of industrial landmarks
- Reach character, important local views/ prospects/local landmarks to inform siting of landmark buildings
- Protect setting, skyline and backdrop of historical waterfronts from adverse impact of new development
- Prepare co-ordinated lighting strategy

Landscape and Open Space

- Prepare open space strategies and integrated land management plans for Metropolitan Open Land (MOL)
- Establish comprehensive project areas eg Duke's Meadow, to improve appearance and use of MOL
- Establish more effective controls on covered sports facilities and floodlighting on riverside MOL. Retain playing fields/sports pitches as open recreational land
- Protect, enhance, manage green chains and corridors



Wooded Tow Path, Barnes

- Work with communities to restore/enhance public riverside parks and gardens. Maintain environmental quality and nature conservation interest of private riverside gardens and grounds

- Protect wooded Tow Path to provide diversity of age and structure. Upgrade /enhance riverside walkways
- Recognise importance of cemeteries as open breaks in urban fabric . Protect and look at ways to create allotments within river corridor

Biodiversity

- Identify and target key polluting discharges and promote sustainable urban drainage systems
- Recognise and protect tidal Thames as a fishery
- Develop strategies for habitat protection, management, restoration and expansion based on "Tidal Thames Habitat Action Plan"
- Protect and manage Oliver's Island and Chiswick Eyot
- Tree planting programme before mature trees die
- Research alien species and manage effects/ eradicate
- Promote nature conservation interests, including measures to make sports pitches attractive to wildlife
- Environmental education programme targeting user groups, those responsible for riverside development sites, schools and general public. Encourage involvement in conservation projects



Chiswick Eyot and foreshore at Chiswick

Recreation and Tourism

- Encourage rowing, sailing and canoeing
- Protect existing riverside facilities and provide well-equipped visitor moorings close to visitor attractions
- Encourage passenger boats to attract wider public and promote tourist potential of the river
- Encourage view of Thames as shared resource and need for tolerance of others
- Protect existing rights of way, safeguard Thames Path National Trail. Improve access to and along the river
- Encourage riverside cycling, with the aim of creating traffic-free cycle routes, segregated from pedestrians
- Protect historic water fronts as focus of activity/heritage. Promote arts, culture and entertainment



University Boat Race 1961

- Promote festivals and events to realise tourist potential and focus for waterside education/ community projects
- Promote sustainable "green" recreation and tourism
- Co-ordinate information and publicity material
- Develop a co-ordinated recreation and visitor strategy

Movement

- Improve public transport interchanges. Enhance existing facilities, security and passenger information
- Improve pedestrian/cycle links
- Investigate new river crossings for pedestrians/ cyclists
- Improve access to river and require high quality public right of way as part of riverside development

- Ensure accessibility to disabled people
- Retain/upgrade existing piers and encourage new piers at focal points of activity subject to navigation impact
- Increase regular river passenger travel. Introduce new services integrated with land-based public transport
- Integrate land/river services - fares/ticketing/ information
- Encourage river transport of spoil and building materials
- Retain freight handling facilities and safeguard wharves to encourage freight movement by river
- Retain existing riverside facilities eg boat building sheds, marine services, slipways and docks

Shaping Development

- Prepare overall vision, including development sites/areas in transition, design framework and link creation

- Adopt design guidelines for riverside development as supplementary planning guidance
- Encourage developers to undertake detailed character assessment and contextual analysis
- Establish palette of preferred built forms and materials
- Identify development and activity hubs
- Promote mixed-use and sustainable development
- Retain, replace and provide river-related facilities
- Prepare master plans for new open spaces
- Consider proposals for high buildings in relation to local context, environmental impact, quality of design, regeneration and sustainable objectives
- Encourage architectural competition
- Encourage legal agreements from developers for riverside treatment, long term maintenance and new facilities



Cheyne Walk

Local Opportunities



Chiswick Quay, formerly Cubitt's Basin

Kew Riverside

- Manage Tow Path and vegetation
- Restore Kew Railway Bridge
- Improve passenger facilities at Kew Pier
- Restore Westerley Ware Gardens
- Public benefits from riverside development

Strand on the Green

- Conserve historic waterfront
- Restore river structures
- Repair and restore river wall
- Improve links to adjoining areas
- Olivers Island Management Plan

Mortlake

- Environmental improvements - eg restore Tow Path and historic passages
- Enhance Jubilee Gardens
- Improve access to the river
- Restore Small Profits Dock

Barnes Terrace

- Traffic management and public realm improvements
- Replace flood defence wall
- Restore Barnes Railway Bridge and new cycleway
- Future of police station

Duke's Meadow

- Management and landscape plan
- Reconcile recreation, conservation and leisure roles



The White Hart PH, and recent riverside development, Mortlake



Lower Mall, Hammersmith

- Riverbank improvements eg retired defences and eradication of Japanese knotweed
- Use Chiswick Boathouse as focus for watersports
- Protect Duke's Hollow nature reserve
- Improve link to Chiswick Pier House

Chiswick and Hammersmith Malls

- Conserve and restore riverside mansions and terraces
- Public realm improvements
- Conserve Chiswick Eyot
- Increase use of Chiswick Pier
- Enhance Dove Pier
- Potential for Chiswick - Barnes ferry
- Rediscover lost rivers
- River wall improvements
- Improved signage



The Wetland Centre today

Lonsdale Road

- Manage the Leg of Mutton reservoir
- Protect the rural nature of the river bank and Tow Path
- Manage riverbank vegetation
- St Paul's School landscape plan
- Restore cobbled revetments

Barn Elms

- Improve connections between Wetland Centre and river
- Create "Thames Discovery Centre"
- Green chain open space link to Richmond Park
- Enhance recreational facilities
- Potential for seasonal ferry
- Enhance Queen Elizabeth Walk
- Protect industrial archaeology
- Tree planting and enhancement of Tow Path

Fulham Reach

- Enhance riverside walkway
- Riverside walk - improve access and create missing sections
- Restore Crabtree Drawdock and adjacent areas
- Open space improvements
- Interpret industrial archaeology

Fulham Palace

- Fulham Palace conservation and management plan
- Palace and grounds as a heritage and visitor attraction
- Renewal of the mature trees along the riverside
- Further improvements at Bishops Park
- Protect important views
- Improve lighting and signage
- Public realm and access improvements



Putney Pier

Putney Embankment

- Explore archaeological potential of foreshore
- Restore Putney Railway Bridge
- Improve pedestrian and cycle links
- Extend river walk under Putney Bridge
- Enhance Putney Hard for river sports
- Discovery/Education Centre at Ashlone Wharf
- Increase use of Putney Pier



Mid-stream moorings off Wandsworth Park

Wandsworth Riverside

- Create activity hubs
- Wandle Delta riverbank improvements
- Wandle Promenade
- Public open space at Feathers Wharf
- Rejuvenate Wandsworth Park
- Improve links to surrounding area and public transport
- Reopen Battersea High Street Station

Hurlingham and Sands End

- Safeguard wharves
- Enhance Hurlingham Park
- Upgrade river walk; improve links; missing section
- Restore Broomhouse Drawdock
- Protect archaeology

Chelsea Harbour and Chelsea Creek

- Extend river walk over creek/under railway bridge
- Pedestrian link across Battersea Railway Bridge
- Chelsea Harbour/Imperial Wharf as leisure/activity hub
- Increase use of the existing pier/river services
- Enhance Chelsea Creek environmental/heritage value



Worlds End

- Maximise public benefits from new development
- New station and public transport improvements

Chelsea Embankment

- Conserve historic townscape
- Restore Cremorne Gardens and street trees
- Increase use of Cadogan Pier
- Protect views from bridges
- Reinterpret Ranelagh Gardens and Royal Hospital

Battersea Riverside and Park

- Integrate public spaces
- Restore and enhance Battersea Park
- Potential for re-use of existing pier
- Connect to future leisure/transport facilities at Battersea Power Station
- Enhance river walk
- Improve interpretation facilities
- Restore Ransomes Dock

Nine Elms

- Redevelopment of Battersea Power Station as leisure and regeneration hub
- Better links with surrounding area, eg Battersea Park and public transport
- Safeguard wharves



Battersea Power Station

- Potential for new cross-river pedestrian link
- New railway station and public transport improvements
- New riverside walk

The Way Forward

The preparation of this Strategy is seen as a first step in working to provide for a better long term future for the River Thames between Kew and Chelsea and for promoting greater public use and enjoyment of the River. The Strategy will continue to evolve over time in response to new challenges and opportunities. Key decisions will need to be made about the delivery and management of the Strategy and how this will be funded and implemented. An Action Plan will be prepared with a programme of priorities and targets for delivery of the Strategy.

Delivery and Management

The Strategy has already been adopted as Supplementary Planning Guidance by the London Boroughs of Hammersmith & Fulham, Hounslow and Richmond-upon-Thames; this should ensure that the Strategy is given consideration in planning applications and decisions that affect the Strategy area. It is envisaged that the Strategy policy recommendations will also be considered in future reviews of the riparian boroughs' Unitary Development Plans to establish a more consistent and coherent approach to planning policies relating to the River and the consideration of development proposals.



Chiswick Eyot with Chiswick Mall behind

The Strategy also identifies a number of possible management structures for the implementation of the Strategy:

- Single entity implementation (individual stakeholders undertake projects within their defined area of responsibility on a project by project basis)

- Co-ordinate actions through existing initiatives and partnerships (for example other Thames partnerships)
- Establish a new partnership (the Cross-River Partnership and Thames Landscape Strategy-Hampton to Kew are examples of partnerships set up to address river-related issues and provide useful models)
- Establish a strategic partnership covering the whole of the Thames within London (potential for this clearer when the London Plan is published)

The selection of a Strategy management structure will be subject to detailed discussion between the Steering Committee and others.

Consultation

This Strategy has already undergone a tremendous amount of public consultation. It is recognised that the Strategy will continue to evolve over the years, and further public consultation will be essential, particularly in project development.

Community Involvement

The Strategy aims to promote greater community use and involvement in the river. Indeed there are a number of opportunities to work towards this:

- Creation of focal points of community activity
- Extended programme of community activities
- Involvement of local community trusts, organisations and individuals in development

and implementation of specific projects detailed in the Strategy

- Involvement of community at early stage in preparation of development proposals
- Establishment of a community organisation database
- Dedicated website



Strand on the Green

Education

The Strategy recognises the need to develop the River as an educational resource, to introduce children and adults to the river and to provide training for decision-makers. The Strategy seeks to build on existing initiatives in the study area and sets out proposals including:

- Establishment of an education working group
- Website link to schools and the community
- Further development of educational resources

- New consultation approaches, e.g. Enquiry by Design
- Training for developers, decision makers and planners
- Establishment of local discovery centres



Foreshore at Duke's Meadow

Funding

Funding will be required to maintain the day-to-day running of the Strategy and will also be required for specific project implementation. The fundraising will need to be carefully considered, co-ordinated and targeted. It is intended that the Strategy will draw funding from a range of potential sources, including:

- National, Regional and local Agencies/ Authorities
- Riparian boroughs
- Regeneration programmes
- Lottery Funding

- Developer contributions
- Sponsorship
- Fundraising

The Steering Committee has already submitted funding applications for the early stages of Strategy implementation and is working hard to identify and secure further funds.

The Action Plan

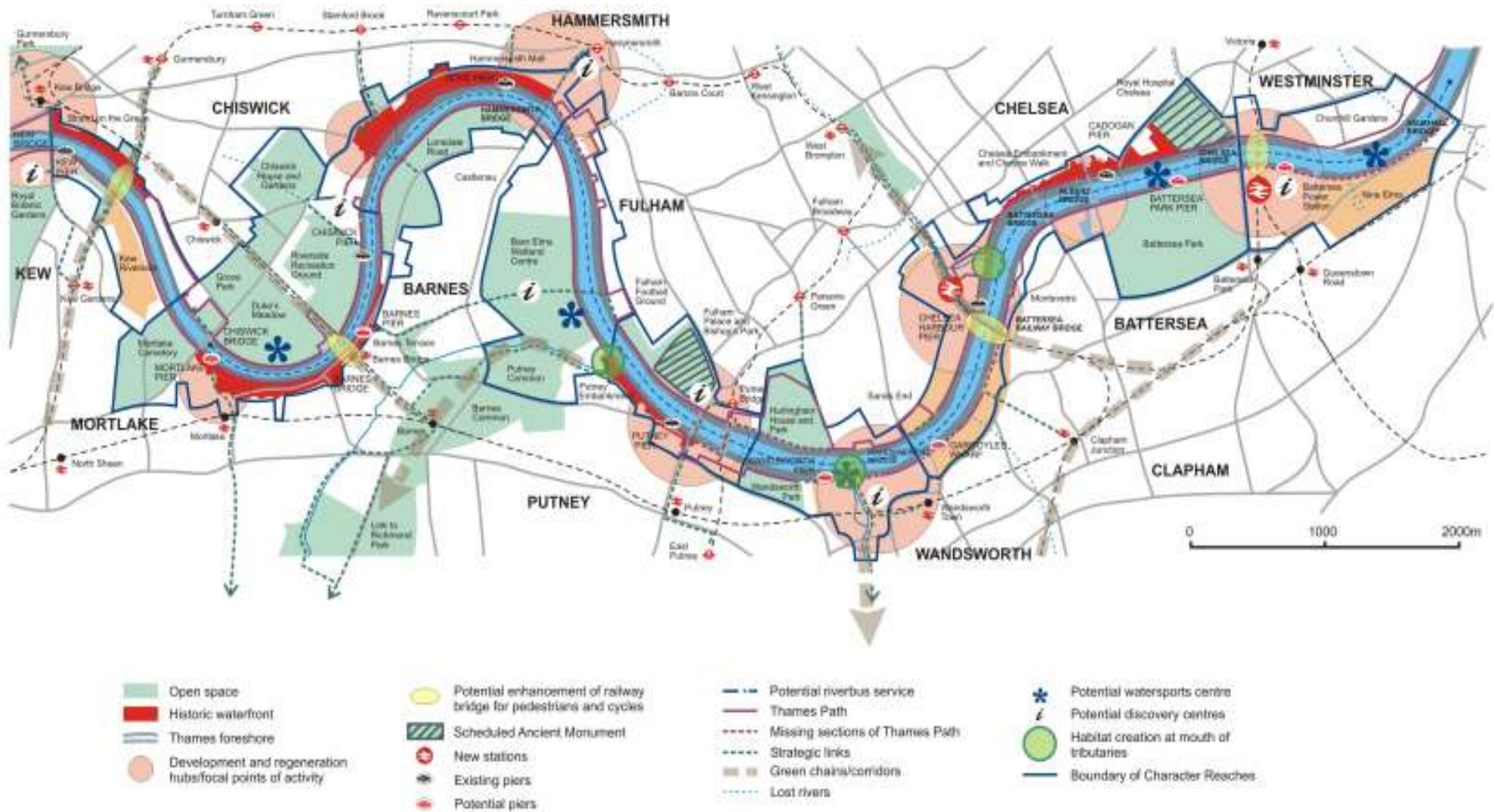
The next step is to prepare an Action Plan that will prioritise and set targets for the implementation of the Strategy. The Action Plan will be reviewed regularly but initially will include:

- Prioritisation of strategic and local projects for development and implementation
- Finance review, identification of funding opportunities, funding application submissions
- Confirmation of consultation procedures



Battersea Riverside

Local and Strategic Issues





Alice ~ Westfields Primary School, Barnes

INTRODUCTION

Introduction

The River Thames lies at the heart of London and touches the lives of most people in the Capital - whether as a focus of economic activity; a place where people live, work or spend their leisure time; a transport artery; a natural environment and habitat for wildlife; a leisure and recreation resource, or simply as a source of inspiration and pride. The River has influenced the historic settlement pattern of London and still has a vital contribution to make to the City's future and its status as a World City.

However, despite the opportunity to open up parts of the Thames to public access for the first time, the River remains to a great extent an under-utilised and in some places, a neglected asset and is too often seen as a barrier rather than as a positive unifying element. A general consensus is emerging that recent redevelopment and change may not have realised the full potential to enhance the River and Riverside environment, and that insufficient consideration has been given to matters which go beyond normal planning policy, such as education, cultural issues and community involvement.

Objectives of the Strategy

Preparation of the Thames Strategy - Kew to Chelsea is a response to the lack of an overall vision and comprehensive guidance that recognises the distinct characteristics of individual stretches of the River Thames.



Aerial view of the study area looking east from above Brentford showing the wooded Tow Path on the southern bank

The objectives of the Strategy are to:

- promote the increased use of the River and Riverside;
- conserve and enhance historic buildings and landscape;
- improve the environment of the River and Riverside;
- re-establish vital links between the River, the Riverside communities and the rest of London;

- promote a high and appropriate quality of design in all Riverside development;
- rediscover the Thames as a valuable component of London.

The changing character of the River reflects its setting and history, rather than administrative boundaries and there is a clear need for a closer co-ordination of policies to embody a coherent strategy and common vision for the River as promoted in Strategic Planning Guidance for the River Thames (RPG3B/9B). This Strategy is a

direct response to the requirements and objectives set out in the Strategic Planning Guidance and is intended to provide the basis for managing long term change, and for enhancing the River and its environs.

A Shared Vision

The Thames Strategy - Kew to Chelsea endeavours for the first time to promote a shared vision for this rich and varied stretch of the River, and to provide the basis for a more holistic approach to the many complex and interrelated issues relating to the planning, management and use of the River - issues which will require the involvement and commitment of the public, private and voluntary sectors and local communities in active partnerships if they are to be effectively addressed.

The study was commissioned in 1999 by the Thames Strategy - Kew to Chelsea Steering Committee which comprises: the West London River Group, Greater London Authority (previously Government Office for London and London Planning Advisory Committee) Environment Agency, English Heritage, English Nature, Port of London Authority and the London Boroughs of Hammersmith & Fulham, Hounslow and Richmond upon Thames. The following organisations are observers to the Steering Committee: London Rivers Association, the Countryside Agency, the Thames Landscape Strategy - Hampton to Kew, the London Borough of Wandsworth and the Royal Borough of Kensington and Chelsea.

A team of consultants led by WS Atkins Planning Consultants has been working with the Steering Committee in the preparation of this Strategy. Other members of the consultants' team comprise Civic Design Partnership, Comedia, The Centre for Leisure and Tourism at the University of North London and the Hammersmith and Fulham Urban Studies Centre.

The Strategy is the culmination of a period of intensive work which has involved discussions with

a large number of organisations with responsibilities and interests in the study area, and the active involvement of representatives of local groups and organisations and local schools. Community participation has been one of the key principles in the approach to strategy development. Issues and opportunities at both the strategic and local level were the subject of two public exhibitions and open days held in January 2001 and local groups and organisations have been involved in a series of focus groups and



Aerial view of Chelsea and Battersea - Character Reach 7

workshops. In addition, educational projects relating to the River have been piloted in primary schools in Hammersmith and Barnes. The Draft Strategy was the subject of further public consultation during the summer and autumn 2001.

The Study Area

The study area adjoins the area covered by the Thames Landscape Strategy: Hampton to Kew at Kew Bridge and reflects an even greater diversity of character ranging from the historic waterfront of Strand on the Green to the industrial riverside of Nine Elms. The study area extends from Kew Bridge to Chelsea Bridge on the north bank i.e. from Kew Bridge to the administrative boundary between the Royal Borough of Kensington and Chelsea and the City of Westminster on the north bank and from Kew Bridge to the Borough boundary between Wandsworth and Lambeth on the south bank.

The study area and its relationship to the Thames Landscape Strategy: Hampton to Kew is shown on Figure 1.1 on page 1.8.

Structure of Document

The Strategy is divided into the following principal sections:

- Understanding the River;
- Planning Policy Framework;
- Strategic Context and Policy Recommendations;

- Character Reaches and Opportunities;
- Principles of Action Plan and Indicative Projects.

Topic Reports and Geographical Information Systems

An early stage of the study involved the preparation of a series of Topic Reports and Geographical Information Systems, which identified the key issues relating to functions of the River. These are listed below and are available for inspection at the offices of the five local authorities who took part in the Strategy. A selection of Appendices is also available.

- Topic Report 2A: Historic Buildings and Conservation
- Topic Report 2B: Archaeology
- Topic Report 2C: Development and Regeneration
- Topic Report 2D: Contaminated Land
- Topic Report 3A: Landscape/Public Space
- Topic Report 3B: Biodiversity
- Topic Report 3C: River Wall and Safety
- Topic Report 4A: Movement
- Topic Report 4B: Tourism, Recreation and Leisure
- Topic Report 5A: Community Infrastructure

- Topic Report 6A: Funding and Management
- Appendix 1: Understanding the River: Physical Influences and Historic Background
- Appendix 2: Unitary Development Plans
- Appendix 3: Summary of Strategic Policy Recommendations
- Appendix 4: Examples of Partnership Arrangements

Comprehensive plans mapping the information in the Topic Reports have been prepared using a Geographical Information System developed by WS Atkins. These are available from the local authorities. A digital version of the Strategy is also available on the Thames Strategy - Kew to Chelsea website at www.thamesstrategy-kewtochelsea.org.uk.

Acknowledgements

The Strategy has been the result of a partnership approach and the Thames Strategy - Kew to Chelsea Steering Committee and the Consultants Team wish to thank all those organisations and individuals who have contributed to the preparation of this document. A full list is given at the end of this document.



Nina ~ St Pauls Primary School, Hammersmith

PART 1: UNDERSTANDING THE RIVER

Introduction

The River performs many functions along the stretch between Kew and Chelsea. The following five main functions are identified in the Strategic Planning Guidance for the River Thames (RPG3B/9B):

- drainage and water supply;
- a setting for development;
- an open space and ecological resource;
- a transport artery; and
- a recreational, leisure and tourist facility.

In addition, it is a rich historical resource and provides the setting for many fine buildings and landscapes. One of its greatest assets is the varied character which has been influenced by a combination of factors relating to its physical characteristics, setting and history, notably the tidal nature of the Thames and the changing characteristics of the River and foreshore and the interrelationship between the natural and physical environment, and development and change in the built environment.

The landscape of the River Thames is a product of its underlying physical conditions and a long history of human settlement and use. In developing a strategy and vision for the future, there is a need to understand the River and the key influences which have shaped its character, in particular:

- physical influences including hydrology and drainage;
- historic background and heritage;
- social and cultural factors;
- landscape character.

The key factors which have influenced the varied and distinctive character of the River are summarised below.

Physical Influences

The estuarine and tidal nature of the River has had a major impact on the development of the landscape, both in the way in which it has affected navigation, settlement and trade, farming and cultivation as well as the development of modern infrastructure such as roads, railways and reservoirs. Over the centuries, human intervention along the Thames has almost completely obscured the natural land surface in the study area and most of the former marshes and meadows have been

replaced by development, resulting in a river landscape that is now almost completely man-made.

In Roman times, the Thames was approximately twice its present day width and 4 metres shallower and may only have been tidal as far upstream as Chelsea. Subsequent narrowing of the river channel due to development of the riverbank in combination with the gradual sinking of South East England, has increased the tidal range upstream to Teddington. Since the seventeenth century, the River has been channelled, areas reclaimed and flood walls constructed. In more recent times, the threat of flooding has necessitated the building of flood defences.



Chiswick Eyot with Chiswick Mall behind

The Thames is fed by a number of tributaries between Kew and Chelsea but the River Wandle and Beverley Brook are the only unculverted rivers. These rivers have a localised impact on the landscape of the River Thames. There are a number of other rivers in the study area such as the Westbourne, Counter's Creek, the Falcon, Parr's Ditch and Stamford Brook, but these are now concealed in conduits and form part of the network of London's lost rivers.

Historic Influences

The Thames has been a focus of human activity since early man reached London about 500,000 years ago. Its connections with royalty, government, commerce and international trade have inspired painters, poets and writers through the ages.

Evidence has been found at low tide along the foreshore of early activity such as hunting, scavenging, fishing and gathering and possible use of the River for water transport. The foreshore also contains abundant evidence of the use of the River and of the technological, economic, social and spiritual development of its inhabitants and users. Foreshore deposits associated with early settlement sites such as Putney, Chelsea and Fulham Villages have been discovered, together with evidence of early industries such as Sanders' Pottery at Mortlake and the osier beds at Duke's Meadow. A canoe from the Mesolithic Period was recovered from the Thames at Kew and proves that the land had been occupied before 4000 BC. Evidence for occupation during the Meolithic and

Neolithic periods has also been found at Fulham. Because of its situation on higher land, and consequent freedom from flooding, Putney was an ideal location for human settlement and archaeological remains from the Neolithic Period and Iron Age have been discovered. Evidence of Stone Age settlements has been discovered in Brentford and remains from the Iron Age have been found at Battersea.

The origins of London as a major settlement derive from the Roman invasion and the establishment of a river crossing and trading port. Whilst Roman influence in the study area appears to have been limited to roads west and south, there is evidence that the Romans had a settlement at Putney from 1st to 4th centuries AD and speculation that there may have been a wooden bridge crossing. Roman remains have also been found at Fulham Palace.



Unloading coal from barges at the drawdock, Chiswick Mall (about 1905)

Saxon village development was common along the River following the decline of the Roman Empire, for example at Brentford. Fulham has been occupied from the late 5th century, an early Saxon settlement has been discovered on the site of Maubie Gardens and Fulham Parish was established in the 9th Century. The Norman Conquest spurred a new phase of development and trade along the River. Farming settlements bore names that survive today such as Putelei (Putney Fishery) and Mortelage (Mortlake Mill). Fish were netted in the Thames and its tributaries and water mills ground corn from locally farmed fields. Chiswick and Strand on the Green were early fishing villages. Putney Ferry was an important crossing point to Fulham and Westminster.

The development of navigation on the Thames was influenced by the decision of Richard I to sell river rights to the City of London, to fund his crusades abroad. These rights were exercised along the River up to Staines by the City of London until the 19th century when the Great Western Railway was constructed.

The shift westwards of the central city and rural expansion of religious institutions (for example in Chelsea) from the 12th to the 15th centuries gave new impetus to riverside village settlements and agriculture and river trade activities. In the early to post medieval times, the growth of merchant town houses and aristocratic residences reflects the growth in wealth and prosperity. Archaeological evidence of early settlements and medieval expansion are today mostly hidden beneath many layers of urban development.

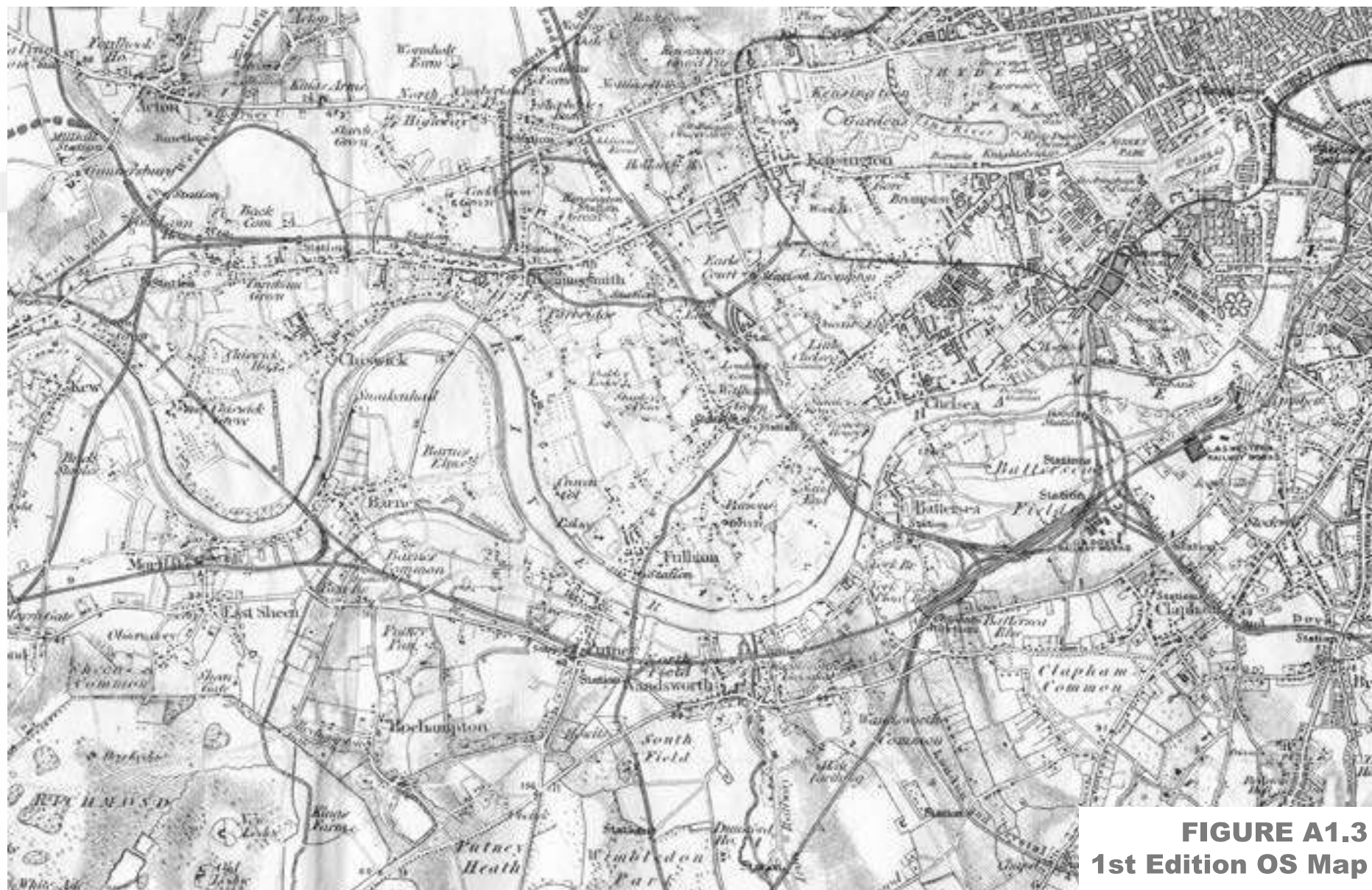


FIGURE A1.3
1st Edition OS Map

In the 16th century, London's inhabitants more than doubled to 200,000 and this necessitated building outwards from the city. As population and prosperity expanded, so did Royal wealth and the expansion of Royal developments along the River. This established a pattern for great houses in estate settings along the River, such as Fulham Palace and The Royal Hospital complex in Chelsea. The Plague and the Great Fire of London led to merchants and aristocrats moving out of the city.

The Thames formed a major barrier to road transport, with London Bridge being the only crossing point. A Bill for a second bridge at Putney was defeated in 1671. A wooden bridge was eventually constructed at Putney in 1729. An increase in engineering expertise led to an intensive period of bridge building and opened the south bank to development.

During the 18th century it became fashionable for London merchants and members of the Court to acquire a country retreat in convenient riverside locations such as Chiswick and Hammersmith. Ranelagh Gardens opened in 1742 and staged the earliest regatta on the Thames in 1775. The trend of stylish town houses terraced along the river frontage became established, notably along Cheyne Walk in Chelsea and in areas such as Strand on the Green and Barnes. Wooden bridges were built at Kew and Battersea in 1771 with a second stone bridge at Kew in 1783. This period saw the expansion of development in the study area, including industrial activity on the fringes of the established built up areas including the dressing and tanning of leather on the banks of the

River Wandle and breweries and flour mills at Chiswick and Hammersmith.

The population increase and the industrial revolution of the 19th century brought about dramatic changes to the river. At the beginning of the period, the riverside between Kew and Chelsea was characterized by isolated villages in market gardens and meadows. The development of Fulham and Sands End illustrates the rapid urban growth which took place at this time. The expansion of the railway transformed the area and improvements in overland transport led to an intensive period of further bridge building. This period also saw the planned development of the Chelsea, Victoria and Albert Embankments with their distinctive plane trees, lamp posts and cast iron benches. Docks such as Brentford, Grosvenor and Chelsea were constructed for cargo handling for riverside industries and land between Battersea and Wandsworth was developed for wharves used in connection with public utilities and bulk cargoes



Chiswick Mall c.1834 drawn by Havell

such as flour and coal. After the Great Western Railway was built in 1845 the role of the river for cargo began to decline, the revenues from toll began to diminish and the navigation fell into disrepair. The recreational role of the Thames developed with the creation of ornamental riverside parks such as Battersea in 1853 and Kew Gardens which has been accessible to the public since 1841. Battersea Park was followed by additional public parks at Bishops Park and Wandsworth Park and the layout of these Victorian parks still survives. The 19th century also saw the construction of the large reservoirs at Barn Elms and Lonsdale Road and waterworks at Brentford, Hammersmith and Chelsea. In 1908 the Port of London Authority was formed and control of the tidal river was passed to them.

The consolidation of residential and industrial development continued in the Edwardian era. Construction of the Great West Road cut through riverside Hammersmith in the 1920s and the Great



Lots Road Power Station

Chertsey Road introduced another major road through the area and involved the construction of Chiswick Bridge. War damage resulted in the opportunity to create new parks such as Funnival Gardens.

Following the Second World War, changes in industry, energy production and transportation resulted in the closure of many factories and established wharves by the mid 1970s. This has led to the redevelopment of former industrial sites for housing, offices and more recently, mixed use development, such as the proposals for Battersea and Lots Road Power Stations.

Residential development has changed the character of the study area in the post war period. A number of high density public housing developments (with increasing height but generally away from the riverside) have impacted on the area. In the 1980s -1990s there has been an increasing tendency towards higher density private residential developments on the riverside.



Strand on the Green

Landscape Character

This stretch of the river has a rich and varied landscape, transitional from arcadian Kew, through suburban areas, to a built up, city landscape. It is characterised by historic strands and malls that developed on the outside bends of the river, for example Strand on the Green, Mortlake, Barnes, Chiswick, Hammersmith and Putney. The main reason for buildings appearing on the outside bends of the river was because the gravel strata deposited by the river in these locations provided suitable foundations. The gravel also provides a better landing place for boats than the silt found on the inside of bends.

Interestingly, the areas across the rivers from these historic settlements tend to be predominantly open green space. This may have increased their attraction for their later settlement by the artistic and the richer merchant classes. At Duke's Meadow, this green space is severely fragmented, in part due to its wide range of uses, from allotment to golf course, typical of the urban fringe. At the



Foreshore at Duke's Meadow



Battersea Riverside

Barnes loop, the green space is less varied (most of it until recently being reservoir sites) though this changes beyond Barnes Common, up the Beverley Brook vale to Roehampton, becoming increasingly a patchwork landscape with playing fields, allotments, parks and a golf course.

A new type of urban riverfront has emerged in the last two decades on former industrial sites and wharves; for example Fulham Reach and Corney Reach. These are predominantly a modern approach of building form with clusters of buildings facing a Thames path. The buildings are stepped back and arranged to maximise views of the river. There is a clear distinction between public and private space. Many of these developments are gated.

Downstream from Putney, the river character changes to a more urban scene. The industrial vales of the Wandle and Counter's Creek impose a new character on the river, and it becomes canalised with vertical walls, bringing taller buildings up to the water edge, their reflections adding to their visual bulk. The industrial areas use

the river (or have done historically). Newer development has encroached on former wharf and warehouse land at Wandsworth, again creating tall, high density, residential blocks.

Within the more urban area, many of the open spaces were created in the 18th and 19th centuries. Bishops, Wandsworth and Battersea Parks have a similar Victorian municipal quality. The original design intentions and management for all the green space in the study area may no longer be appropriate, or what is required in the 21st century.

At Battersea the whole riverside in the Nine Elms area has been industrialised and this stretch contains a number of safeguarded wharves. Part of the Nine Elms riverside could potentially be redeveloped in the future, although there will be a continuing requirement to retain the safeguarded wharves for freight related activities. Battersea Power Station dominates this final reach.

Definition of Landscape Character Reaches

London developed as a series of villages, and in order to try to understand the present day landscape of the whole Kew to Chelsea section, it is essential to appreciate the unique character of each of the smaller sections that merged to formulate it. In order to do this, the landscape between Kew and Chelsea has been sub-divided into eight reaches of different character and individuality that will be looked at in greater detail in Part 4 of this document.

The division of the river into its character reaches was undertaken by the amalgamation of areas with a particular nature. It was felt to be important to ensure that each reach included a section of land from both the north and south sides of the river, for whilst the landscape of one side might be very different from that of the other, their contrast adds to the overall character, and historically may have been one of the reasons why the landscape developed as it did and the two banks are visually interrelated. Within some of the character reaches, there are small sections of a different character, and these have been identified as sub-sections.

This division of the River into sections and also the chosen boundaries between sections are artificial - the River is, of course, one and the sections merge into each other - but it provides a useful study tool.

Character Appraisal Inventory

The following factors have been taken into account in the character appraisal and definition of character reaches:

Visual analysis

- Strategic and local views
- Designed vistas
- Landmarks
- Skylines
- Gateways and thresholds
- Barriers and edges
- Gaps and enclosure

Buildings

- Built form, massing and layout
- Façades
- Height, scale
- Relationships to adjoining uses
- Bridges

Landscape and Vegetation

- Green chains and corridors
- Woodland
- Parkland
- Tree groups (species, height, age and condition)
- Avenues and designed features
- Sports and playing fields
- Private gardens
- Allotments and cemeteries
- Marginal and wetland vegetation.

The Channel Edge

- Natural banks
- Sloping banks
- Vertical banks
- Wharves
- Designed Embankments

River Structures

- Bridges
- Piers
- Slipways and hards
- Jetties, moorings and boats
- Wharves

- Drawdocks and inlets

Public Realm

- Paths and walkways
- Promenades
- Squares
- Parks
- Street furniture, lighting and signage

Movement

- Use of River for transport
- Public transport linkages
- Pedestrian linkages
- Piers and transport infrastructure

Cultural and Historical Associations

- Celebrated residents and visitors
- Archaeological sites
- Industrial heritage
- Place names

The eight character reaches (and their relationship to the character reaches defined in the Thames Landscape Strategy: Hampton to Kew) are illustrated in Figure 1.1 and may be summarised as follows:

1. Kew and Strand on the Green
2. Mortlake, Barnes and Duke's Meadow
3. Chiswick, Hammersmith and North Barnes
4. Fulham Reach and Barn Elms
5. Putney and Fulham Palace
6. Wandsworth and Sands End
7. Chelsea and Battersea
8. Nine Elms

Aerial view of Character Reach No.1 Kew and Strand on the Green



Aerial view of Character Reach No.8 Nine Elms

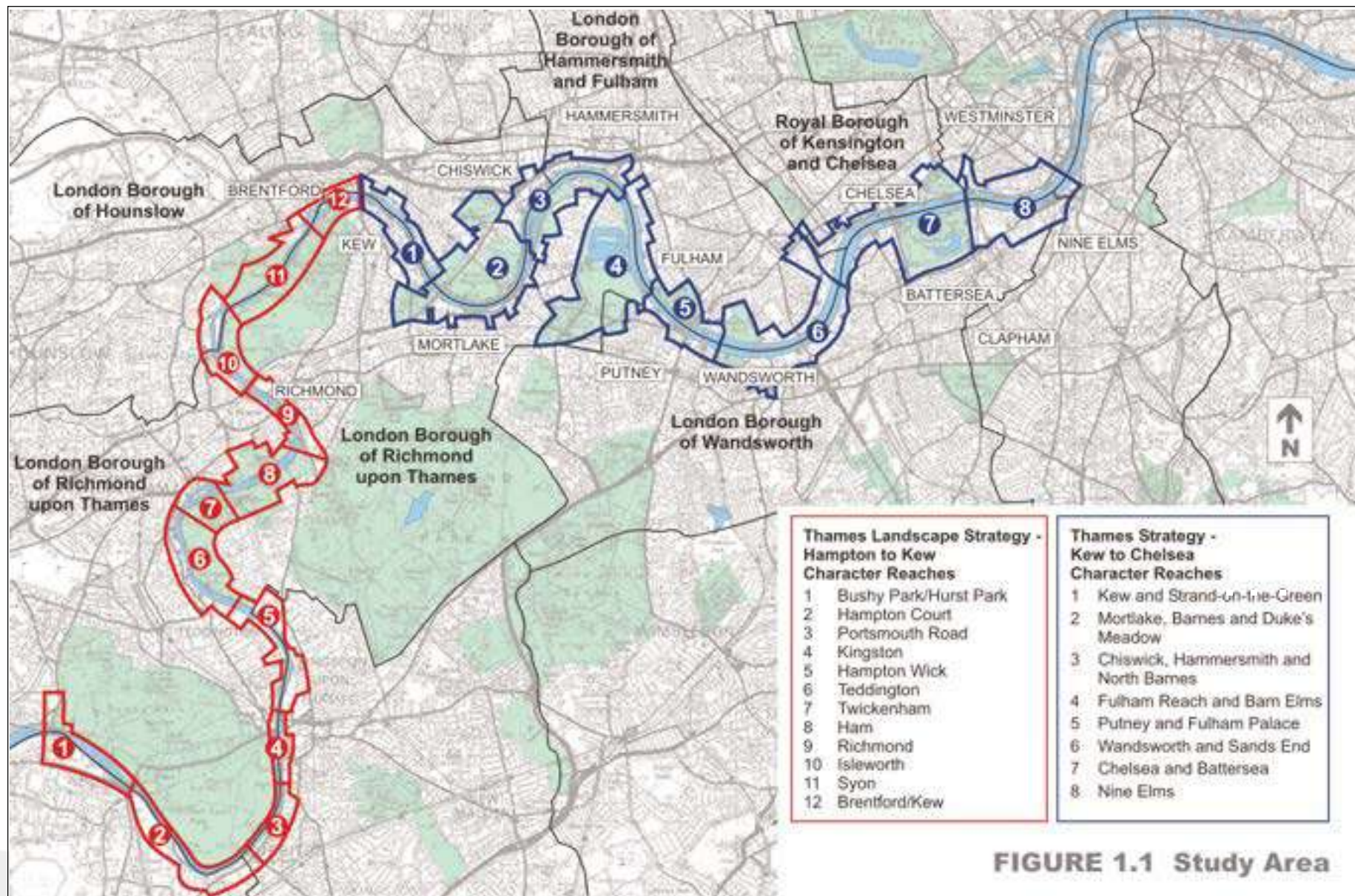


FIGURE 1.1 Study Area



Tabby ~ Westfields Primary School, Barnes

PART 2: PLANNING POLICY CONTEXT

PLANNING POLICY

CONTEXT

The Strategy sets out strategic and local proposals for the study area taking into account the current and emerging planning policy context and opportunities identified during preparation of the strategy.

The national, strategic and local policy context provides a reference point to position the Thames Strategy – Kew to Chelsea strategic proposals and projects within. The Thames Strategy proposals are generated on an issues basis and are detailed in the sections that follow.

National Planning Policy Context

The national planning policy framework is provided by a series of Planning Policy Guidance Notes, White Papers and Government Circulars. Local planning authorities must take their content into account in preparing their Unitary Development Plans (UDPs). Sustainable development, mixed use and design are three themes that underpin the Government's approach to planning in the UK. Urban regeneration and re-use of previously developed land are important supporting objectives in creating a sustainable pattern of land use development. National

Planning policy also identifies the potential of inland waterways for transport (including freight) and recreation.

The Urban White Paper (Our Towns and Cities: The Future), published in November 2000, highlights the importance of urban renaissance and of getting the design and quality of the urban fabric right. Objectives for better planning and design include ensuring that we make the best use of land that is available and ensuring development is sensitive to the needs of people, while considering the impact that urban living has on the environment. The White Paper focuses strongly on the need to use space well and on the development of sustainable and well laid out urban areas and areas of open space. Development is encouraged, in particular, where brownfield sites and empty properties can be brought back into use, and where the provision of good public transport is viable and walking and cycling are made attractive options.

The Transport White Paper (A New Deal for Transport: Better for Everyone) published in July 1998 highlights the importance of extending choice in transport and securing mobility in a way that supports sustainable development as part of an integrated transport policy.

The following Planning Policy Guidance is of particular importance:

PPG3: Housing (2000) A key directive of the Government's policy is to maximise the re-use of previously developed land and to specifically

encourage more intensive housing developments in and around existing centres and close to public transport nodes. The guidance states that local authorities should promote developments which combine a mix of land uses including housing.

PPG13: Transport (2001) The Guidance emphasises the Government's commitment to the integration of transport and land use planning and encourages alternative means of travel to the private car. The Guidance highlights how the aim of reducing the need to travel can be achieved by influencing the locations of different types of development relative to transport provision. The potential for greater use of rivers for transport (including freight) and recreation is also highlighted.

The Guidance states that local authorities should seek to make maximum use of the most accessible sites in town centres and close to transport interchanges. Intensive development should be promoted in these locations together with a clear overall vision for development.

The Guidance promotes opportunities for freight generating development to be served by waterways and the protection of existing and potential sites and infrastructure. The re-use of disused wharves and basins, the retention of boatyards and other services used in connection with water-based recreation and the protection and enhancement of the waterway environment are promoted where these are viable options.

PPG17: Sport, Open Space and Recreation (Consultation Draft, March 2001)

The Draft Guidance provides a clear statement of the Government's intention to protect existing sport, open space and recreation facilities and create new ones. It complements the Government's commitment to minimise the development of previously undeveloped land (such as playing fields) especially in urban areas.

The Draft Guidance states that provision of new facilities should be promoted through development plans to meet identified needs and where appropriate, local planning authorities should plan positively to allocate sites for recreational use ensuring at the same time that these facilities will be brought into use and managed in a satisfactory way.

The Draft Guidance advises local authorities to:

- Promote accessibility;
- Avoid putting facilities where they will be visually intrusive or lead to a significant loss of amenity;
- Apply design criteria to maintain or enhance the quality of the public realm;
- Use previously developed sites wherever possible;
- Take into account the recreational needs of visitors and tourists and the economic advantages of providing facilities which will attract them;
- Promote social inclusion.

In planning for new open spaces, authorities should seek opportunities to improve the local open space network, for example by creating green chains and green links. The Guidance also states that authorities should consider the opportunities offered by rivers and that the amenity value of such facilities should be protected and enhanced which may entail the development of facilities in appropriate areas. The need for a strategic approach to waterways and for authorities to work co-operatively in planning for their waterways is highlighted.

The Draft Guidance states that local planning authorities will be justified in seeking planning obligations where a deficiency of recreational provision exists or is likely to occur as a result of proposed development. In particular, they may be used to secure recreational facilities as a necessary part of a broader development, helping to ensure that the standards or provision set out in a plan are achieved. The Draft Guidance states that it may be appropriate in some circumstances for the developer to make a contribution to the establishment or enhancement of a nearby sport or recreation facility.

Strategic Planning Context

The strategic planning context for the Thames Strategy - Kew to Chelsea Study comprises the current *Strategic Planning Guidance for London (RPG3)*, and *Strategic Planning Guidance for the River Thames (RPG3B/9B)*.

The Mayor, and recently formed Greater London Authority, will be reviewing all strategic planning policy including RPG3 and RPG3B/9B and will prepare a London Plan. Preparation of the London Plan is the responsibility of the Mayor of London and the River Thames is identified as one of its core policy areas. Initial proposals for the Mayor's London Plan were published in May 2001. The first draft is due to be published in early summer 2002.

Strategic Planning Guidance for London (RPG3)

In May 1996 the Government issued Strategic Planning Guidance for London Planning Authorities (RPG3). The overall strategic objectives of the guidance are to:

- Promote London as a world class city;
- Maintain and enhance the competitiveness of business;
- Encourage a pattern of land use and provision of transport which minimises harm to the environment and reduces the need to travel especially by car;
- Promote urban regeneration;
- Enhance the vitality, viability and character of town and other local centres;
- Maximise housing provision to meet the changing needs of the population;
- Maintain and improve the natural and open environment;

- Improve the quality and attractiveness of London's urban environment;
- Facilitate the development of transport systems which are safe and efficient, and which contribute to the achievement of competitiveness, regeneration and environmental quality; and
- Seek to improve air quality, to reduce waste, pollution and the use of energy and to encourage recycling.

The Guidance notes that the River Thames is one of London's greatest assets and makes reference to the (then emerging) Strategic Guidance for the Thames (RPG3B/9B). RPG3 will be replaced by the Mayor's London Plan.

Strategic Planning Guidance for the River Thames (RPG3B/9B)

Strategic Planning Guidance for the River Thames (RPG3B/9B) was issued by the Government Office for London in February 1997. The Guidance sets out the Government's planning policies for the River Thames from Windsor to the sea. The framework provided by RPG3B/9B gives the local planning authorities along the Thames formal guidance in preparing their UDPs and in formulating policy for managing and enhancing the quality of the River and the riparian environment.

The Guidance presents the Thames as one of the major natural assets of South East England and is

clearly focused on bringing the River and the riverfront 'back to life'.

It identifies five main functions for the River:

- Drainage and water supply;
- A setting for development;
- An open space and ecological resource;
- A transport artery; and
- A recreation, leisure and tourist facility.

The Guidance recognises that conflicts can arise between these different functions and that many of the River's functions and the planning issues they raise transcend local authority boundaries.

RPG3B/9B encourages riparian planning authorities, and other agencies involved in management of the River and its environs to:

- Recognise the strategic importance of the Thames and the functions it serves for the region as a whole;
- Reflect these in development and other plans, and in land use decisions affecting the River and its hinterland; and
- Collaborate to ensure a coordinated and cohesive approach to land use planning for and along the River.

The overall objectives set out in RPG3B/9B which should guide UDP policy in respect of the Thames are:

Built Environment:

- To secure a special quality for all new development on the River and riverside, appropriate to its context, and to improve the existing townscape;
- To protect and enhance historic buildings, sites, structures, landscapes, skylines and views of importance;
- To enhance the vitality of the river front by making best use of its potential attraction for a range of uses; by promoting the regeneration of redundant urban land and buildings; by promoting uses which enhance people's enjoyment of the River; and by discouraging development which neither contributes to, nor is appropriate for, a riverside location; and
- To protect important archaeological remains.

Natural Environment

- To improve the quality and provision of open space along the River;
- To conserve and where appropriate enhance the ecology of the River;
- To respect green belt, metropolitan open land and other recognised designations denoting areas of ecological, conservation or landscape importance.

Use of the River and Riverside

- To encourage and harness the transport potential of the River;

- To promote and increase the use of the River for recreational purposes;
- To safeguard land uses related to these functions; and
- To maintain and improve public access to, along and across the River, taking account of the needs of disabled people.

In order to achieve these objectives, the Guidance states that riparian planning authorities should adopt policies in their development plans in relation to the River Thames and its riverside to:

- Maintain and improve the quality of the built environment;
- Restore and promote the vitality of the riverside in areas of development opportunity;
- Conserve and enhance the character of the natural and historic environments; and
- Encourage and facilitate the use of the River and riverside for transport and recreational purposes.

Authorities are encouraged to review and revise or supplement existing or proposed development plans at the earliest opportunity to incorporate, and secure the implementation of the policies and objectives contained in this Guidance.

Regional Planning Guidance for the South East (RPG 9)

The Regional Planning Guidance for the South East (RPG 9) published in March 2001 provides a wider regional context for the Mayor's London Plan. RPG 9 places particular importance on sustainable development and the concentration of development in places well served by public transport and protection of the Region's diversity. Objectives include encouraging economic success, ensuring a higher quality of environment with management of natural resources, opportunity and equity for the Region's population and a more sustainable pattern of development.

Key development principles set out in the Guidance of relevance to London may be summarised as follows:

- The development of housing should be more sustainable, providing a better mix of sizes, types and tenures, having regard to the structure of households and people's ability to access homes and jobs;
- Development should be designed to enable a more sustainable use of the Region's natural resources in the effective management of waste, the promotion of renewable energy sources and to assist in reducing pollution of air, land and water;
- There should be continued protection and enhancement of the Region's biodiversity,

important nature conservation areas and enhancement of its landscape and built and historic heritage;

- There should be increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance on the car.

The Guidance states that future development in London should support and develop London's role as a world business and commercial centre and a centre of international and national importance for retailing, tourism, education, heritage, culture and the arts. The importance of maintaining London's attractiveness as a place to live and work is highlighted. A particular objective in meeting London's potential to accommodate growth will be to seek a balanced and mixed development consistent with the objectives of the urban renaissance and maintaining high levels of urban quality. Previously developed land within London is seen as having an important role in accommodating growth consistent with regeneration principles.

The London Plan (Spatial Development Strategy)

The current strategic planning context contained in RPG3B/9B highlights the importance of the River Thames in the life of London. With the evolution of the Greater London Authority, however, the planning policy context within which the River is addressed is changing.

The Mayor has been given responsibility for strategic planning in London and for producing the London Plan (LP). This will be prepared within the context of the European Spatial Development Perspective incorporating spatial planning rather than a purely landuse perspective. The LP will provide a strategic framework for all Boroughs' UDPs and will set out the spatial context for the Mayor's other policies and strategies. The Mayor is responsible for ensuring that the strategic planning interests of London as a whole are taken into account in the policies of central and local government and other relevant bodies. In accordance with the procedures set out in GOL Circular 1/2000, RPG3 and RPG3B/9B will remain current as strategic planning guidance for London and the River Thames until the LP is published.

The River Thames is identified as one of the core strategic policy areas for the LP. The Greater London Authority Act 1999 seeks to promote and encourage use of the Thames and the LP will be required to:

- Identify the strategic functions which the River Thames serves;
- Include policies for protecting and enhancing those functions;
- Identify the broad extent of a special 'Thames Policy Area' (TPA) and a mechanism for co-ordinating Borough UDP policies within this area;

- Develop the policies set out in the Government's Strategic Planning Guidance for the Thames (RPG3B/9B).

The LP will also address a number of other strategic policy areas which will be of direct relevance to development on or adjacent to the River Thames:

- The promotion of **sustainable development**;
- **Transport**: including the promotion of better integration between land use and transport planning and more sustainable transportation choices;
- **Economic development, regeneration and social inclusion**: including the creation of linkages between housing, transport and other infrastructure development and monitoring the availability of employment land and floorspace;
- **Housing**: including the need to make maximum use of previously developed land and the encouragement of more sustainable patterns of housing development and good design;
- **The built environment**: including promotion of the urban renaissance through good urban design and improvement of the public realm and protection of areas of historical or architectural interest;
- **The natural and open environment**: including the creation of green chains and the provision and enhancement of open space;

- **Waste**: the adoption of a strategic approach to waste management and the location of waste management and disposal facilities;
- **Cultural and community facilities**: including the identification of opportunities for the location of new facilities accessible by public transport and the promotion of tourism.

The timetable for preparation of the LP suggests that there will be a timelag before effective LP strategic policies relating to the Thames are adopted. LP proposals for initial discussion were published in May 2001, with a draft consultation LP due in early summer 2002.

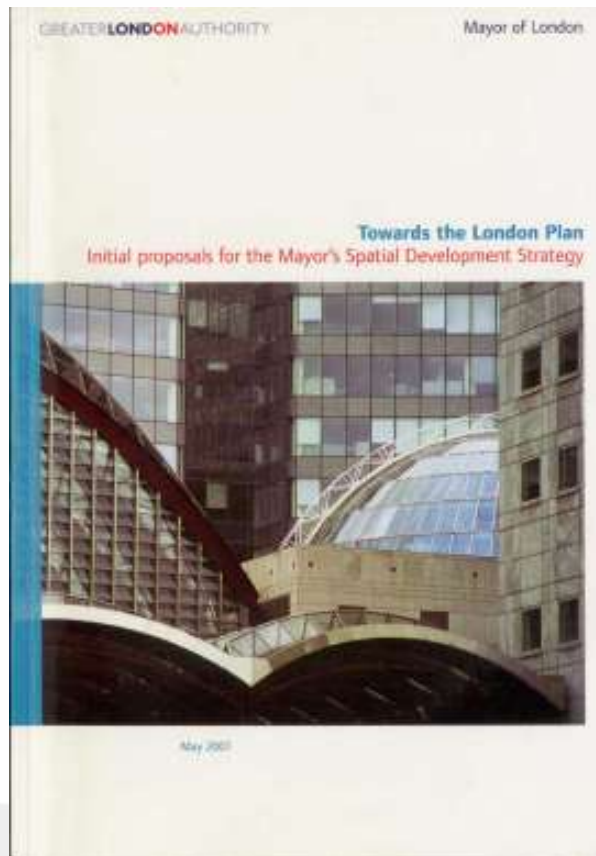
The Thames Strategy - Kew to Chelsea can contribute to the GLA's review of RPG3B/9B and to the preparation of the Mayor's LP which will include a strategy for the River Thames. The GLA is required to propose a suitable mechanism for taking forward the reviewed RPG3B/9B into Borough UDPs and proposals for the implementation of the Thames Strategy - Kew to Chelsea may assist in the development of this mechanism.

The Secretary of State for Transport, Local Government and the Regions will continue to exercise his statutory powers in relation to UDPs and planning applications through the Government Office for London, including the ability to call applications in for determination, and responsibility for the determination of planning applications.

As part of the new arrangements for strategic planning in London, the Mayor will be consulted on planning applications which raise issues of strategic importance and has powers to direct the refusal of applications.

Towards the London Plan (May 2001)

Initial proposals for the London Plan are set out in the document 'Towards the London Plan'



published for consultation purposes in May 2001. The document highlights the importance of the Thames and the need for a holistic approach which is to be promoted through the definition of a Blue Ribbon Network. The GLA and its functional bodies will work with the range of interest groups represented on its Thames consultative group to develop and integrate a strategy for the Thames.

The Blue Ribbon Network will be designated along the Thames and London's waterways. It will cover not just water, but banks and foreshore and related river/ canal-side land. The aim of the Blue Ribbon Network will be to recognise the special character of the River and canal corridors as both a strategic and a scarce resource and address the competing needs, uses and demands that are placed on them. The document recognises that because the River crosses administrative boundaries, policy approaches have often been fragmented. The Blue Ribbon Network is intended to create a common focus for ensuring the sustainable use and regeneration of the Thames and associated land along its route.

The document states that the London Plan will address a range of issues relating to the river and other waterways including:

- Improving the urban waterside;
- Protecting views and panoramas from the waterways;
- Enhancing public access along and across

the River and related safety issues;

- Safeguarding wharves and protecting waterside infrastructure to increase commercial and freight use;
- Maximising use of the Blue Ribbon network for freight and passenger transport, leisure and tourism including provision of riverside infrastructure;
- Protecting and enhancing the natural environment and biodiversity;
- Enhancing the profile of London's waterways as cultural and recreational spaces.

Two policy directions relating to the River Thames are proposed for inclusion in the London Plan:

Creating a 'Blue Ribbon' Network

- To enhance the use and value of the river and canals by increasing public access and safety and by encouraging the use of London's waterways for leisure and transportation (of people and freight);
- To ensure that any new development contributes to the character of the river and canal-side and achieves a high quality of urban design, especially improving public access to the riverside;
- To review the protection given to boatyards and all River-related uses and the application of the safeguarding process for wharves.

Protecting wildlife and natural habitats

- To protect and enhance the significant wildlife habitats of the Thames and London's other waterways and ensure that disturbance to wildlife is minimised with increasing use and public access.

The London Plan recognises the vital importance of transport provision to the development of London in the future and the need to tackle the challenges of London in an integrated way. The document identifies a number of regional corridors which are expected to be a focus of change including the Wandle Valley. Battersea/Vauxhall is identified as a key opportunity area. Proposed transport improvements are identified which could affect the study area, notably the Hackney South West Rail Scheme.

London Biodiversity Partnership 2000/2001: London Biodiversity Action Plan

The London Biodiversity Action Plan, initiated through the London Biodiversity Partnership, links the UK action plan with biodiversity plans produced at a local and organisational level. The approach taken for the London Biodiversity Action Plan targets habitat based rather than species based action, to enable organisations and local partnerships to form, to develop and implement local level actions.

The Mayor's Draft Biodiversity Strategy (2001)

Connecting with London's Nature: The Mayor's Draft Biodiversity Strategy was launched for public consultation in September 2001. This will be the first statutory strategy of its kind in the UK and it will complement the Mayor's other strategies for London and the principal functions of the GLA by addressing the contributions that biodiversity can make to social cohesion, health improvements and economic development.

The strategy draws on data presented in Volumes 1 and 2: The Audit of the London Biodiversity Action Plan (London Biodiversity Partnership 2000) and recognises the Thames as the most obvious and best known natural feature of London and its value to wildlife. In particular it recognises the importance of its Eyots, river walls and wharves for encouraging biodiversity and wildlife habitats, and the loss of wetland vegetation. The strategy aims to protect and enhance the natural habitats of London and their varied species, to demonstrate how London's biodiversity can be:

'Maintained as a crucial part of a sustainable world city'

The Draft Biodiversity Strategy presents specific policies and proposals for the River Thames and London's waterways that will mainly be driven through the London Plan. In particular these proposals include the establishment of the Blue Ribbon network and the restoration of London's rivers.

The London Plan and how it is interpreted in Unitary Development Plans, as well as the London Biodiversity Action Plan will be key mechanisms for implementing the Mayor's Biodiversity Strategy.

Additional Policy Advice

In addition to National and Regional Policy Guidance, there is a range of advice and guidance produced by other agencies such as: the former London Planning Advisory Committee, the Port of London Authority, Government Office for London, the Environment Agency and the Countryside Agency (formerly known as the Countryside Commission).

Many documents produced by other agencies and organisations are endorsed in RPG3B/9B and their consideration in the development of policies for the Thames Policy Area is important. These are reviewed below.

Government Office for London (1995) Thames Strategy: A Study of the Thames

The Thames Strategy study was undertaken in 1995 by Ove Arup for the Government Office for London.

The study identified a number of focal points of activity, both existing and proposed, key landmarks, areas with potential for increased river activity, locations where increased accessibility is desirable and important enhancement opportunities.

Specific recommendations for enhancement in the Kew to Chelsea Study Area are to:

- Improve the relationship of Duke's Meadow to the River by enhancing links and views;
- Upgrade riverside landscape at Mortlake;
- Make provision for riverside access as part of the new development at Corney Reach (now complete as Chiswick Pier);
- Improve existing landscape at Hammersmith and encourage positive links to centre;
- Maximise the nature conservation value of the former Barn Elms reservoirs;
- Implement selective management to improve the visual relationship of Fulham Palace Gardens to the River and riverside footpath;
- Consider improvement of discordant physical development, obsolete structures and access to River on the east side of Putney Bridge;
- Make provision for riverside access and strong landscape framework as part of new development at Gargoyles Wharf site;
- Improve discordant river frontage with discontinuous built environment at Fulham when opportunities arise;
- Improve discordant and variable built environment at Wandsworth when opportunities arise; and
- Improve discordant physical development at Nine Elms when opportunities arise.

In the Kew to Chelsea area, the report identifies existing focal points of activity at Kew/Brentford, Hammersmith and Putney/Fulham. A proposed focal point of activity is identified at Battersea/Chelsea.

The report also makes recommendations about the role of Strategic Planning Guidance for the River Thames, which was in a Draft form at the time the report was released.

Environment Agency (1999): Local Environment Action Plan (LEAP): Thames Tideway

The LEAP sets out the Environment Agency's commitment to protection and management of the Thames Tideway environment. The vision is presented as protection through partnership and the Environment Agency has sought to reflect the views of interested parties and organisations. Actions for the Thames Tideway are detailed, and form the core of the Action Plan. The actions are based on nine objectives that include water quality, biodiversity, landscape, heritage and use of the waterways among other issues. The actions are tabled and prioritised with estimated timescale and cost. The organisations involved in progressing the actions are also detailed.

Environment Agency (1996): Landscape Assessment and Design Guidelines

These Guidelines propose a methodology for evaluating the river landscape based on landscape and river channel types. The Secretary of State commends this approach and

recommends that adjacent and cross-river authorities collaborate in identifying such reaches and developing related policies. The Landscape Assessment and Design Guidelines are endorsed in RPG3B/9B.

London Planning Advisory Committee (LPAC) (1999) Supplementary Planning Advice on High Buildings and Strategic Views in London

The LPAC advice and RPG3A will be superseded by the London Plan when it is published. It should be noted that whilst the London Plan is being developed, the LPAC Advice still stands although the Mayor of London has issued *Interim Strategic Planning Guidance on Tall Buildings, Strategic Views and the Skyline in London* (October 2001) to provide clarification and to reflect the Mayor's recent thinking on these issues.

The Advice states that local planning authorities in conjunction with neighbouring authorities and with LPAC should:

- Undertake a character appraisal of the Thames Policy Area as the basis of the designation of areas appropriate for high buildings
- Identify Strategic Views and Important Local Views, Panoramas and Prospects on UDP Proposals Maps and include policies to protect and enhance them with regard to the need to maintain the Thames' open aspect
- Identify sites in the UDP where landmark buildings might be appropriate along the Thames-side

The LPAC Advice includes a section specific to the River Thames. The Advice summarises the area of the Thames between Hampton and Putney Bridge as comprising extensive open areas and domestic scale of buildings and as an area which in general is unsuitable for high buildings. Furthermore the Advice states that although there are a number of tall buildings and structures between Putney and Vauxhall Bridge, the predominantly small scale and residential nature of adjoining areas mean that the opportunities for high buildings are very limited.

The Advice states that high buildings can, because of the River Thames' serpentine form, have unexpected impacts. For this reason it is proposed that in bringing forward policies for the Thames Policy Area, both Strategic Views and Important Local Views, Prospects and Panoramas should be identified and adopted in UDPs to maintain an open aspect to the River Thames.

Interim Strategic Planning Guidance on Tall Buildings, Strategic Views and the Skyline in London (GLA, October 2001)

This Guidance is intended to remove misunderstandings relating to the LPAC advice, to reflect the Mayor's recent thinking on the subject matter, and to provide interim guidance whilst the London Plan is being developed. It is intended that the Guidance will form the basis of the draft tall buildings policy in the draft London Plan, which will be subject to consultation and be examined in public by a Government - appointed

panel. Some of the relevant policy guidelines are summarised below:

- The Greater London Authority (Mayor of London) Order 2000 requires local planning authorities to consult the Mayor on proposals for tall buildings of 75m or more and in the City of London (except on Thames-side), 25m or more elsewhere and in the Thames Policy Area and 30m or more elsewhere. These thresholds are taken from the LPAC Advice which also requires consultation with adjacent boroughs and agencies. The Mayor has indicated that a refinement of these consultation arrangements could be for English Heritage not to be consulted where heritage issues are not at stake.
- The Mayor supports LPAC's criteria-based approach to assessment of planning applications for tall buildings, but may develop additional criteria in the London Plan, for example, contributing to a cluster, an interesting group skyline or locations of civic or visual importance and forming objectives of long-distance views
- All tall buildings, should be of the highest possible architectural quality, with particular attention to publicly accessible ground levels, varied and interesting elevations, well-articulated building tops, a public realm suitable for pedestrian movement and acceptable wind impact

- Subject to other strategic planning requirements the Mayor will encourage tall buildings that enhance London's changing skyline, but oppose those that damage the setting of particularly sensitive buildings of architectural or historic interest. It is recognised that tall buildings can be seen more readily from the Thames, its banks and larger open spaces than elsewhere.
- The Mayor has commissioned a full review of the ten Strategic Views, including the view from Richmond Park to St Paul's Cathedral, set out by the Government in Supplementary Guidance for London on Strategic Views (RPG3 Annex) in 1991. The draft London Plan will introduce appropriate policies and the Mayor may seek changes to the statutory Directions following consultation. In the meantime, the existing Directions will apply.
- Boroughs should continue to follow LPAC Advice for identification of Important Local Views, Important Local Panoramas and Important Local Prospects. The Mayor has commissioned a review of existing policies and new guidelines will be produced for other potential views.

Countryside Commission (1998): Development Plan Policies - A Good Practice Guide

This document recommends practical guidelines to assist local planning authorities in formulating policies for the Thames Path National Trail. The objective of the Countryside Agency for the

Thames Path National Trail is to provide continuous access along the River Thames. The Guide includes model policies for the Thames Path itself as well as for development along the River Thames Corridor.

The Countryside Agency has produced design guidelines for the Thames Path which are encouraged to be adopted as Supplementary Planning Guidance.

Port of London Authority (1996): Steps, Stairs and Landing Places along the Tidal Thames

A Port of London Authority (PLA) report based on a survey that identified 246 publicly available landing places - steps, stairs, causeways, drawdocks and slipways - and assessed their condition, access, usage, safety and ownership. Based on this information, the PLA has detailed proposed future policy and action which is grouped under themes of: navigation; foreshore; other access points; and funding.

The key objective is to continue to make available appropriate access to the River and foreshore, to offer choices where this is practicable and to provide redress in the sense of alternative access points. PLA acquisition of ownership and responsibility, repairs to infrastructure and the provision of gates are identified as possible measures.

The PLA believe that access to the foreshore should be permitted where it is suitable for public use, but recognises that some areas of foreshore are inhospitable, unsafe or of ecological significance.

Port of London Authority (1998): Development Strategy for Cargo Handling in the Port of London

This document provides recommendations as to the use and capacity of Port sites, including wharves. Recommendations in the Strategy seek to provide a secure land use context for Port operations, including the safeguarding of suitable related industrial land against development that could preclude its future use for Port related purposes. The Royal Borough of Kensington and Chelsea and London Boroughs of Hammersmith and Fulham and Wandsworth have sites safeguarded under Secretary of State directions. The Strategy states that these should be protected at a local level through UDP policies.

The Strategy provides criteria to assess the need to safeguard sites for strategic transport and Port purposes. The PLA takes a site specific approach to safeguarding, based on long-term Port function. Assessment criteria include: navigational characteristics; geographical location; availability of comparable sites; market forces; road and rail access; amenity; sustainable alternative transport; and relationship with other Port sites.

Port of London Authority (1997): Planning for Aggregates

This PLA document provides recommendations as to the use and capacity of Ports sites, including wharves. The document recommends, inter alia, that UDPs;

“Ensure that the efficient and viable operation of wharves should not be unduly constrained by proposals for neighbouring development and that sensitive new development in the vicinity of existing or potential aggregates facilities does not result in imposition on the aggregates operation of planning or other controls restricting the otherwise acceptable activity”.

As to the wharves' future use, the PLA lists the Wandsworth/Fulham area as one of five main geographical sectors for aggregates handling, contributing four operational terminals (and two other terminals that have ceased operation but are potentially available for aggregates handling). Opportunities in this area are listed as Pier Wharf, Wandsworth; Hurlingham Wharf, Hammersmith & Fulham. The Wandsworth UDP includes a policy to safeguard sites associated with aggregates handling. LB Hammersmith & Fulham identifies three wharves as safeguarded for freight activities.

LPAC (1990): Planning Guidelines for Permanently Moored Vessels and Structures on the River Thames in Greater London

These LPAC guidelines are concerned with permanently moored vessels, floating structures, other buildings or structures in and over the river including jetties and piers.

The Guidance incorporates 19 guidelines, each of which is given brief justification. The guidelines cover issues such as acceptable uses, scale and

design, safety, traffic generation and access among others. The guidelines contain more detail than UDP policies and recommend, for example, that consideration be paid to colour schemes and the effects of floodlighting. The guidelines do not however, provide quantification; and details such as maximum heights are not prescribed. The guidelines incorporate flexibility to fit decision-making to the local environment.

Environment Agency Tidal Thames Habitat Action Plan

The Tidal Thames Habitat Action Plan was published in January 2002 as part of Volume 2 of the London Biodiversity Action Plan. It includes the area of the Thames Strategy - Kew to Chelsea within its remit.

The Action Plan includes an overview of existing habitats along the Thames and identifies key species of birds, fish, plants and invertebrates. It looks at some of the threats and problems facing biodiversity conservation in this area and sets out a series of objectives and actions to protect and enhance the ecology of the river.

Commission for Architecture and the Built Environment, English Heritage: Guidance on Tall Buildings (Consultation Draft, June 2001)

Draft Guidance has been published for consultation purposes on the way in which both the Commission for Architecture and the Built Environment (CABE) and English Heritage evaluate proposals for tall buildings.

The approach is based on locational and qualitative considerations but no rigorous definition is provided of what is and what is not a tall building. The guidance states that buildings which are substantially taller than their neighbours and/or which significantly change the skyline will be considered in the light of the following criteria:

- The relationship to context, including the effect on the skyline
- The effect on the whole existing environment, including the need to ensure that the proposal will conserve or not damage or detract from listed buildings and their settings, conservation areas, historic parks and gardens and important views;
- The relationship to transport infrastructure including the quality of links between transport and site and the feasibility of improvements;
- The architectural quality of the building;
- The contribution that the development will make to external and internal public spaces and facilities in the area including a mix of uses;
- The effect on the local environment including microclimate, overshadowing, night time appearance, vehicle movements and the environment for those in the vicinity of the building;
- The contribution made to the permeability of a site and the wider area including the

opening up or effective closure of views to improve the legibility of the city and the wider townscape;

- Function and fitness for purpose;
- The sustainability of the proposal.

It is proposed that English Heritage will adopt a sequential approach to evaluating proposals in the light of these criteria. The overriding consideration will be whether the location is suitable for a tall building in terms of its effect on the historic environment at a city-wide as well as local level. Only if it can be demonstrated that the location and context are appropriate will other factors including design quality be addressed.

For CABE, the over-arching principle will be that any new tall building should be of first class design quality in its own right and should enhance the immediate location and wider setting. Great importance is attached to the opportunities for all major building projects to enrich the public realm.

Commission for Architecture and Built Environment/English Heritage (2002): Building in Context-New Development in Historic Areas

A joint publication by CABE and English Heritage demonstrates through 15 case studies the range of intelligent and imaginative architectural approaches that can be applied to new buildings to enrich historic environments. These case studies illustrate the regenerative capacity of contemporary good design in areas of historic character and how design quality can bring a

combination of aesthetic, economic, social and environmental benefits to these areas. As each historic area is unique and presents its own challenges, this publication provides a range of design considerations for a project to be successful. These are that the building will:

- Relate well to the geography and history of the place
- Sit happily in the pattern of existing development and routes through it
- Respect important views
- Respect the scale of neighbouring buildings
- Use materials and building methods which are as high in quality as those used in existing buildings
- Create new views and juxtapositions which add to the variety and texture of the setting

For each case study the project, site, problems, solutions and lessons learnt are promoted and the studies have been drawn together to derive a range of specific conclusions and objective criteria for those involved in appraising development proposals in historic contexts. The report is intended for architects, clients and planning officers to encourage a sense of vision and commitment to release the skills required to achieve good design in historic areas.

Local Planning Context

Unitary Development Plans (UDPs) are the principal vehicle to deliver planning policy at a local level and hence the content of the UDP is critical to promoting the objectives of the Strategic Planning Guidance, to managing development and the protection and enhancement of the Thames Policy Area and elements within it.

Unitary Development Plans

The five riparian local planning authorities within the Study Area have adopted Unitary Development Plans (UDPs) and are currently progressing reviews of their UDPs. The UDPs used for the purpose of this analysis are the most current versions and comprise:

- London Borough of Richmond upon Thames *Adopted UDP and May 1999 First Review Deposit Draft*
- London Borough of Hounslow *1996 Adopted UDP; September 1999 Review Deposit and January 2001 2nd Deposit*
- London Borough of Hammersmith and Fulham *1994 Adopted UDP and June 2000 Revised Proposed Alterations*
- London Borough of Wandsworth *1994 Adopted UDP; First Deposit June 1999 Draft Revised UDP; Second Deposit October 2000 Draft Revised UDP*

- Royal Borough of Kensington and Chelsea *1995 Adopted UDP; First Deposit August 1999 Draft Revised UDP; Second Deposit January 2000 Draft Revised UDP*

The interpretation of the guidance contained in RPG3B/9B varies significantly between the five riparian local planning authorities and this highlights the current lack of a consistent and coherent approach to planning policy relating to the River Thames.

Key issues relating to the interpretation of the Regional Planning Guidance (RPG3B/9B) in UDPs may be summarised as follows.

The UDPs adopt a number of aspects of the guidance in particular:

- The designation of a Thames Policy Area;
- A commitment to enhancing urban design in keeping with context and where appropriate, encouraging a mix of uses;
- The requirement for developers to prepare a Design Statement;
- Acknowledgement of the significance of the River as an archaeological resource and the need to consider the relationship of new development to listed buildings;
- The promotion of extended green chains and corridors;
- The protection and enhancement of the River as a wildlife habitat;

- Support for use of the Thames for passenger transport, freight transport and recreation;
- Protection of safeguarded wharves for freight related activities;
- Encouragement of use of the River for recreation;
- Maintenance and enhancement of access to and along the River;
- Support for the provision of segregated cycleways and footpaths;
- Support for the retention and provision of facilities and infrastructure that facilitate the use of the River for river-related activities (other than for transport and recreation).

However, a number of aspects of RPG 3B/9B are not generally reflected in UDPs and there is an evident lack of consistency in the interpretation of some of the guidance, in particular:

- While all five UDPs identify a Thames Policy Area (TPA), the expression of policy relating to the TPA differs markedly across the Boroughs;
- Detailed appraisals and Supplementary Planning Guidance relating to the River Thames are limited and predate RPG3B/9B;
- The detail and extent of planning and design controls and guidance varies between Boroughs;

- There is wide variation in the identification of major development sites and opportunities and preparation of Design Briefs. Developers are required to prepare Design Statements, but Design Briefs are not generally used as a tool to guide sustainable development;
- There are differences in the approach to archaeology which does not foster consistent management of the archaeological resource;
- The identification of important views and landmarks in UDPs do not represent exhaustive lists and the identification of important structures associated with the River's history is limited;
- There is a requirement for a more consistent use of designations within the TPA;
- None of the UDPs identify potential alignments for additional river crossings;
- The River Thames is not generally identified as a strategic open space;
- Not all of the UDPs contain a specific reference to the need to discourage the encroachment of development into the River and foreshore;
- There is not a consistent requirement for the preparation of ecological assessments in respect of proposed development within the TPA;
- There is a limited commitment to facilitating and providing integrated transport and for the

development and encouragement of interchange between river services and other transport modes;

- There is potential for greater co-ordination in the maintenance and provision of river related infrastructure such as piers;
- UDPs do not generally identify sites with potential for water based and river related recreation;
- There is limited design guidance for the riverside walkway.

City of Westminster UDP and Proposed Thames Policy Area Supplementary Planning Guidance

Although outside the study area, future development and change on the northbank of the River between Chelsea Bridge and Vauxhall Bridge will be of significance and may impact upon the opposite side of the River and influence strategic policy objectives. This area is located within the City of Westminster and subject to the policies and proposals set out in the City of Westminster UDP. The City of Westminster UDP is currently under review, with the First Deposit of the Draft Revised UDP in September 2000 and the Second Deposit in October 2001.

Westminster City Council has published 'Proposed Thames Policy Area Supplementary Planning Guidance' which identifies those elements that contribute to the character of the Thames Policy Area (TPA) and identifies

opportunities for enhancement. The City Council will seek to protect and improve the character and appearance of the TPA, build on its existing strengths and characteristics to take suitable opportunities for enhancement and new development and to introduce appropriate new uses.

The City of Westminster UDP (Second Deposit) includes a range of policies which seek to make better use of the Thames as a River that unites rather than divides London.

The Deposit Plan recognises that the role and character of the River Thames and its surroundings are of both strategic London-wide and local importance. A number of Thames Policy Area-wide policies are included relating to:

- The design of development and public access to the riverfront;
- Protection of views from, of, across or along the River Thames;
- Environment, open space and wildlife;
- Encouragement and retention of water-dependent and waterfront enhancing uses.

The City Council states that it does not want to prevent good modern design from being put forward for Thames-side developments and acknowledges that there is a place for challenging and innovative designs along the River and for variations in scale and height. The policy states that landmark buildings may be appropriate in

certain cases. The City Council will draw up design briefs for sites where major development is expected.

The need for measures to mitigate the effects of development upon features of nature conservation value is highlighted. The City Council will take opportunities to improve the number and quality of wildlife habitats and open spaces, such as the inclusion of links between the River and other open spaces.

The City Council will seek to encourage a mix of activities that either depend on a river location or help to draw people to the waterfront including waterdependent uses such as riverbus stops and watersports centres and waterfront enhancing uses such as cafes, sporting facilities and parks.

A number of other policies are included in the Deposit Plan relating to river development including control of encroachment into the River and foreshore, the provision of new or replacement river crossings and the provision or improvement of pier facilities to encourage the use of the River for transport. The plan states that the City Council will not normally approve proposals for houseboat moorings as it wishes to use opportunities for moorings on the River to benefit the public in general.

There will be a requirement to ensure coordination between policies contained in the UDPs of adjoining local planning authorities covered by the Thames Strategy: Kew-Chelsea and the City of Westminster UDP.

Supplementary Planning Guidance

The Thames Strategy - Kew to Chelsea is intended to form Supplementary Planning Guidance (SPG). However, adoption of the Thames Strategy as SPG should not preclude the adoption of further detailed appraisals and SPG related to the River, where issues of local importance justify further guidance.

Three of the Boroughs within the study area have produced comprehensive SPG that provides an appraisal of the River's reaches and addresses issues of environmental enhancement and appropriate development. While all three SPGs provide a level of detail and guidance beyond what is embodied in the UDPs, they were all published prior to the release of Strategic Planning Guidance for the River Thames. The current SPG is detailed below:

RB Kensington and Chelsea: Thames Conservation Area Proposals Statement (1983)

This Proposals Statement sets out a detailed historical context for development and protection in the Thames Conservation Area. The core section of the Statement comprises detailed policies relating to development that will change the physical appearance of the area. General alterations, walls and railings, new development and enhancements form the focus of the guidance. Other developments such as change of use and residential conversions are not addressed in the Statement.

Policies are detailed under three main headings:

- Buildings and Open Spaces
- The Embankment
- Street Surfaces and Street Furniture.

Specific policies for Buildings and Open Spaces provide guidance for alterations, additional storeys and front elevation alterations, and identify where landscaping and other improvements could be carried out. These policies are based on four sub areas of the Conservation Area which are appraised to a very high level of detail. Comprehensive design guidance is based on preserving and enhancing the existing style of the built environment.

The Embankment is highlighted as a dominant feature of the Thames Conservation Area, and a series of proposals are included to improve the embankment. These proposals concentrate on trees and planting, the bridges, extending the riverside walk westwards and traffic.

Street surfaces and street furniture are given direction through policy. Issues of street and footway surfaces are addressed, as well as street sign and lamps provision and maintenance. The document includes a Design Brief for houseboats in Battersea Reach.

LB Hounslow: Hounslow's Waterside Strategy (1993)

The Hounslow Waterside Strategy provides a detailed appraisal of the stretch of the River Thames within the Borough and aims to provide a

basis for comprehensive proposals for improvements to the waterside, to achieve a safe, accessible and attractive environment and encourage increased use of the waterways for transport and recreation.

The Guidance addresses issues of access, urban design, street furniture, landscaping, nature conservation, recreation, safety, tourism and transport. The main objectives have been incorporated into the Borough's UDP and include:

- Enhancement of the riverside frontage through building design
- Identification of opportunities for landscape/ environmental improvements
- Enhancement of areas of conservation value and promotion of green chains/corridors
- Identification and protection of views, vistas and landmarks
- Provision of public access
- Retention of water related uses encouraged

The Guidance identifies reaches and detailed proposals (including proposals for implementation) in respect of access, design/ landscape improvements, tourism, transport, moorings and recreation.

The Brentford Town Centre Action Plan (1997) and the Chiswick Town Centre Strategy (1998) both also emphasise the important role of the Thames water frontage to the character and vibrancy of these areas.

LB Wandsworth: Guidelines for Thames Riverside Development in Wandsworth (1990)

These Guidelines are primarily intended for use by developers and architects. The Guidelines specifically relate to new development opportunities and address issues of form, layout and detailed design of buildings and how the riverside walk can complement and support public activity and interest and provide opportunities for both informal and formal recreation.

The Guidelines apply the policies and principles later incorporated in the UDP in respect of riverside sites. The document provides general guidelines relating to:

- public access
- layout and form
- views
- uses
- building design
- landscape and lighting
- conservation.

For the purpose of the Guidelines, the River within Wandsworth is divided into five reaches and guidance is provided for each reach in respect of assets and amenities, listed buildings, views and building heights. The Guidelines are relatively comprehensive in their content and address a wide range of issues relevant to redevelopment of the Riverside and provide a clear picture of the Council's requirements in relation to how new riverfront developments are designed. There are no specific guidelines relating to River-related uses.

KEY POLICY ISSUES

An appraisal of the planning policy context, including current UDP policies, has highlighted three key areas to be addressed in preparation of the Strategy:

- The need for **cross boundary and cross river coordination**, particularly regarding issues of river transport and the protection of views;
- The **level of policy detail**, including site specific detail, which is required to reflect local character and unique environments;
- The need to **integrate strategic policies with plans for management and redevelopment** and;
- The need to establish a framework for **implementation** and monitoring of policies and proposals.

Cross Boundary and Cross River Coordination

Key issues may be summarised as follows:

- The Strategic Planning Guidance for the River Thames seeks a more consistent approach to policy formulation and supporting guidance than is currently incorporated in the Boroughs' UDPs.
- Cross-boundary and cross-river management needs to be explored thoroughly and mechanisms put in place to facilitate this.

- There are particular issues that need to be identified and targeted as critical for a cross-boundary and cross-river coordinated decision-making. These issues include river transport and the identification and protection of views.
- A consistent approach to policy development does not imply that all the UDPs should adopt the same policies, but that a consistent approach is applied whilst recognising the local context.
- The use of dual area designations for the TPA needs to be addressed in a coordinated way and where appropriate standardised. For example the definition of the TPA as a Conservation Area in one UDP, and as Largely Metropolitan Open Land in another does not provide a consistent approach to planning of the River and riverside.

Level of Policy Detail

Key issues may be summarised as follows:

- The river and riverside undoubtedly differ in character throughout the Study Area and it is to be expected that policy emphasis, and the level of detail, will differ from Borough to Borough. RPG3B/9B provides guidance and embodies flexibility to develop meaningful policy that considers local constraints and opportunities.

- The way in which reference is made to key issues in UDP policy varies significantly to the extent that in some UDPs the policy statement itself does not cover a key issue, but rather the issue is included as part of policy explanation. This could be more consistent across the Boroughs.
- A level of detail is required to achieve the objectives of RPG3B/9B, that is lacking in most of the UDPs. These include lists of local landmarks, views and structures associated with the River's history. Such lists, and the identification of the items on a map, are required to assist policy implementation.
- There is a tendency in the UDPs to base policies relating to the river on very broad stretches of the River and as a result, there is a limited 'sense of place'. Focusing on Character Area reaches facilitates a vision for the future use and design of development and open space in the TPA.
- A best practice approach requires an understanding of RPG3B/9B in the context of local issues and local character. LB Wandsworth contains a total of 32 policies specific to the River and environs. These policies are supported with appropriate background and justification.

Integration of Strategic Policies

Key issues may be summarized as follows:

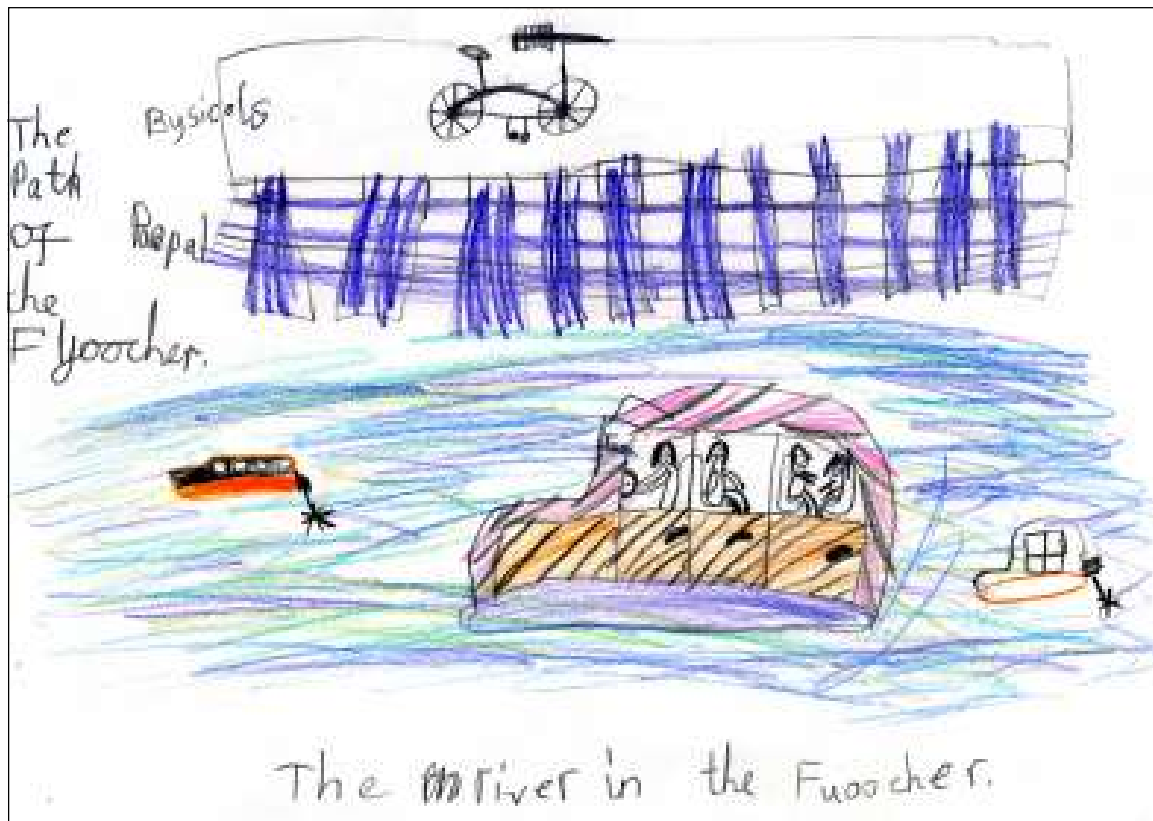
- The need to achieve a greater level of integration between strategic policies and plans for the management and redevelopment of individual sites. This will assist in the promotion of strategic planning objectives;
- The need to ensure that a consistent approach to strategic policies is adopted in development control decision making;
- The potential benefits of linking policies to projects and of considering issues relating to implementation as part of the UDP review.

Policy Implementation

- Design Briefs for major sites and important opportunities, Supplementary Planning Guidance, and developer-prepared Design Statements are tools to aid implementation of UDP policy. The Boroughs do not currently take full advantage of these tools to guide sustainable development.
- A significant issue relates to the weight given to Supplementary Planning Guidance in practice when applications within the TPA are determined. A commitment is required to support any guidance adopted in the future.

- Government Guidance contained in PPG 12: Development Plans, discourages local planning authorities from developing over-detailed plans. This is where Supplementary Planning Guidance provides the opportunity to develop a more detailed vision for the River.
- The five Boroughs' UDP policies and existing SPG includes guidance that is not necessarily current nor enforced. Effective use of SPG requires commitment beyond adopting a set of Guidelines or a Strategy. Cross-referencing of SPG in the UDPs must be explicit. SPG should be reviewed on a regular basis to acknowledge changing circumstances and changing policy context.
- Much of the non-statutory guidance produced by agencies such as LPAC, GLA, the Countryside Agency and the PLA contain informed, well-researched and useful guidance. However, very few of these documents are referred to in the five UDPs as Supplementary Planning Guidance. Reference to these documents as SPG should be consistent across the riparian boroughs in order that their usefulness is maximised.
- LB Hammersmith and Fulham, following alterations in June 2000, provide a useful example of cross-referencing to additional

guidance and reference to other organisations for the purposes of consultations and gaining permissions. UDPs and Supplementary Planning Guidance should contain references to the use of sustainability checklists as a means of controlling development and providing appropriate development guidelines. Reference should also be made to other relevant regulations (eg: EIA Regulations) which should be taken into account in the determination of planning applications.



Paisley ~ Westfields Primary School, Barnes

PART 3: STRATEGIC CONTEXT AND POLICY RECOMMENDATIONS

Introduction

This section sets out strategic policy recommendations for the study area which should be considered in future reviews of UDPs by the riparian local planning authorities and/or adopted as Supplementary Planning Guidance in order to establish a more consistent and coherent approach to planning policies relating to the River. The Strategy should be a material consideration in the consideration of all planning applications in respect of proposed development within the study area.

The policy recommendations relate to the following strategic policy areas:

- Boundary definitions
- The River channel
- Heritage and conservation
- Views and landmarks
- Landscape and open space
- Biodiversity
- Recreation and tourism
- Movement
- Guidelines for new development

The policy recommendations take into account current planning policy guidance and the emerging principles of the Mayor's London Plan and seek to promote common objectives relating to sustainability, social inclusion, regeneration, the

promotion of high quality urban design and conservation of the natural and built environment.

BOUNDARY DEFINITIONS

Context

Thames Policy Area

The Strategic Planning Guidance for the Thames (RPG3B/9B) requires the designation of a special “Thames Policy Area” within which more detailed guidance will apply. The broad extent of the Thames Policy Area is set out in this Guidance but it is for local planning authorities **in consultation with neighbouring (including cross-River) riparian authorities** to identify in their development plans the detailed boundaries of the Thames Policy Area.

In defining the detailed boundaries of the Thames Policy Area, the Guidance states that local planning authorities should have regard to:

- Areas (including open spaces) and buildings with a visual relationship to and impact on the river;
- Areas (including open spaces) and buildings whose land use relates to the River and river-related activities;
- Existing designations such as Conservation Areas and World Heritage Sites;

- The need for a clear boundary related to specific geographical features; and
- Coherence with neighbouring authorities.

Local Authorities should also make reference to the LPAC criteria for definition of the Thames Policy Area boundary produced in 1999. These may be summarised as follows:

- Proximity to the River Thames, including its tributaries and associated areas of water, whether or not directly linked to the River, but where an association with the River is retained, together with a proportion of open water;
- Contiguous areas with clear visual links between areas and buildings and the River, including views from and across the River and areas where it may be beneficial to establish future visual links;
- Specific geographic features identified as relevant for defining the boundary across large open spaces;
- The whole curtilage of properties or sites adjacent to the River, except where major development sites have been identified for which Master Plans/strategies for future development are proposed to be published;
- Areas and buildings whose functions relate or link to the River and/or river related uses or sites which have the potential to be linked;

- Areas and buildings which have a historic, archaeological or cultural association with the River, including planned vistas marked by existing or former landscape features;
- Boundary having coherence with neighbouring authorities.

It would appear that there is a need for greater consultation and consistency between neighbouring authorities, particularly cross-River authorities, in the definition of the Thames Policy Area boundary.

Initial examination of the Thames Policy Area (TPA) Boundary as defined by the Boroughs in UDP Reviews has suggested that in some instances this boundary should be reviewed to deal with current and potential development activity and pressures for change in riverside areas. Given the lengthy strategy horizon, it is considered prudent for this boundary to be reviewed in subsequent UDP reviews and for consideration to be given to modifying the boundary of the area in the future.

The Thames Strategy - Kew to Chelsea proposes a study area boundary which incorporates many larger sites along the river in their entirety and key open spaces such as Battersea Park, Bishops Park, Fulham Palace and The Wetland Centre at Barnes. The proposed TPA boundary in UDPs terminates at the edge of these sites. It is considered more appropriate to incorporate these areas, in order to recognise the interaction between these adjacent areas and the River. In this way, the

key interaction between development sites, proposals and the context for development can be more effectively addressed.

Policy Recommendation BD1: Local authorities should reconsider the Thames Policy Area Boundary in subsequent UDP reviews in consultation with neighbouring authorities and consider adoption of the study area boundary identified in the Thames Strategy - Kew to Chelsea.

Other Boundary Designations

There are a range of area based policies that are applied to, and affect, the River Thames. However, the formulation and application of designations has not been consistent in the extent of their coverage between local authorities. For example, whilst some protective planning policies such as Conservation Areas and Metropolitan Open Land (MOL) extend into the water in some Boroughs, in others they stop at the riverside. The designation of MOL and Conservation Areas afford a level of protection to the River and in theory, the designation of the whole of the Thames as MOL or Conservation Area could assist in the implementation of policies aimed at the protection and conservation of the River. These designations could, however, conflict with the working nature of many stretches of the River and do not adequately reflect the complexity and varied character and use of the River. It may, therefore, be more appropriate to limit these designations in UDPs to appropriate parts of the River where conservation and protection

are a priority. This potential for conflict should be addressed in UDP policies and it should be recognised that proposed land uses which would not result in the irreversible loss of land designated as MOL may be acceptable subject to other policy considerations.

There is a need for consistency in the application of planning policies and the designation of the Thames Policy Area should afford greater weight to policies relating to the River.

Policy Recommendation BD2: The boundaries of Metropolitan Open Land, Conservation Areas and other area based policies should be consistent between adjoining (including cross-River) authorities.

Policy Recommendation BD3: The GLA and local planning authorities should seek to ensure consistency in approach to the identification of policy areas and boundary definitions and the policies applied to the Thames Policy Area should provide a positive framework to implement the objectives set out in the Strategic Planning Guidance (RPG3B/9B).

In the Mayor's "The State of London" consultation and policy development document, (GLA, August 2000), it was proposed to designate the Thames and other waterways as a special "Blue Ribbon Zone" with its promotion an integral part of the London Plan and the other Mayoral strategies. The concept of the Blue Ribbon Zone has subsequently been further developed by the GLA. *Towards the*

London Plan (May 2001) now includes the proposed designation of a Blue Ribbon Network to address the competing needs, uses and demands placed on the River and other waterways. The 'Blue Ribbon Network' is intended to create a common focus for ensuring the sustainable use and regeneration of the Thames and associated land along its route. In particular, it is intended to:

- Enhance the use of the river for leisure and transport and increase public access and safety;
- Ensure that any new development contributes to the character of the river and achieves a high quality of urban design; and
- Review the protection given to boatyards and application of the safeguarding process for wharves.

Policy Recommendation BD4: The proposed designation of the Thames as part of a "Blue Ribbon Network" in the Mayor's London Plan should be kept under review and reflected in UDP policies and Strategy proposals.

THE RIVER CHANNEL

Context

The Environment Agency (EA) is responsible for the provision of a system of flood defences to a prescribed height along each stretch of the river. The maintenance of the river walls or banks is the responsibility of the riparian owner, subject to enforcement by the EA. The Agency is a statutory consultee in the planning process and advises planning authorities in the review and preparation of statutory plans and other policy or guidance documents. In addition to any planning and building permissions, land drainage consent is also needed from the Agency for any kind of structural work within 16 metres of the flood defences. The EA is also responsible for setting and monitoring water quality standards to control pollution.

The Port of London Authority (PLA) is the owner of the riverbed. Any development proposal involving works in, under or over the tidal Thames below the mean high water level requires a licence from the PLA, in addition to consent from the EA. The PLA is responsible for the continuous clearance and dredging of the river, in the interests of safe navigation. Responsibility for piers rests with London River Services (part of Transport for London). The PLA act as technical advisers to the Secretary of State and the Mayor on the suitability of sites for safeguarding.

Creative alternatives to encroachment which benefit the environment and offer no threat to flood defence should be investigated with the EA. The EA welcome early consultation on riverside proposals with the aim of achieving sustainable development which enhances the environment. The Environment Agency (Thames Region) will encourage proposals to enhance the Tidal Thames river corridor and the re-establishment of its foreshore. The EA will welcome those aspects of development which lead to:

- Opportunities to retreat the flood defences and increase the storage volume of the river;
- Enhanced opportunities for fisheries and other ecology;
- Restored, conserved and enhanced landscape character as appropriate;
- Improved access to the river and its flood defences and increased visual connectedness to the river;
- Conservation and promotion of the Thames' archaeological heritage;
- Creation of new, environmentally acceptable flood defences at no cost to the Agency;
- Increased opportunities for river-based recreational pursuits;
- Wider environmental benefits for greater London which promote sustainable development.

Planning Policy and Guidance Note 25, Development and Flood Risk, sets out the government's policy objectives on development and flood risk. The guidance represents a strengthening of advice relating to flood risk and reaffirms that susceptibility of land to flooding is a material consideration and promotes a planning approach which acknowledges the risks associated with development in flood plains and the importance of the precautionary principle. The guidance replaces Department of Environment Circular 30/92. There is no specific reference in the Draft Guidance to the River Thames but there will be a continuing requirement for maintenance of flood defences and for consideration to be given to flood risk in the re-use of previously developed land.

Form and Condition of the River Banks

The Environment Agency maintains a record of bank condition for all sections of the river for which it is responsible for flood defence. The assistance of the EA in making available the most up to date information of their records for the purpose of this is acknowledged in preparing this section of the strategy.

It is the responsibility of the riparian owner to maintain the bank although the EA has some powers of intervention. The issue of ownership is difficult and steeped in history. There has been debate in respect of Strand on the Green regarding responsibility for failures of a small revetment/wall against a public path adjacent to private properties.

The Court found in a recent case relating to Strand on the Green that the Borough Council as Highway Authority was liable to maintain the riverside way and footpath and issued an order for it to be put in repair. The Council has called for a London wide approach to provide the substantial investment needed to repair and enhance the Borough's Thames flood defence works.

Bank Form

The bank form has been divided into two basic forms:

- Walls (Vertical or near vertical);
- Revetments.

The riverbanks can broadly be summarised as being walled below Putney Bridge, except for a small stretch of sloping bank along the frontage of Battersea Park. Much of the remaining sections of the north bank above Putney are also walled except the stretch of Duke's Meadow and immediately downstream from Chiswick Pier. The



Sloping cobbled revetment, Duke's Meadow

Tow Path along the south bank between Kew and Putney is edged by a sloping cobbled revetment, with only short sections of wall.

The north bank tends, due to the history of expansion from the north and the city, to be more heavily developed right up to the river edge. Much of the bank in the Wandsworth, Fulham and Nine Elms stretches still has restricted public access, reflecting former industrial uses. Within the central London reach, a formal dressed stone river wall forms the frontage of the Chelsea Embankment.

Policy Recommendation RC1: The riverbank edge treatment should respond to: the identity of the character reach; the associated use and hydrological requirements. In urban locations dressed stone or masonry are preferred as facing materials. Sheet piling is only considered appropriate for industrial and utility sites and would only be acceptable if timber clad.

Condition of the Bank

The condition of the bank has been categorised as:

- Good/Reasonable (in excess of 5 years residual life);
- Poor/Suspect (likely approaching or under 5 years residual life).

The above condition categories are taken from the EA records. The records are taken from the Phase IV Sea Defence Survey Update 1995/1996. The survey database categorises the structures into bands of differing residual life. These records are

based on surveys undertaken either in 1991/2 or 1995/6 and the 3 bands of 'Life Expectancy' in terms of the flood defence life are less than 5 years, 5-15 years and over 15 years. For the purposes of this report and considering the lapsed time of either 9 or 5 years since the last survey, those banks previously with under 15 years would now have a residual life of 5 to 10 years or less and these have been categorised as Poor/Suspect. Banks reported to have above 15 years are categorised Good/Reasonable. The EA requires the replacement of river walls with less than 5 years life. The banks in the study area are basically considered sound with the exception of some short sections on both banks. Overall only 4.6% are categorised poor/suspect.

Of the Poor/Suspect sections, many of these are already under inspection due to movements and/or failure. These are summarised below:

- S86-S89 Vicarage Crescent, Wandsworth. This wall is being monitored for further movement under the auspices of the EA;
- S12-S55 Deodar Road. Residential properties. Signs of failure but no significant flood security issue;
- 86/910 Aynscoombe Path near Mortlake Brewery. No signs of failure but an old wall;
- 82/809-905 Strand on the Green. Three areas of failure of a low wall/revetment with failure of the path. Threatens adjacent residential properties. A major wall, of concern to English Heritage;
- 82/001-034 Chiswick Mall Residential Properties;

- N112 Portland Blue Circle. Derelict site with no reported failure to date.

There is evidence that some small sections of revetment protection are failing and whilst not currently putting the bank at risk locally will require sensitive repair soon. These are not presently identified in the EA reports.

Most industrial sites downstream of Putney which are likely to be developed have sheet piled walls which tend to generically exhibit decay at the high tide level. It is understood that there has not been evidence of low water corrosion. There are other older forms of wall; such as at Lots Road Power Station which have pile and plank forms with indeterminate conditions behind them due to relieving structures for cranes and the like. The indeterminacy of condition and structural capacity of such walls tends to dictate that development is moved back from the wall or that it is replaced.

Flooding, or the risk of flooding, are important issues. A considerable part of the study area is low lying and potentially subject to flooding, and extensive flood alleviation works, including the Thames Barrier, are necessary to prevent this. Certain low-lying sections of waterfront are particularly vulnerable: Strand on the Green, Mortlake, and Chiswick Mall. All of these historic settlements are below the statutory flood defence level. The residential properties have been adapted to cope with periodic flooding with raised thresholds, steps and metal shutters on windows and doors.

The Environment Agency has started work on the next stage of the tidal Thames flood defence project. This will include the upstream section between Kew and Chelsea. These embayment studies will consider the justification for continuing to maintain and review as necessary flood defences, leading to the identification of individual frontages that need work.

Policy Recommendation RC2: The publication of any new advice relating to the flood defences should be kept under review and recommendations implemented as appropriate. The Environment Agency will work with riparian owners to improve the river wall flood defences where appropriate.



River Wall at Corney Reach, Chiswick

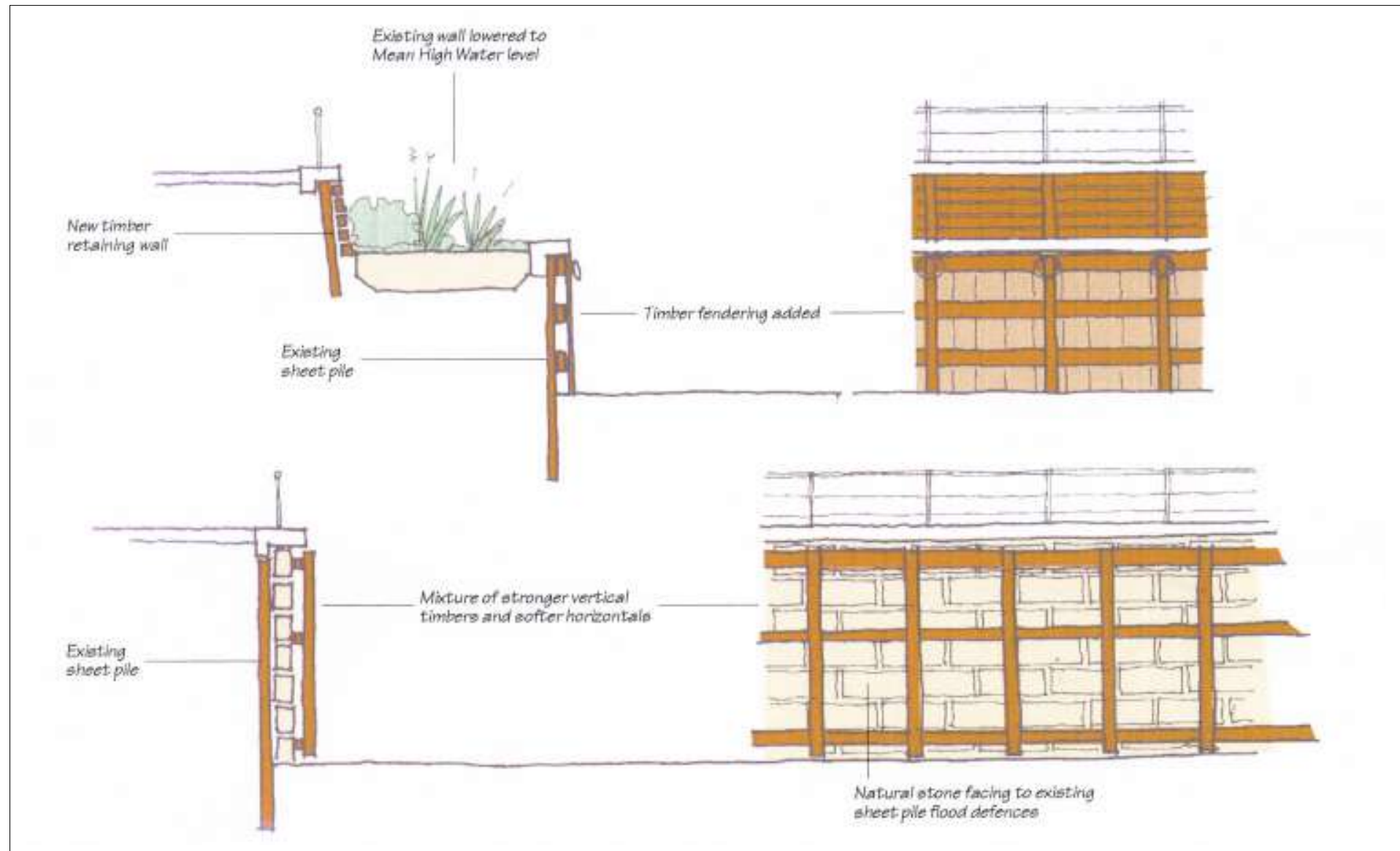
Riverbank Improvements and Retired Defences

The Environment Agency provides riverbank design guidance for the tidal Thames in their document "Partnership in Planning". This illustrated brochure is aimed at developers and local planning authorities, and outlines a variety of riverside design options which will support the local ecology, landscape and recreation, as well as providing effective flood defence. The design options of relevance to this stretch of the Thames fall into two main categories: the restoration or enhancement of existing river walls; and the creation of retired defences. The EA is working with riparian owners to improve flood defences.

Enhancement of Existing River Walls

The majority of the former riverside industrial sites downstream from Putney are either: subject to application for planning permission for residential/mixed use development; are under construction; or have been recently completed. The opportunity exists to restore or enhance these often utilitarian vertical walls in association with new development.

The flood defences in front of former industrial sites and wharves often still have timber fendering, grab chains and ladders, but which are in poor condition. These are important visually in breaking up the starkness of blank concrete walls. Closely spaced, timber fenders create character and texture as well as providing micro-habitats for specialist flora and invertebrates.



Cross sections showing options for enhancement of river walls taken from 'Wandle Riverbank Improvements' (WS Atkins 1998)

The river wall along sections of Fulham Reach is patterned concrete, which from a distance gives the impression of a dressed stone embankment. Unfortunately inferior detailing and materials have been used to raise the height of the flood defences. This is a common problem with piecemeal additions reflecting different phases of development and changes in riparian ownership.

Lattice timber fendering can be added to existing sheet piled walls. This has the advantage of improving the visual appearance of the flood defences, as well as providing a specialised habitat. In particularly visible sections of riverbank, for example at focal points of activity, the additional cost of brick or stone facing may be justified. This would transform the appearance of sheet piled flood defences, and the crevasses on the brick/stone facing would provide important cryptic habitats for invertebrates and algae. Grab chains, ladders and life buoys are important safety features but are also a part of the channel edge and can be used to enhance the design of the river frontage.

Following the installation of the Thames Barrier the river wall is in places now above the statutory flood defence level, for example, at the former oil storage depot at Point Pleasant, Wandsworth, Hammersmith Mall, Fulham and the Terrace, Barnes. This provides the opportunity to lower and remodel the river wall. In other locations, for example, Bishops Park, temporary flood defences have not been removed.

The design and detailing of the parapet of the river wall is an important element, visible from the adjacent riverside walkway, the river and the

opposite bank. The integration of lighting, safety equipment, signing and information needs to be considered at the outset. In some cases a new capping beam and parapet or balustrade have been added to an existing river wall. This has the advantage of achieving consistency of treatment between neighbouring developments, without the cost of major river wall reconstruction. The addition of timber fendering can also achieve visual coherence between different riverside activities and riparian owners.

Policy Recommendation RC3: Riparian owners and developers of riverside sites should be encouraged to improve the visual appearance and ecological value of existing metal sheet-piled and concrete slab river walls, in accordance with relevant guidance including riverbank design guidance for the tidal Thames provided by the EA in their "Partnership in Planning" document.

Restoration of Revetments

The sloping cobbled revetments which extend along the southern bank between Kew and Barn Elms are an important feature successfully integrating the foreshore with the wooded towpath. The gaps between the stone blocks allow marginal vegetation to colonise above the high water mark. Erosion and collapse of these sloping banks is evident from the fallen stone blocks on the foreshore. Unfortunately where this has occurred, the revetment is often patched up insensitively with concrete. The colonisation of the upper parts of the revetment by self-seeded sycamore and ash has also dislodged stone blocks.

Policy Recommendation RC4: The conservation and restoration of the cobbled revetments and associated steps along the towpath between Kew and Putney is of landscape, ecology, heritage and flood defence importance. Restoration proposals need to be co-ordinated with the future management of riverbank vegetation.

Retired Defences

The Environment Agency promotes the remodelling of existing flood defences, where conditions allow, to create part or full retired defences. These can either take the form of: ecological terraces, with a range of inter-tidal habitats to soften the river edge and enhance ecological interest; or, the introduction of steps and stairs to provide visual and physical access to the river. Retired defences can only be undertaken where compatible with public safety.

The short to medium term opportunities for creating retired defences are limited by; the lack of available



Sloping cobbled revetment

space; the presence of mature trees along the riverbank; possible ground contamination behind existing river walls; buried foundations and structures and the generally good condition of the existing flood walls which does not justify their short term replacement. Despite these physical and financial constraints there are a limited number of opportunities which could be considered in the future as demonstration projects. These are listed below:

- In sections along the riverbank at Duke's Meadow, avoiding mature trees. This could be linked with the eradication of Japanese knotweed;
- At Furnival Gardens, to recreate the entrance to the 'lost' river;
- In front of the Wetland Centre at Barn Elms;
- Wandle Delta where potential locations have already identified in the SRB funded Riverbank Improvement Plan (WS Atkins 1998);
- Proposed areas of new open space at Imperial Wharf, Chelsea Creek and Gargoyles Wharf.

In the longer term when the mature Plane trees along the riverside promenades in Wandsworth Park, Bishop's Park and Battersea Park reach the end of their lives and need to be replaced, the riverbanks could be redesigned to provide a better visual and physical relationship with the river. This could include a combination of ecological terraces, formal steps and slipways for launching small boats. It would be necessary to consider fully the

impact of any proposed measures to remove or breach embankment walls on the historic character of these registered parks.

The provision of retreated defences can provide enhanced access to the River for recreation. Duke's Meadow presents a potential demonstration project in the short term and funding could be available under the London Waterways Project.

Proposals for retired flood defences will invariably require the granting of a PLA River Works Licence and therefore the PLA must be consulted at an early stage on any proposals.

Policy Recommendation RC5: Developers of riverside sites, and local authorities responsible for parks and open space adjoining the riverbank, should be encouraged to consider the potential for full or part retired defences in accordance with

appropriate guidelines such as the riverbank design guidance for the tidal Thames provided by the EA in their "Partnership in Planning" document. Consideration should be given to the potential for full or part retired defences at an early stage in the preparation of proposals for open space on the riverside.

Access and Safety

The issue of access and use of steps and other accesses is one which attracts a dichotomy of views and is influenced by the general historic problems of ownership and responsibility concerning the shore works and walls.

Access to the Foreshore

An assessment of the general condition of the foreshore was drawn up based on observations from the river and the bank at low water. Comments



Access to the foreshore Duke's Meadow

on the condition were also confirmed by the PLA during the river inspection. In a broad sense it could be concluded that all sections of the foreshore are accessible by the public. However there are many obstructions such as storm water outfalls, tributary rivers and streams, commercial and residential moorings and piers which interrupt the general run of the foreshore and which would present difficulties to some or most of the public enjoying full lateral access along the shore. There is historic evidence of the public having to be rescued at outfall locations where conditions can vary due to the discharge flow conditions.

There is a gravel section of foreshore on the north bank from Chiswick Drawdock downstream to Hammersmith Upper Mall which has been traditionally used as a 'beach' at low tide.

There is a right of access to the foreshore for navigational purposes, for fishing, and for customary purposes, but not for recreational/leisure purposes. Promoting further public access for recreational purposes needs to be carefully considered in the context of the legal and safety implications, bearing in mind the fast tidal flows and potentially dangerous conditions. It is important that a strategic evaluation and risk assessment is undertaken for the tidal Thames rather than on an individual site basis. Public access requirements also need to be considered in the context of the archaeological and ecological importance of the foreshore.

Policy Recommendation RC6: The PLA and Crown Estate (the legal owners of the foreshore below mean high water) in consultation with the EA and other interested parties should review the position regarding public access to the foreshore for water based as well as land based recreational and educational purposes subject to safety and health considerations. The relevant bodies should seek to clarify the legal position and roles and responsibilities for public safety. Access for recreational purposes should take into account the ecological or archaeological sensitivity of the foreshore.



Steps and Stairs

The Port of London has published a survey of *Steps, Stairs and Landing Places along the Tidal Thames (Port of London Authority 1996)*.

The location of steps is based on the PLA 1996 document which provides a summary of the history of steps and their usage, together with relevant sections of PLA's survey of 1995 identifying 246 steps between Southend and Teddington. Within this current study area there are 67 steps identified and of these, 48 are in the stretch above Hammersmith Bridge.

The ownership of steps on the River has been the subject of much debate. The general view that anything below the high water mark is the responsibility of the PLA or the bed owner is not firmly established in law. The PLA report indicates that they would consider assuming responsibility in the absence of any other ownership emerging. In the face of existing public usage, steps have generally been left open but barred where there is a clear public safety issue. Given the present funding issues the steps have not been maintained and are consequently in various states of repair. This report does not present a condition statement on the steps but in general they remain in a reasonable condition and capable of passage with due care and respect for the incumbent wet and slippery condition.

The Embankment Wall as part of the Red Route network has been the responsibility of Transport for London since July 2000. There are four sets of steps to the river which are accessible. These are

Steps at Duke's Meadow

currently being refurbished with TfL funding. Subject to the granting of planning consent, new ladders and grab chairs are to be installed to improve safety.

The steps have not been the subject of any planned maintenance and little if anything has been done to them for many years. In some instances there have been moves to require developers under 'Planning Conditions' or via Flood Defence Licence Consenting Procedures to reinstate or repair steps on their development site or nearby.

The delivery mechanism could comprise a combination of community based initiatives, sponsorships or as a package of measures targeted at funding sources.

Policy Recommendation RC7: Steps and stairs are an important part of the river infrastructure. Many are of historic significance, but few benefit from a protective mechanism and there is a general lack of maintenance, and uncertainty of ownership. The findings of the PLA “Steps, Stairs and Landing Places” study provides the framework for their conservation and restoration. The study should be updated to clarify management issues.

Safety Guidance

An Edge Treatment Banding Guide has been developed by the Royal Society for the Prevention of Accidents (RoSPA) in their document "Safety of Inland Water Sites" and provides the most widely adopted safety guidance for waterside locations.

The River is considered to be a potential risk area and under RoSPA definitions most of the walled areas of the river would be defined as Band 4 (the highest risk banding as detailed in the RoSPA guidelines relating to circumstances where there is a need for egress from the river for rowers and sailors). Some lower revetments with a gently sloping foreshore beach might be banded lower but at certain times during events such as the major boat races would be re-categorised to a higher band. The Band 4 areas would require signage, barriers and some safety/recovery equipment.

In terms of safety, it is generally acknowledged that prevention through good education is better than providing a cure, i.e. the provision of safety equipment on the bank. Current ethos is to have a safety strategy defined and adopted. This may involve the adoption of a range of educational, wardens and hardware provisions. The PLA in 1994 undertook a consultative study and "Review on Lifesaving Provisions along the River Thames". The report and recommendations from this study were discussed with riparian owners, user groups, local authorities and policing/emergency organisations



Balustrade Putney Embankment

and in its recommendations were generally in line with the above approach to waters-edge safety management.

Parapets/Balustrades

The provision of parapet and balustrade barriers has varied widely along the river and changes as sites change their use. The situation at commercial wharves or derelict sites is largely one of no barriers since the area is defined as a working commercial port/wharf where a barrier would be a hindrance for operation.

Design and the requirements of the Building Regulations and British Standards has changed over the years and except where new developments are taking place there is likely to be no conformity of the older barriers either in terms of height, structural capacity or in-fill panels.

In general, the hard masonry parapet barriers along the 'Embankments' appear to be of sound form although not conforming to the current highway requirements in terms of alignment or strength.

In pedestrian areas, older walls tend to comprise a mixture of masonry or concrete with varying flat or sloping tops or with rails added to the top. Many of the older pedestrian barriers have horizontal rails, which invite climbing and have open gaps allowing animals and children to pass through. As such, many of the barriers in the study area would not conform to current code and regulation requirements included in BS7818 Pedestrian Barriers, BS6180 Barriers in and about Buildings and BS6399 Pt 1 Loading.

In areas where a revetment and shallow shelving foreshore is present, such as along the southern bank and at Duke's Meadow above Putney, there is generally strong natural vegetation on the revetment and bank top which provides a strong barrier. This is considered a safe and appropriately protected bank in terms of public safety.

The erection of barriers on the bank has to meet the conflicting needs of allowing people to enjoy the river safely and views from the bank, whilst not forming an obvious physical barrier. Such barriers must also recognise the needs of the river users to escape up the bank in emergency. This issue is also linked with the disposition and condition of steps and slips which, in association with the barriers and other ladders and chains, provide safe rescue facilities. RB Kensington and Chelsea and LB Hammersmith & Fulham have advised that Lifebuoys were removed from the embankment in 1990 following advice that they were inappropriate, further details are not available.

While safety issues are vital, the visual impact of parapets and balustrades must also be considered. They can have significant impact on the character of the riverside. Vertical infilled balustrades are recommended by RoSPA where there is a large drop into deep water. These obscure oblique views.

Policy Recommendation RC8: A consistent approach to all aspects of safety at the water's edge needs to be researched, consulted and agreed, which will include provision of parapets, balustrades, grab chains, ladders, steps, lifebelts and other safety devices, based on RoSPA guidelines developed for specific

local circumstances. Proposals must also take account of access both to and from the river, as well as the character of the reach and their visual impact upon it.



Lifebelt, Putney Embankment

Safety Equipment

Provision of safety equipment extends from information signing to physical buoyancy equipment and means of egress from the river, up vertical walls. Ladders and chains are recognised as important items of safety equipment.

In general, the study area is devoid of any safety equipment, except for the riverside within the London Borough of Wandsworth, which is served by regular life belts and floating lines and signs. There is isolated evidence of previous life belt provision in other areas but the belts are missing from the cubicle holders. There is little evidence of safety equipment at specific centres of public and private activity such as piers and clubs.

There is a view that safety equipment may be difficult for the untrained public to deploy and that such facilities are subject to vandalism.

The responsibility for safety on the river and on the banks is a subject open to debate and consideration. This extends from the general obligations of Authorities charged with managing public safety, to riparian owners, commercial companies, private residents and private clubs. All these organisations and the public themselves are responsible. There is no single authority with responsibility to establish an overall safety plan or with statutory powers to require others to comply with a plan either by applying educational or physical safety provisions. There is a current review ongoing by the PLA with other relevant organisations and bodies reporting to DTLR on Safety and Search and Rescue on the River. The outcome of this report must be considered central to the strategy to manage safety and to identifying the course for the future within this study area and all others.

RoSPA maintain an active Water Safety team and undertake review of specific projects from this standpoint. Their current policy is to establish a safety plan with an emphasis on prevention by education rather than provision of physical safety equipment for public use, or misuse.

Policy Recommendation RC9: The recommendations of the ongoing DTLR report on Safety and Search and Rescue on the River and any other relevant guidance which may be produced in the future will provide the strategy for managing safety including: educational and physical safety provisions; a clarification of responsibilities; and identification of the resources required.

River Structures and Infrastructure

Slipways, Hards and Drawdocks

Drawdocks, causeways, slipways and hards are an essential part of the Thames infrastructure, offering the opportunity of making contact with the river in a variety of ways. Many are of historic significance forming part of the river's rich heritage. However, few of these structures benefit from a protective mechanism and some are threatened by removal, closure or neglect. The "hard" at Putney is a well used facility and is the sort of structure that could be provided elsewhere.

The integration of new hards, or slipways, with the foreshore and riverbank needs to be carefully considered. The slipways serving the boathouses at St Paul's School, Barn Elms and Duke's



Mortlake Brewery from Chiswick Bridge

Meadow all extend into the foreshore, rather than being set back into the riverbank to follow the form of the ancient river boundary. These 1960-70's structures have caused scouring and shoaling, which have disrupted the ecology of the inter-tidal foreshore.

Policy Recommendation RC10: The placement and integration of new hards should be sensitive to inter-tidal ecology and the line of the foreshore. Replacement of existing hards that extend into the foreshore should be considered where practical. New and replacement hards should be set into the river bank, where possible.

Proposals for the restoration of Broomhouse Dock have recently been prepared by the London Borough of Hammersmith & Fulham, in conjunction with the Hurlingham Yacht Club. These include the replenishment of foreshore shingle, natural stone paving and a new landing platform for the yacht club.

Drawdocks occur at Kew Bridge, Strand on the Green, Chiswick Church Street, Chiswick Lane South, Mortlake Brewery, Barnes Small Profit Dock, Queens Wharf (Hammersmith), Crabtree (Fulham Reach), Putney Hard and Putney Bridge. Restoration work at Broomhouse drawdock is not yet completed.

Policy Recommendation RC11: Historic slipways, hards, wharves and drawdocks should be protected. Possible mechanisms to achieve this include seeking funding from the



Barnes Small Profit Dock

Heritage Lottery Fund and other public/private sector sources to ensure the rehabilitation and long-term survival of these important river structures.

Inlets, Wharves and Canals

There are comparatively few off-channel inlets, docks or marinas requiring lock gates to control the tides. There are locks at: Chiswick Quay; Ransome's Dock, Battersea; Chelsea Harbour and in Chelsea Creek; and the Grosvenor Canal, Pimlico. These basins are sheltered and safe locations for moored boats and provide an attractive waterfront setting for residential and mixed use development.

Part of Chelsea Creek has been infilled, as have Queens Wharf at Hammersmith, McMurray's Canal and the Parish Wharves in the Wandle Delta. These "lost" water bodies could be re-excavated to provide a setting for development, and improved access to the river including facilities for launching small boats.

Policy Recommendation RC12: Further research is required to identify "lost" inlets, wharves and canals, which could be restored using developer contributions, to enhance the local environment and provide a setting for development and improved access to the River.



Ransome's Dock

Moorings and Piers

Moorings

Strategic Planning Guidance for the Thames RPG3B/9B, provides the following advice regarding moored vessels and structures:

"Any vessels or structures situated on the River should enhance the river life or scene, should be appropriate to their location, and in the case of permanently moored vessels not for residential use, should be oriented towards public enjoyment of the River."

The 1990 LPAC document "Planning Guidelines for permanently moored vessels and structures on the River Thames" is also referred to in RPG3 and local authority UDPs, and in particular the need to

ensure high standards of design, to consider possible impacts on historic settings and the requirement to consult the PLA on navigation issues. The London Rivers Association also provides guidance on the provision of moorings.

The planning authorities in the area adopt a general presumption against further long-term residential moorings on the main river channel on the grounds that they are detrimental to the amenity and conservation value of the river and because there are usually inadequate on-shore facilities for sanitation and rubbish disposal. However, there are arguments for allowing further moorings. They can bring activity and vitality to the river, especially in the evening, foster a sense of community, improve safety and security at night, and can provide the finance to create better access to the River. Chiswick Pier is a good example of the benefits that such development can bring.

The main groups of residential moorings are above Hammersmith Bridge near the Dove Pier, Chiswick Pier, Vicarage Moorings, Chiswick and Cadogan Pier, Chelsea. Leisure moorings are widespread over the study area. Commercial moorings are found downstream of Putney Bridge.

The proposed development at Point Pleasant, Wandsworth includes long-term residential moorings, utilising the former oil depot jetty. The adjacent Prospect Quay also has residential moorings.

Local authorities should give preference to short-term moorings provided for short-stay visitors to places of interest nearby, for example Chiswick Pier is close to Chiswick House and Gardens.

Policy Recommendation RC13: The construction of new floating structures, such as pontoons and jetties, to provide residential



Mr See's Moorings, Hammersmith Lower Mall

and visitor moorings for small boats should be encouraged in appropriate locations (taking into account potential impacts). These locations should be identified in UDPs. As a general principle, any residential moorings should be for vessels capable of navigation and should be permanently occupied. All new moorings should be assessed against the criteria set out in policy RC18. This policy does not apply to existing residential moorings.

Piers

Commercial Piers are located at all points up the River. These are used by river buses and by leisure users. They are in order working downstream:

- Kew Pier
- Chiswick Pier
- Dove Pier
- King Henry's Pier (Leisure Moorings only)
- Putney Pier
- Chelsea Harbour Pier
- Cadogan Pier

There are numerous derelict piers on the river, which are either attached to redundant commercial sites or adjacent to residential developments. These are in various states of decay with or without access bridges. None of these are used in any way and would require substantial repair to fendering or access from land or to the water to enable them to be used.

The potential use of existing, or at present redundant piers, for regular river bus services depends on the financial viability of operating such services, and their role within the future public transport network in Greater London (refer to Movement section). The outcome of the current review being undertaken by Transport for London will help identify the future demand, location and availability of sites for passenger services.

Policy Recommendation RC14: The future role of river bus services within the public transport network of Greater London should be considered in relation to a strategy for upgrading existing piers and investing in new piers and associated river infrastructure.

Servicing and Repair Facilities

The use of the tidal Thames for passenger, freight and recreational purposes depends on the availability of servicing and repair facilities including chandlers. Between Kew and Chelsea there are only limited facilities and there should be a general presumption in favour of retaining existing facilities.

Policy Recommendation RC15/M21: The retention of existing riverside facilities including boat building sheds, marine services, slipways, docks, wharves and piers will be supported and the provision of new facilities encouraged.

Tributary Rivers

Lost Rivers

The Thames between Kew and Chelsea is fed by 10 tributaries. Of these, only the River Wandle and the Beverley Brook remain unculverted. The remainder are either fully or substantially buried below ground and now form part of London's piped drainage system. The lower reaches of Chelsea Creek remain open but are heavily modified. The long-term remit of this strategy allows the consideration of projects which may seem impractical or economically unfeasible in the short term. This includes the objective of resurrecting the "lost rivers" as sites change use and are redeveloped.

Policy Recommendation RC16: The "lost rivers" which feed the Thames should where possible be rediscovered and their historic alignments should be identified and protected by local planning authorities in their UDPs.

River Wandle and Beverley Brook

The two existing tributaries which remain visible, the River Wandle and Beverley Brook, are both the subject of a Landscape Assessment prepared by consultants for the EA. The confluence of both tributaries with the Thames are heavily modified with weirs and control structures.

A half-tide weir occurs at the mouth of the Wandle. This was installed in the early 1990's to partly impound the lower reaches of the tributary and provide an improved setting for development. A



Mouth of the River Wandle

number of weirs or barrages were conceived in the late 1980's across the tributaries of the Thames, for example the River Lea and Deptford Creek. These proposals were part of wider regeneration initiatives.

The mouth of the Beverley Brook is currently poorly maintained and managed and is in need of regeneration to realise its nature conservation and recreational potential.

The riverbanks of the Wandle Delta are still awaiting development. There is concern however expressed by the Environment Agency that the weir has caused siltation and that this has led to the smothering of important fish spawning gravels at the confluence with the Thames.

Policy Recommendation RC17: Feasibility studies should be undertaken to assess the potential implications and benefits of modifying the control structures and heavily engineered banks at the mouths of the Beverley Brook and River Wandle to return them to a more natural condition.

Encroachment and Reclamation

The channel of the River Thames has been progressively narrowed over the centuries. This has altered the hydrology of the river and the pattern of siltation. Strategic Planning Guidance, (RPG3B/9B) urges local planning authorities to "discourage land infill and development which encroaches into the River and its foreshore other than in exceptional circumstances". Permission is required from both the Port of London Authority and the Environment Agency, in addition to the local planning authority.

The Environment Agency (Thames Region) will resist works on the Tidal Thames, between Teddington and Crayford Marshes, that cause encroachment where these, individually or cumulatively, may lead to one or more of the following:

- Reduced storage volume of the river;
- Change to the flow of the river causing damage to the flood defences, foreshore, banks and fisheries;
- Reduced access to the river and its flood defences;
- Loss of, or damage to, river habitats;
- Reduced river corridor open space and damage to local landscape character;
- Pollution entering the wider environment;

- Loss of, or damage to, the Thames' archaeological heritage;
- Reduced opportunities for river-based recreational pursuits.

The Environment Agency seek to promote creative alternatives to encroachment which benefit the environment and offer no threat to flood defence. The Environment Agency will encourage opportunities to retreat flood defences and increase the storage volume of the River.

Policy Recommendation RC18: Essential river infrastructure and river dependent activities that encroach onto the foreshore will normally be acceptable provided that there is no alternative and they would not have any adverse impact on the ecological interest and storage capacity of the River or damage local landscape character or archaeological heritage or reduce opportunities for river based recreational pursuits. Other than in exceptional circumstances all other forms of encroachment will be resisted. In any case in which the principle of encroachment is accepted, the developer will be expected to conduct appropriate surveys and design any works to mitigate their effect and compensate for any harm.

River Impact Statement

The preparation of a "River Impact Statement" has been advocated as a requirement of all significant waterfront redevelopment proposals. This would ensure that new schemes, including river infrastructure such as piers and jetties, go through a rigorous process to determine their impact on the Thames. This would complement the Design Statement to accompany applications proposed by Government's "Strategic Planning Guidance for the River Thames", which is primarily concerned with urban design issues. The River Impact Statement would address the following topics:

- Encroachment on the tidal foreshore
- The storage volume of the river
- The velocity and flow of the river
- Water quality and the release of pollutants
- Impact on inter-tidal ecological habitats
- Impact on landscape character and visual amenity
- Impact on archaeology and industrial heritage
- The integrity or stability of flood defences
- Wind effects, particularly on sailing activities
- Shadowing effects on the amenity of the riverside walk and on the biodiversity and nature conservation interests of the river

- Impact on the use of the river for water-based recreation
- The impact on navigation and need to maintain safe navigation.

The preparation of a River Impact Statement may be inappropriate in respect of smaller scale waterfront and river-related infrastructure development. There will therefore be a requirement to establish suitable categories and thresholds for development which would require a River Impact Statement.

Policy Recommendation RC19: River Impact Statements should be prepared for all new significant waterfront development schemes and river infrastructure to ensure they are sensitive to the river, and river use, and have a relationship with it subject to the definition of appropriate thresholds for development.

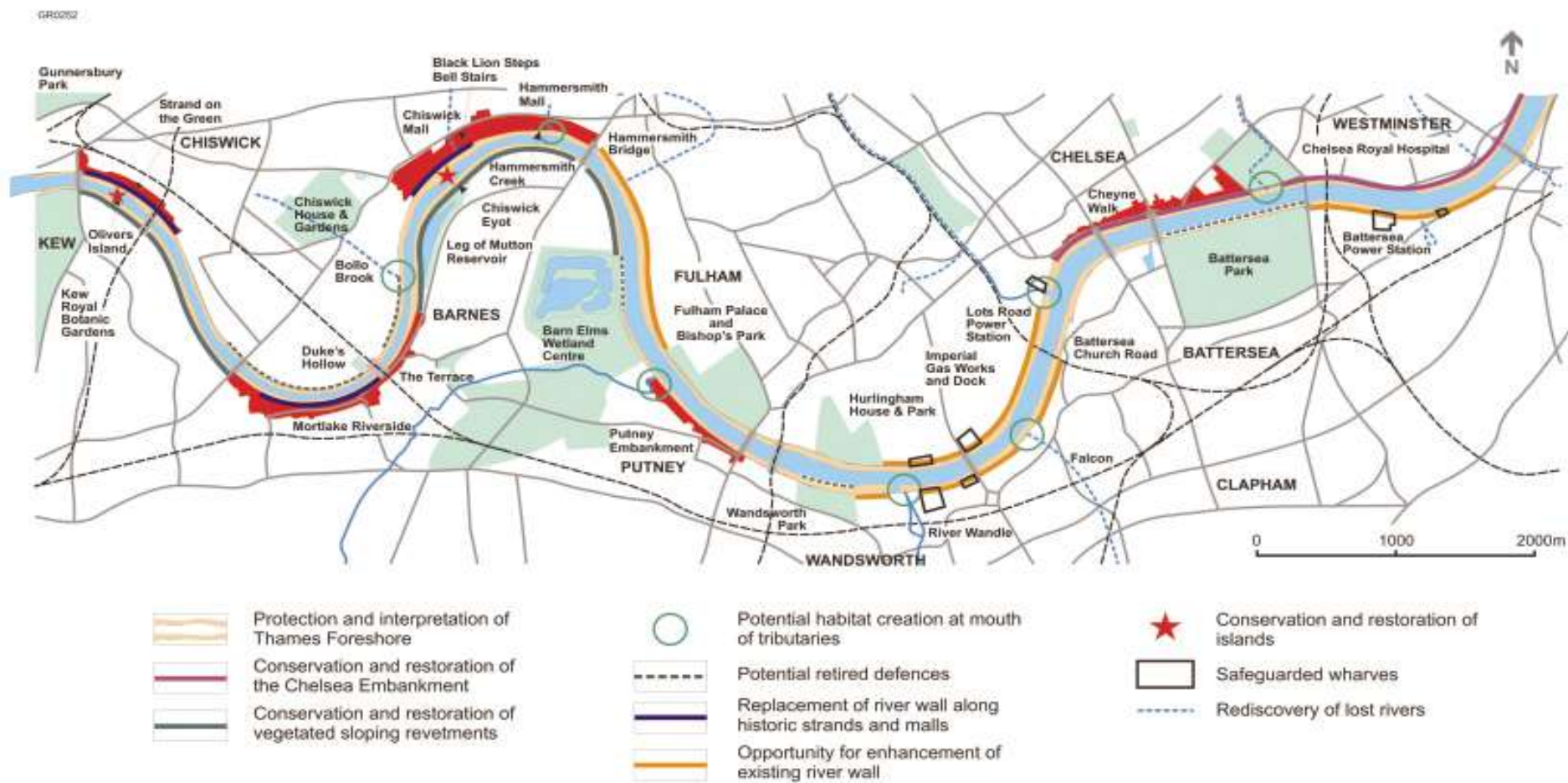


FIGURE 3.1
River Channel

HERITAGE AND CONSERVATION

Context

Three of the overall objectives which guide the Strategic Planning Guidance for the River Thames (RPG3B/9B) with regard to the built environment are:

- To secure a special quality for all new development on the River and riverside, appropriate to its context, and to improve the existing townscape;
- To protect and enhance historic buildings, sites and structures, landscapes, skylines and views of importance;
- To protect important archaeological remains.

In order to achieve these objectives riparian planning authorities have adopted policies in their development plans in accordance with RPG3B/9B, and other Planning Policy Guidance namely PPG15: Planning and the Historic Environment and PPG16 Archaeology and Planning. The purpose of these policies in relation to the River Thames and its riverside is to:

'Conserve and enhance the character of the natural and historic environments'

Criteria for the evaluation of tall buildings stated by CABE and English Heritage in their draft guidelines (CABE/English Heritage June 2001) in relation to conservation of the historic environment include:

The effect on the whole existing environment, including the need to ensure that the proposal will conserve or not damage or detract from:

- *Scheduled Ancients Monuments and their settings*
- *Listed buildings and their settings, including the backdrops to landmark buildings*
- *Conservation areas and their settings*
- *Archaeology*
- *Historic park, gardens, landscapes and their settings*
- *World Heritage Sites and their buffer zones*

The CABE/English Heritage document *Building in Context - New Development in Historic Areas*, on good design in historic contexts also has a role in guiding planning decisions within historic areas along the Thames.

The subject areas below should not be viewed as distinct groups as they are interrelated, and should also be considered in relation to issues and policy recommendations relating to Views and Landmarks, and Landscape and Open Space.

Archaeology and Ancient Monuments

The entire cultural landscape of the River Thames is of archaeological interest and the river itself is an archaeological resource. The archaeology of the study area is vast, diverse and complex and the scale of the study area and its continual development means that there is archaeological evidence for the span of human civilisation in Britain.

RPG3B/9B states that the archaeological interest of the Thameside area:

'...reflects the important role of the River in determining settlement patterns and land uses over a long historic period, as well as a changing waterfront.'

Within the Thames Policy Area, which incorporates the study area, RPG3B/9B states that local planning authorities should:

'recognise the importance of the river and its environs as an archaeological resource and adopt appropriate policies in their development plans in accordance with PPG 16.'

The archaeological resource of the study area has had little comprehensive assessment and as a result, there is inadequate baseline information to guide informed management and development decisions.

The Thames foreshore is a significant archaeological area. RPG3B/9B states that:

'The foreshore and riverbed, where remains can be well preserved because they are waterlogged and/or deeply buried, are a particularly important archaeological resource.'

However, the foreshore is not currently identified as an Archaeological Priority Area in all Local Authority Area designations.

PPG16: Archaeology and Planning advises that:

'Planning authorities may wish to base their detailed development plan policies and proposals on an evaluation of the archaeological remains in their area.'

Development control and archaeology within the London Boroughs is managed through the Unitary Development Plans (UDPs) and the designation of Archaeological Priority Areas. The Boroughs have adopted the general policy that archaeology is a material consideration in the planning process and where possible preservation in situ is a preferred option. However, the identification, designation and level of protection for archaeological remains is inconsistent between the Boroughs, yet the archaeological resource is not bounded by administrative boundaries. Known archaeological remains in one area often provide indicators for archaeological remains in other areas.

Policy Recommendation HC1: Consideration should be given to the potential for improving archaeological information, identification and consistency. Local authorities should:

- **develop strategic and co-ordinated approaches to compiling and maintaining baseline information on the archaeological resource of the Thames and its environs.**
- **review existing development policies and the designation of archaeology areas in consideration of a One Thames: One Policy approach to the management, identification and protection of the archaeological resource.**
- **consistently regard the Thames foreshore as an Archaeological Priority Area.**

Archaeological bodies with involvement in the archaeological resource of the study area have different remits and agenda. The provision of archaeological advice by an external body - English Heritage - may mean that there is a lack of ownership of archaeological issues at a Borough level, and an absence of a united professional front and vehicle for discussion on strategic issues. There is at present little communication between these bodies, resulting in very little close involvement in managing and monitoring the archaeological resource at a macro level. The appointment of a Thames Strategy Archaeological Officer would be subject to the identification of necessary resources.

Policy Recommendation HC2: Local authorities and English Heritage should consider the potential for the appointment of an independent Thames Strategy Archaeological

Officer, to start with possibly by extending the brief of an existing Archaeological Officer, with the view to this eventually being an independent role.

Scheduled Ancient Monuments are recognised as being of national importance and are statutorily protected under the Ancient Monuments and Archaeological Areas Act 1979. There is one Scheduled Ancient Monument in the Study Area - Fulham Palace Moated site, this includes the grounds within the former moat of Fulham Palace. As a managed site open to the public, it is a well kept secret, favoured by locals.

Statutory protection does not necessarily secure the preservation of an ancient monument. It is often essential to develop a management plan and carry out regular maintenance. The London Borough of Hammersmith & Fulham have recently prepared a draft Conservation Plan for Fulham Palace.

Policy Recommendation HC3: Local authorities and other appropriate bodies should consider assisting with identifying, implementing and where appropriate maintaining management and conservation policies for Scheduled Ancient Monuments.

Industrial Heritage

Industrial heritage sites demonstrate the Thames as a working system and its exploitation on a massive scale. Industries were often strategically located at interchanges between road, rail and river

transport providing links to areas on a national scale. River transport and haulage systems in the form of the Tow Path, barge beds and crane bases, as well as boat yards and wharves demonstrate the evolution of the Thames as a communications route. This era also saw dramatic changes to development styles and the functions of buildings on the river. The Tow Path itself is an important linear archaeological feature.

The decline in the industrial use of the river has resulted in the loss of the majority of established riverside wharves and dominant industrial buildings and transport infrastructures. The links to the riverside created by the use of the river to this extreme have since been lost. The perceptual barriers created during this era by developments, such as Lots Power Station, on the river edge as well as the social associations that divorced the river from its riversides, however, predominantly still remain.



Mortlake Brewery

Industrial heritage sites are not currently recognised as being of historic importance in the Local Authorities UDPs. Their locations along the riverfront can provide significant opportunities for re-establishing relationships with the river, enhancement of the river frontages, developing riverside activities, encouraging cross-river links and commercial use of the river.

Policy Recommendation HC4: UDPs should be reviewed and updated to reflect the industrial significance of the river and its Tow Path, and to identify industrial heritage sites. The identification of suitable land uses for development sites should take into account the historic context.

The quality and dominance of industrial buildings on this stretch of the river provide key landmarks and cultural significance to the study area that can be used to influence development and enhance the industrial setting. A recent example is the proposed redevelopment of Battersea Power Station.

Key areas and features of the industrial heritage that have been identified for enhancement by this study are:

- Barnes River Wall
- Mortlake Brewery
- Mortlake River Wall
- Imperial Gas works and Dock
- Lots Road Power Station

- Chelsea Wharf
- Broomhouse Drawdock
- Queens Wharf Drawdock
- Battersea Power Station Frontage

It would be necessary to give consideration to appropriate sources of funding including developer contributions. Plaques could record the old names of former wharves.

Policy Recommendation HC5: In order to promote industrial heritage restoration and design quality, local authorities and other appropriate bodies should:

- aim to restore, in partnership with riparian owners, historic elements including the Tow Path, wharves, jetties, cranes, drawlocks, steps and stairs, etc.



Sir Giles Gilbert Scott's Battersea Power Station

- provide further design guidance and examples of high quality existing industrial architecture and design for planned and potential development of industrial sites to enhance the industrial setting of the river.

Conservation Areas

A Conservation Area is designated by the Borough Councils as being:

‘an area of special architectural or historical interest the character of which it is desirable to preserve or enhance.’

Conservation Areas are statutorily protected under the Planning (Listed Building and Conservation Areas) Act 1990.

The strategic, recreational and aesthetic importance of the river to the history of London means that a large number of Conservation Areas are located along the banks of the River Thames. There are 22 Conservation Areas in the study area relating to the Thameside corridor, designated since the Civic Amenities Act 1967. Those fronting the river comprise approximately 50% of the study area’s total river frontage. They are unevenly distributed across the 5 riparian Boroughs and across the north and south banks. This distribution relates to the pattern of built development principally during the growth of London and its villages west of the central area in the 17th, 18th, 19th and 20th centuries.

Conservation Area profiles are undertaken by the riparian Local Authorities although the processes and products of these are not consistent and some are out of date. The effectiveness of good planning related within and around Conservation Areas is affected by local authority boundaries because of a lack of a coherent and consistent policy to assessment and designation.

RPG3B/9B requires Local Planning Authorities to consider the extension of Conservation Area boundaries to the centre line of the river.

Conservation Area boundaries should also take account of river related Industrial heritage such as the inclusion of industrial buildings, wharves, docks, cranes, infrastructures and the Tow Path.

Policy Recommendation HC6: Measures should be implemented to improve cross-boundary Conservation Area consistency. Where Conservation Areas are affected by local authority boundaries, local authorities should be consistent in their development of Conservation Area profiles, establish consistent methodologies and mechanisms for maintaining and reviewing Conservation Area boundaries, their nature and character and seek to establish consistent standards for designation and review as set out in PPG15 and in accordance with guidance from English Heritage.

The legislative basis of Conservation Area designation has been relatively effective in promoting the protection of important groups of buildings and their historic built fabric. The

townscape quality of Conservation Areas has, however, been less well protected and enhanced than the historic fabric.

Much of the loss to the townscape quality is related to:

- transportation and the dominance of vehicular traffic;
- introduction of standardised treatment on grounds of safety and convenience since the Second World War.

Policy Recommendation HC7: Measures should be taken to control the impact of traffic on the historic fabric. Local authorities in consultation with other appropriate bodies should:

- Identify areas for traffic management improvements and fully integrate conservation policies with other policies for the area, such as: traffic management, shopping and public open spaces;
- Identify areas where potential traffic growth would increasingly have a detrimental impact on the townscape quality and historic character of Conservation Areas.

The townscape quality of Conservation Areas has most recently been affected by the;

- nature and form of major new development;
- trends for increases in height and bulk of new developments

In seeking to promote improvements to townscape quality, the impetus that historic character can give to regeneration should be fully assessed.

Policy Recommendation HC8: Measures should be implemented to secure greater consistency of cross Borough Conservation Area controls. Local authorities should consider the character of adjoining conservation areas, particularly across Borough boundaries and require all significant waterfront development proposals to be accompanied by Design Statements to demonstrate how they have taken into account the height, scale and form of the new development within and adjacent to Conservation Areas, in respect of the townscape quality, historic setting and fabric.

New developments in the study area (both recent and planned) although distinctive are not necessarily enhancing the historic river setting or respecting the setting of Conservation Areas. (See also 'View and Landmarks: Historic Waterfront and Skylines'). Part of the reason for this apparent insensitivity may relate to a lack of relevant strategic and detailed guidance. Another aspect may relate to the lack of adequate information which is submitted as part of planning applications to demonstrate the 'before' and 'after' impact of development on Conservation Areas historic waterfronts and River panoramas.

Policy Recommendation HC9: Local authorities should require all significant development proposals to be accompanied by Design Statements to show:

- **architectural quality and local distinctiveness;**
- **regard to UDP urban design policies;**
- **regard to supplementary design guidance;**
- **sustainability checklists;**
- **environmental statements;**
- **biodiversity issues;**
- **universal accessibility and security issues;**
- **regard to existing river uses and facilities;**
- **provision of new river access, uses and related facilities.**

Policy Recommendation HC10/VL7: Local authorities should incorporate policies in UDPs to ensure that the setting, skyline and backdrop of historical waterfronts and river settings are fully taken into account in determining planning applications in respect of new development, including the potential impacts of proposals for high buildings.

Under PPG15 and Government policy for Conservation Areas, Local Authorities have the responsibility to:

'Formulate and publish proposals for the preservation and enhancement of Conservation Areas'

However, specific Conservation Area improvement proposals prepared and published by Local

Authorities have often failed to be implemented due to lack of funding and reliance on development activity. Section 106 agreements are seen as providing the greatest opportunity for positive conservation enhancement in the Study Area. It will be necessary to identify mechanisms and resources for securing Conservation Area enhancement.

Policy Recommendation HC11: Local authorities in consultation with other appropriate bodies should:

- **identify areas and proposals for Conservation Area enhancement aimed at improving the setting of buildings and sites and improving the presentation and appreciation of historic fabric.**
- **as part of the policy for the Conservation Areas, seek to secure additional Conservation Area enhancement funds as part of Section 106 agreements and from other funding bodies.**
- **ensure streetscape materials, furniture and finishes along the Thames Path and adjoining public spaces conform to design standards appropriate to Conservation Area status. Policies outlined in the English Heritage document Streets for All can provide valuable advice.**

This study has identified the following Conservation Areas as providing potential opportunities for conservation and enhancement of historic townscapes (Figure 3.1).

- Cheyne Walk and Chelsea Embankment
- Putney Embankment
- Hammersmith Malls
- Chiswick Mall
- Strand on the Green Riverside
- Barnes/Mortlake Riverside

Listed Buildings

There are almost 500 Listed Buildings in the study area designated since the Historic Buildings and Ancient Monuments Act 1953. Their uneven distribution across the study area reflects the preference of particular locations for elite residences and institutions principally during the growth of London and its villages west of the central area in the 17th, 18th, 19th and 20th centuries.

The historic fabric of the Listed Buildings and

structures within the study area has been generally well maintained and enhanced. Many types of historic buildings and structures fulfil valuable uses as originally intended or adapted for alternative use and only a small number are on the English Heritage Buildings at Risk Register. Sometimes it is appropriate and exciting to see different periods of development together. The important point is that the quality of new design must be good.

The issues relating to the loss of integrity of the setting of Listed Buildings are similar to those affecting Conservation Areas. RPG3B/9B recognises that a function of the Thames is the provision of a distinctive setting for development and that:

‘The significance of the setting is emphasised by the number of buildings of historic and national importance.’

In accordance with PPG 15 and Government policy

on planning and Listed Buildings, the Local Authorities maintain strong UDP policies relating to new developments and historic buildings.

RPG3B /9B (Para 3.24) states that in regard to all significant development proposals, local planning authorities should ensure that developers:

‘prepare design statements to accompany applications which include an assessment of scale, mass, height, silhouette, density, layout, materials and colour in relation to local landmarks and historic building and structures’

Policy Recommendation HC12: Local authorities should reinforce and implement their UDP policies on the impact of new developments on historic buildings, their settings and strategic views, with greater insistence on the preparation of three dimensional studies as part of a detailed visual appraisal.

Some historic settings have been compromised by post-war development that has not taken account of the local context and the need to protect scale and setting (see also Views and Landmarks: Churches and Religious Buildings)

Policy Recommendation HC13/VL3: Local authorities in consultation with other appropriate bodies and riparian owners should consider in the medium to long term the opportunity to improve the setting of historic buildings, including the possible redevelopment of opportunity sites to protect and enhance historic settings.



Strand-on-the-Green

Within the study area there are also buildings of local merit referred to as Locally Listed Buildings or Features of Townscape Merit. These have been identified as being of historic importance by local amenity groups assisted by local authority Conservation Officers, although the methods of recognising and recording local lists of buildings vary significantly between boroughs.

Policy Recommendation HC14: The involvement of local amenity groups in the identification and recording of buildings of local merit should be encouraged.

There are 13 bridges spanning the Thames in the study area, many of which have experienced different phases of design, detail and construction. Many bridges are of historical and architectural interest in terms of design, construction and association and are important landmarks in their own rights. RPG3B/9B states that:

'Enhancing and maintaining the visual appearance of London's bridges is important to improving the River scene.'

Policy Recommendation HC15/VL4: Railtrack and Transport for London should work with local authorities and English Heritage, in consultation with the Port of London Authority, to consider improvements to historic road and railway bridges, including necessary conservation, illumination, painting and improved facilities for pedestrians and cyclists.



Battersea Bridge built by Sir Joseph Bazalgette in the late 1880's

The study has identified the following historic bridges and historic railway bridges for conservation and restoration:

- Grosvenor Railway Bridge
- Albert Bridge
- Battersea Bridge
- Hammersmith Bridge
- Battersea Rail Bridge
- Putney Rail Bridge
- Putney Bridge
- Barnes Railway Bridge
- Kew Railway Bridge

Chelsea Physic Garden with a statue of its benefactor Sir Hans Sloane

Historic Parks and Gardens

The River's limited public recreational role, mainly for private houses began to alter with the creation of ornamental riverside parks and gardens from the 18th century.

English Heritage's Register of Historic Parks and Gardens designates historic parks and gardens along the same grading system as Listed buildings. There are fourteen Historic Parks and Gardens on the English Heritage register within or closely related to the study area:

- Royal Botanic Gardens, Kew
- Gunnersbury Park
- Chiswick House and Grounds



- Fulham Palace Garden and Bishop's Park
- Wandsworth Park
- Battersea Park
- Chelsea Physic Garden
- Hogarth's House
- Strawberry House
- Walpole House
- 100, Cheyne Walk
- Brompton Cemetery
- St Luke's Gardens
- Royal Hospital, Chelsea and Ranelagh Gardens

The management and conservation of these public areas involve a variety of stakeholders. Some, such as Battersea Park, are currently subject to lottery funded restoration management plans.

The promenade at Duke's Meadow (1920s) and Furnival Gardens (1951) are also of historic interest but are not included on the register. Similarly, the grounds of Hurlingham House.

The effect of proposed development on a historic park or garden or its setting is a material consideration in the determination of planning applications. The conservation of the heritage significance of the historic parks and gardens and their riverside or inland setting requires strategic management approaches to be developed and implemented for the short and long term. This has not been addressed in RPG3B/9B.

The treatment of historic parks and gardens addresses complex issues that cover a range of different interest groups and specialisms.

Policy Recommendation HC16: Following the recommendations of Boroughs open space strategies, key stakeholders should seek in partnership to develop policies for strategic managed approaches to the conservation and restoration of historic parks and gardens and where appropriate, the reinstatement of visual and physical connections to the river.

Cultural Associations

Cultural associations document the historical significance of a place, provide clues to the strategic and aesthetic sites along the River, and the significance of historical events.

In the study area, cultural associations can be traced historically back to events such as the Synod in Chelsea held by Offa, King of the Mercians in 787AD. The Domesday Book provides clues to the origin of place names and the development of early settlements, such as Putney derived from 'Putta's landing place'. There are numerous royal associations with places along the River and many structures are associated with famous people, such as the design of Chelsea Royal Hospital by Christopher Wren in 1682 to 1689 and the occupation of the former Brandenburgh House, Hammersmith by Queen Caroline of Brunswick.

Other distinguished residents include:

- Dylan Thomas, Nancy Mitford and the painter Johann Zoffany at Strand on the Green;
- Gustav Holst, the composer at Barnes Terrace;
- William Hogarth, Lord Burlington and William Kent are all buried in St Nicholas's Chiswick;
- The Redgrave acting dynasty lived at Bedford House, Chiswick Mall;

- William Morris had his printing press and design workshop at Kelmscott House, Hammersmith Mall;
- Oscar Wilde, George Eliot and Thomas Carlyle all lived on or near the River in Chelsea;
- Thomas More's house and Henry VIII's old Chelsea Manor at Cheyne Walk.

There are also important twentieth century cultural associations including Craven Cottage as the home of Fulham Football Club and the Peace Pagoda in Battersea Park.

RPG3B/9B states that Local Planning Authorities should:

“adopt policies in their development plans to identify and protect important structures associated with the River and its history”

It will be necessary to identify appropriate mechanisms and resources for the provision of interpretation facilities in the study area.

Policy Recommendation HC17: The key cultural associations of people, events and places should be identified and strategies prepared to connect and interpret historic places, people and events through the study area and its wider environs as part of the local cultural strategies to be prepared by local authorities.



The Last Supper by John Zoffany



Sir Thomas More by Rubens



Sir Thomas More, his family and servants ~ a sketch of a now lost painting

QR052

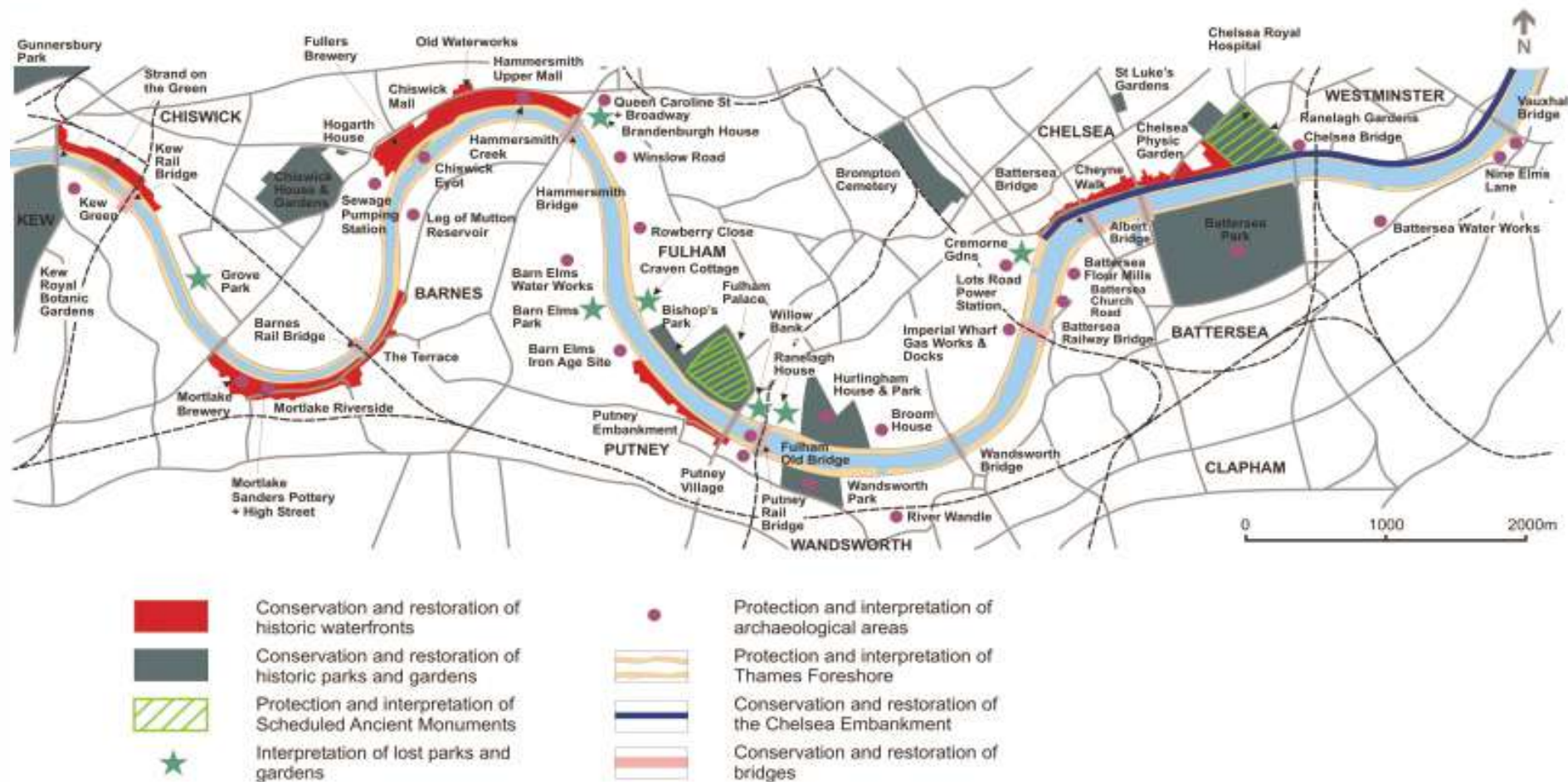


FIGURE 3.2
Heritage and Conservation

VIEWS AND LANDMARKS

Context

One of the overall objectives which guide Government planning policy (RPG3B/9B) in respect of the built environment of the Thames is the need to:

Protect and enhance historic buildings, sites, structures, skylines and views of importance.

An analysis of key landmarks and views of particular sensitivity and importance has already been undertaken by the Environment Agency's "Tidal Thames – Landscape Assessment and Design Guidelines" and in the *Thames Strategy* (Government Office for London 1995). Since 1999 strategic policy has been provided by "Strategic Planning Advice on High Buildings and Strategic Views in London" (LPAC, November 1999). Although the LPAC Advice still stands, the London Mayor has published *Interim Strategic Planning Guidance on Tall Buildings, Strategic Views and the Skyline in London (October 2001)* to provide clarification and to reflect his recent thinking on these issues. The London Plan, when published, will supersede the LPAC Advice and Interim Guidance. Important local river-related views were also identified in the GLC "Thames-side Guidelines" (GLC 1986).

The English Heritage/CABE draft document Guidance on Tall Buildings (2001) sets out their criteria for the evaluation of tall buildings, these include:

The effect on the whole existing environment, including the need to ensure that the proposal will conserve or not damage or detract from:

- *Other open spaces, including rivers, their settings and views from them*
- *Other important views, prospects and panoramas*

Views of the river from surrounding areas at ground level are not extensive, because of the generally flat topography. This results in a relatively tightly drawn "visual envelope" which in places only extends to the immediate riverside walk.

Strategic Views

The LPAC Advice and the Mayor's Interim Guidance differentiates between Strategic Views of St Paul's Cathedral and the Palace of Westminster and Important Local Views, Panoramas and Prospects.

The protection of the ten statutory Strategic Views has been in operation since 1991 (RPG3A). The criteria under which the views of St Paul's Cathedral and the Palace of Westminster are designated are:

"Views of national significance from well-known public places, cherished by both Londoners and visitors, and featuring an exceptional

landscape or townscape including visually prominent historic landmarks."

The only Strategic View to cross the Thames between Kew and Chelsea is the view from Henry VIII Mound in Richmond Park to St Paul's Cathedral. The viewing cone crosses the river at Putney Embankment on the south bank, within the London Borough of Wandsworth and Bishop's Park on the north bank, within the London Borough of Hammersmith and Fulham.

Policy Recommendation VL1: Strategic Views should be incorporated in Unitary Development Plan Proposals Maps and policies included in the Plan to protect the Strategic View from Richmond Park to St Paul's Cathedral in line with the 1991 Supplementary Guidance (RPG3A) and the accompanying Directions and any other relevant guidelines which may be produced in the future.

(Source: Strategic Planning Advice on High Buildings and Strategic Views in London, LPAC 1999)

The Mayor of London has commissioned a full review of the strategic views and will introduce appropriate policies in the draft London Plan. The Mayor may seek changes to the statutory Directions following consultation, however in the meantime the existing Directions will apply.

Important Local Views, Panoramas and Prospects

In RPG3B/9B the Government urged Borough Councils to protect “important local views” by showing them on their UDP Proposals Maps. This has been partly achieved in preparation of UDPs.

Local Authority	Planning Policies relating to Views and Landmarks	Views Identified
London Borough of Richmond upon Thames	ENV4	Only on proposals plan, not in text.
London Borough of Hounslow	ENV-B.2.8	Yes
London Borough of Hammersmith & Fulham	EN31/6 EN31/14	Yes
London Borough of Wandsworth	TBE15, TBE19, TBE20, R11, R13	Yes
Royal Borough of Kensington & Chelsea	CD31, CD1, CD1X	Yes

Important Local Views

Important Local Views are views from specific viewpoints to specific landmarks. Many of the river-related views identified are either along, across, or from the Thames. The protection of these Important Local Views will require inter-Borough co-operation. The setting and backdrop of the landmark in many cases needs to be protected by designation from the adverse impact of development, and in some cases the viewpoint itself needs to be protected.

The following table lists Important Local Views identified during this or earlier studies, and their current status within UDP’s.



Important local view: Hammersmith Mall, from opposite bank

Important Local View	Character Reach	Identified in UDP	Important Local View	Character Reach	Identified in UDP
Strand on the Green and Oliver's Island from Kew Bridge	1	LB Hounslow	St Mary's Church, Putney, from Putney Bridge and Bishop's Park	5	
Strand on the Green from Kew Railway Bridge	1	LB Hounslow	Putney Bridge from Bishop's Park river walk	5	LB Hammersmith & Fulham
Strand on the Green from the Kew Tow Path	1	LB Hounslow	The grounds of the Hurlingham Club from the footpath across Putney Railway Bridge	5/6	LB Hammersmith & Fulham
Kew Railway Bridge from the Kew Tow Path	1	LB Hounslow	The grounds of the Hurlingham Club from the river and Wandsworth Park	6	LB Hammersmith & Fulham
Mortlake Church from Duke's Meadow and the river	2		Battersea Railway Bridge from Imperial Wharf	6/7	
Barnes Railway Bridge from the Mortlake Tow Path	2	LB Hounslow	Belvedere Tower, Chelsea Harbour from river and opposite bank	6/7	
The view to Mortlake High Street and Duke's Meadow from the Mortlake Tow Path	2	LB Richmond-upon-Thames	St Mary's Church, Battersea and Montevetro from the river and Chelsea Harbour	7	
Duke's Meadow and bandstand from Barnes Terrace	2	LB Richmond-upon-Thames	Lots Road Power Station from the river and St Mary's Church Battersea	7	LB Wandsworth
Barnes Terrace from Duke's Meadow bandstand	2		Moored houseboats and Cheyne Walk from the river	7	
Corney Reach and Chiswick Pier from Tow Path next to Lonsdale Road Reservoir	3		Chelsea Old Church (All Saints) from the river and Chelsea Embankment	7	LB Kensington & Chelsea
The South Bank from Church Street and Chiswick Drawdock	3		Battersea Bridge from Chelsea Harbour	7	
St Nicholas Church and Chiswick Mall from the river and opposite bank	3	LB Hounslow	Albert Bridge from Chelsea Embankment	7	
Chiswick Eyot from river and Tow Path on opposite side	3	LB Richmond-upon-Thames	Albert Bridge from Albion Wharf Embankment	7	
Hammersmith Upper and Lower Mall including moored boats, from the river and opposite bank	3	LB Hammersmith & Fulham	Chelsea Embankment Crosby Hall site from Albion Wharf Embankment	7	
Hammersmith Bridge from Upper and Lower Mall	3	LB Hammersmith & Fulham	Buddhist Pagoda, Battersea Park, from Chelsea Embankment	7	
St Paul's Church, Hammersmith from the south bank		LB Hammersmith & Fulham	Chelsea Royal Hospital from Battersea Park and Chelsea Bridge	7	LB Wandsworth
Harrod's Depository from riverside walk on opposite bank	4		Chelsea Waterworks from Chelsea Bridge	7	LB Wandsworth
The Hammersmith and Fulham skyline from the elevated hides in the Wetland Centre			Battersea Power Station from Chelsea Embankment	7	
Bishop's Park from the river and Putney Embankment	5	LB Hammersmith & Fulham	Battersea Power Station from Chelsea Bridge and Grosvenor Railway Bridge	7/8	LB Wandsworth
Fulham Palace from Bishop's Park	5		Battersea Power Station from Grosvenor Road	8	LB Wandsworth
All Saints Church, Fulham, from Putney Bridge and Embankment	5	LB Wandsworth			

Important Local Panoramas are, like the Strategic and Important Local Views, taken from specific viewpoints, but encompass longer viewing distances and broad vistas and are usually across central London from the surrounding low-lying hills and ridges to the north and south. Examples of views in this category would be the famous views of the Thames from Richmond Hill and Greenwich Park. The lack of high ground overlooking the river between Kew and Chelsea prevents there being any Important Local Panoramas within the study area.

Important Local Prospects are less specific in terms of both the viewpoint and the objective, and often give 180° or wider views. Views in this category include those from: bridges over the River Thames; the Embankments and other places along the Thames Path National Trail; and views from within riverside parks. Viewing distances in comparison to Panoramas are relatively short and in many cases are over water or open space. The important views of the wooded Tow Path, which extends along the southern bank of the river between Kew and Putney, have been included in this category.

The following table lists Important Local Prospects identified during this study and their current status within UDP's.

Important Local Prospects

Important Local Prospects	Character Reach	Current Status
The view from Kew Bridge downstream to Strand on the Green, Oliver's Island, Kew Railway Bridge and the Kew Tow Path	1	Added to the Revised Deposit Version of Hounslow's UDP
The view from Strand on the Green and Grove Park to the wooded Tow Path on the opposite bank	1	
The view from Strand on the Green at Kew Railway Bridge downstream to Chiswick Bridge	1/2	
The view from Chiswick Bridge upstream to the tower of the Steam Museum at Brentford, Grove Park and the Kew Tow Path	1/2	Identified as a Strategic Viewpoint in LB Hounslow UDP
The view from Chiswick Bridge downstream to Thamesbank, Mortlake Brewery and Duke's Meadow	2	Identified as a Strategic Viewpoint in LB Hounslow UDP
The view from the Mortlake Tow Path and Barnes Terrace to Duke's Meadow	2	Identified as a view in LB Richmond-upon-Thames UDP
The view from Barnes Bridge to the London Eye	2	
The view from Chiswick and Hammersmith Malls to the wooded Tow Path on the opposite bank	3	Identified as important local view LB Hammersmith & Fulham UDP
The view from Hammersmith Bridge upstream to Upper and Lower Mall and the wooded towpath on the southern bank	3	Identified as an important local view LB Hammersmith & Fulham UDP
The view from Hammersmith Bridge downstream along Fulham Reach and to Barn Elms	3/4	
The view from the riverside walk along Fulham Reach to the Tow Path, Wetlands Centre and Barn Elms Playing Fields on the opposite bank	4	
The view from the 400 metre long riverside walkway within Bishop's Park to Putney Embankment and its boathouses	5	Identified as an important local view LB Hammersmith & Fulham UDP
The view from Putney Bridge upstream to Bishop's Park and Barn Elms	5/4	

Important Local Prospects	Character Reach	Current Status
The view from Putney Bridge downstream to Putney Railway Bridge, the Hurlingham Club and Wandsworth Park	5/6	Identified as an important local view in LB Hammersmith & Fulham UDP
The view from Wandsworth Bridge upstream to the Wandle Delta and Sands End	6	Identified as an important local view in LB Wandsworth UDP
The view from Wandsworth Bridge downstream to the Battersea Railway Bridge, Chelsea Harbour and Montevetro	6/7	Identified as an important local view in LB Wandsworth UDP
The view upstream from Battersea Bridge to Cadogan Pier, Lots Road Power Station, Chelsea Harbour and Montevetro	7	Identified as an important local view in LB Wandsworth UDP
The view downstream from Battersea Bridge to Albert Bridge, Cheyne Walk, Chelsea Embankment and Battersea Park	7	Identified as an important local view in LB Wandsworth UDP
The view from Albert Bridge upstream to Battersea Bridge, Lots Road Power Station and Cheyne Walk	7	Identified as an important local view in LB Wandsworth UDP
The view from Albert Bridge downstream to Battersea Park, Chelsea Embankment, Battersea Power Station and the skyline of central London	7/8	Identified as an important local view in LB Wandsworth UDP
The view from Battersea Park of the river, Chelsea Embankment, the Royal Hospital and Ranelagh Gardens	7	
The view from Chelsea Bridge upstream to Albert Bridge, Battersea Park and the Peace Pagoda, the Royal Hospital and Chelsea Embankment	7	Identified as an important local view in LB Wandsworth UDP
The view from Chelsea Bridge downstream to the Grosvenor Railway bridge, the London Eye, Battersea Power Station, and the skyline of central London	7/8	Identified as an important local view in LB Wandsworth UDP

The original LPAC criteria for the designation of Important Local Views, Panoramas and Prospects are set out below. An Important Local View, Prospect or Panorama should:

- *Contribute significantly to the image and built environment of London and to the enjoyment of London by Londoners and by visitors;*
- *Be seen from a publicly accessible viewpoint or area;*
- *Be well known and visited or have the potential to do so;*
- *Be from a specific identified viewpoint (or in the case of a Prospect, from a specified area) to an identified landmark or panorama.*

Policy Recommendation VL2: Local planning authorities should:

- **Identify Important Local Views and Prospects in UDPs, and take account of them when considering development proposals. Appropriate policies should be included to enhance these views, the setting of landmarks and to ensure public access to the viewpoint. Where appropriate this should be carried out jointly with adjacent and affected local planning authorities.**
- **Consult on all development proposals within identified viewing cones with appropriate local planning authorities, English Heritage and GLA.**

Both policies are taken from “Strategic Planning Advice on High Buildings and Strategic Views in London” (LPAC, 1999).

Landmarks

The built landmarks between Kew and Chelsea fall into four main categories:

- Churches and religious buildings
- Road and railway bridges
- Industrial buildings
- New landmark buildings.

Churches and Religious Buildings

The steeples and towers of the historic Parish Churches are important local landmarks, but are small in terms of relative scale, often only visible from within individual character reaches. They provide the focus of the historic riverside settlements at Mortlake, Chiswick, Hammersmith, Fulham, Putney, Battersea and Chelsea. The settings of many of the parish churches have been affected by post-war development which has failed to take full account of the local context and the need to protect the scale, silhouette and skyline of the churches, for example, Mortlake (Stag Brewery); Fulham (Bridge House); Putney (ICL Tower); and Battersea (Somerset Estate and Montevetro).



St Mary's Church, Battersea

The settings of the following riverside churches and religious buildings should be protected and enhanced.

- St Mary's Church, Mortlake
- St Nicholas Church, Chiswick
- St Peter's, Hammersmith
- St Paul's Church, Hammersmith
- Fulham Palace (former Bishop's Palace)
- All Saints Church, Fulham
- St Mary's Church, Putney
- St Mary's Church, Battersea
- All Saints Church, Chelsea
- Buddhist Pagoda, Battersea Park

Policy Recommendation VL3: In the medium to long term the opportunity should be taken through redevelopment to restore the visual connection between historic churches and the River.

Road and Railway Bridges

The eight road bridges and five railway bridges that cross the river between Kew and Chelsea are key landmarks and focal points of activity. They are also the main viewpoints for the “Important Local Prospects” which are enjoyed by commuters, residents and visitors to London. The road bridges are heavily used particularly at rush hour when they are frequently jammed with queuing traffic. The railway bridges provide some of the best elevated views of the river.



Hammersmith Bridge

Details of bridges are given in the following Table.

Name	Date of Construction	Architect/Engineer	Listed Status
Kew	1903	Sir John Wolfe Barry	Grade II
Kew Railway Bridge	1864-69	WR Galbraith	Grade II
Chiswick	1933	Sir Herbert Baker	Not listed
Barnes Railway Bridge	1846-49	Joseph Locke and JE Ermington	Grade II
	1891-95	Edward Andrews	
Hammersmith	1883-87	Sir Joseph Bazalgette	Grade II
Putney	1882-86	Sir Joseph Bazalgette	Grade II
Putney Railway Bridge	1887-89	William Jacob and WS Thomas	Not listed
Wandsworth	1936-40	Sir T Pierson	Not listed
Battersea Railway Bridge	1861-63	William Baker	Not listed
Battersea	1886-90	Sir Joseph Bazalgette	Grade II
Albert	1871-73	Rowland Ordish	Grade II*
Chelsea	1934-37	Rendel Palmer and Tritton	Not listed
Grosvenor Railway Bridge	1963-67	Freeman Fox	Not listed

Although not listed, Putney Railway Bridge and Wandsworth Bridge are on LB Hammersmith & Fulham's Local Register of Buildings of Townscape Merit. A thematic survey of the main Thames bridges has been undertaken by English Heritage. This recommended improvements to bridges

including illumination, painting, and enhancement of the public realm. Major refurbishments of Albert Bridge, Hammersmith Bridge, Putney Bridge and Chelsea Bridge have been completed in the last five years. A major programme of refurbishment work has recently been implemented for Kew Bridge.

This includes new footways and the replacement of street lighting with columns and lanterns which match the Edwardian style of the original construction.

Policy Recommendation VL4: Transport for London, Local Authorities, and English Heritage in consultation with the Port of London Authority should consider further improvements to road bridges including necessary illumination, painting, enhancement of the public realm, the interpretation of Important Local Prospects. Railtrack and Transport for London, in consultation with the Port of London Authority, should work with local authorities and English Heritage to consider improvements to the historic railway bridges, including necessary illumination, painting and additional and improved facilities for pedestrians and cyclists.

Industrial Buildings

The decline of the river as a trade highway, and changes in industry and energy production have resulted in the loss of riverside wharves, utilities and industrial sites. There are now fewer reminders of the "working river" and in particular, its importance for energy production and water supply.

Battersea Power Station is the most easily recognisable building within the study area. Today the building has four chimneys standing 90 metres high, but when the station first opened in the mid-1930's there were only two. The coal-fired station

was designed by Sir Giles Gilbert Scott, who was also responsible for the Bankside Power Station. The Lots Road Power Station at the mouth of Chelsea Creek was the world's largest power station when built in 1904. Designed by an American engineer, it supplies electricity to the London Underground and covers the site of the Cremorne Pleasure Gardens. These two important industrial landmarks are both the subject of current development proposals. The proposals are for mixed use developments that retain these important visual and historical landmark buildings. Other power stations such as at Fulham have already been redeveloped.

The relatively clean water upstream of the City of London was pumped using massive steam-driven engines to provide one of the main sources of water for the growing city. The 70 metre high square brick



Lots Road Power Station

standpipe tower of the Kew Bridge Steam Museum, a former waterworks, provides an important landmark at the upstream start of the study area, whilst the tower of the Chelsea Waterworks Company is at the downstream end, opposite Battersea Power Station.

Policy Recommendation VL5: Future redevelopment proposals for redundant industrial buildings and structures identified as important landmarks (for example, Battersea Power Station) should ensure the restoration and enhancement of the key external features of visual importance.

New Landmarks

The siting of future landmark buildings should take into account the Important Local Views and Prospects identified in this study, together with the existing Strategic View from Richmond Park to St Paul's Cathedral. The setting and skyline of historical waterfronts should also be respected. Dramatic visual statements and "landmark" buildings may be appropriate, but only in exceptional circumstances. Many of the new residential developments proposed along the river are conceived as "landmarks" and without a coherent design framework will compete with each other for attention.

Landmarks such as distinctive or higher buildings rising above areas with a more uniform profile can help to emphasise key locations. The potential

benefits of high buildings must be weighed against possible negative impacts.

The Thames Strategy Study (Government Office for London, 1995) recommended the need for further local studies to assess whether a new landmark would be appropriate to increase definition and/or attractiveness of the riverside between Wandsworth Park and Grosvenor Bridge. Since the publication of the strategy in 1995, the Montevetro building, designed by the Richard Rogers Partnership, has been built on the site of the former Flour Mills at Battersea. The riverside at Wandsworth, Sands End and Battersea is the subject of intense development activity: Riverside West and Albion Wharf are currently under construction, and there are detailed proposals for Gargoyle Wharf and Point Pleasant. These developments will transform the skyline and character of the river downstream from Putney.



Belvedere Tower, Chelsea Harbour

The location of high-rise buildings on the inside and outside curves of the river are especially prominent, for example the Belvedere Tower at Chelsea Harbour and the new Montevetro building. The meandering course of the river can bring unexpected views of landmarks, particularly when travelling by boat.

Policy Recommendation VL6: The siting of future landmark buildings should take into account: the character of the reach; identified Important Local Views/Prospects; local landmarks; and the setting and skyline of historical waterfronts. They should also be considered in relation to existing or permitted future development, to ensure a coherent and legible skyline. Developers will be required to prepare Design Statements to accompany applications, in addition to satisfying the requirements of existing EIA regulations.

Historic Waterfronts and Skylines

The main settlements along the river - Strand on the Green, Chiswick, Mortlake, Barnes, Putney, Hammersmith, Fulham, Battersea and Chelsea have all evolved from Anglo-Saxon, or earlier, fishing and farming villages.

The principal distinctive feature of much of these historic settlements is the pattern of groupings of buildings in terraces parallel to the River's edge,

taking advantage of access and views; and interpreted in different centuries and scales of domestic residential accommodation from 17th and 18th century cottages to 19th and early 20th century mansion blocks or terraced town houses.

The majority of the buildings along these strands or terraces vary between 3 and 5 stories, with smaller 2-storey cottages at Strand on the Green and 6-storey mansion blocks at Putney Embankment and Castelnau. Brick with tiled or slate pitched roofs are the predominant materials, often with balconies, bays, porches and other projections enlivening the facades, for example, Barnes Terrace, Lower Mall Hammersmith and Cheyne Walk.



Barnes Terrace and Railway Bridge

These historic waterfronts form the main built elements within the 22 Conservation Areas between Kew and Chelsea and contain the majority of the Listed Buildings, together with Locally Listed Buildings, or Buildings of Townscape Merit.

When viewed from the River or the opposite bank these historical waterfronts are often seen in elevation. The presence of moored boats in the foreground, for example at Lower Mall, Hammersmith and Cadogan Pier, Chelsea adds to the visual interest. The vegetated islands in the River: Oliver's Island/Strand on the Green/Chiswick Eyot/ Chiswick Mall also provide a natural contrast with the architectural elevations. The form and treatment of the river wall, for example the presence of steps, timber fendering, ladders and grab chains, all contribute to the overall quality of the view.

It is important that the richness, diversity and beauty of these historical waterfronts is respected. In particular this requires the protection of their setting, skyline and backdrop from intrusive development. This has generally been the case but consultation has identified the following buildings as intrusive:

- The skyline of Strand on the Green which is broken by the BSI Tower at Gunnersbury;
- The massive bulk and chimney of the Stag Brewery, together with tower blocks in Mortlake High Street which are visible in front of the historic Mortlake Riverside;

- The Vencourt Hotel which is visible behind Hammersmith Mall;
- The massive bulk of the Charing Cross Hospital which has had a negative impact on the skyline and setting of the riverside Conservation Areas within Fulham;
- The Rosebank Tower which is in contrast to the remainder of the lower residential development along Fulham Reach;
- The 17-storey former ICL tower (now being refurbished) which completely dwarfs the adjacent St Mary's Church at Putney;
- The Somerset Estate and more recently the new Montevetro building which dominate St Mary's Church and the old centre of Battersea;
- The World's End Estate which rises above the Queen Anne houses lining Cheyne Walk.

Policy Recommendation VL7: In the medium to long term the opportunity should be explored, when redevelopment occurs, to consider the possible replacement of high-rise buildings which have been identified as being visually intrusive with new development of a different character which more closely respects the character of the reach. The setting, skyline and backdrop of historical waterfronts should be protected in Unitary Development Plans from any adverse impact caused by new development, including the possible impacts associated with high buildings.

Lighting

The Thames Strategy Study (Government Office for London, 1995) identified the need for a Thames Lighting Strategy within Central London. Strategic Planning Guidance set out in RPG3 also recommends that local authorities within the central reaches of the Thames Policy Area, together with LPAC (now succeeded by the GLA), should consider developing a co-ordinated lighting strategy for the Thames.

Within the study area there is a need for a coherent lighting strategy, for example: the sensitive illumination of road and rail bridges; important local landmarks such as churches and industrial buildings; and areas of special character, such as historical waterfronts and embankments. At present, there is an inconsistent approach, with some bridges such as Albert Bridge being well lit



and others such as railway bridges being in darkness. The use of illuminations and lighting must take into account potential impacts on navigational safety.

The control of light pollution is an equally important issue. An essential part of the character of the reaches between Kew and Putney is the presence of the wooded Tow Path along the southern bank, the large area of adjoining open space at Barn Elms Playing Fields and the Wetland Centre. On the northern bank at Duke's Meadow the London Borough of Hounslow have a policy Env-N.1.7 (A7) which seeks to control light pollution from sports activities.

The GLA biodiversity team has produced a draft advice note which concludes that:

'...the potentially damaging effects of artificial lighting outweigh the benefits to wildlife in general terms. It is clear that a wide range of animal taxa could be affected, particularly nocturnal species, although it will rarely be possible in any particular case to make hard and fast predictions as to precise effects on any species...., it should be stressed that the 'knock on' effects may be as great or greater than the lighting itself. A cautious approach is therefore advised, and minimising the use of artificial lighting is recommended, especially in or adjoining Sites of Importance for Nature Conservation or sites where vulnerable species are known to occur'.

Illumination of Albert Bridge

The presence of these landscape features so close to London makes them a particularly valued resource to local residents, visitors and wildlife. It is important that these areas of Metropolitan Open Land are protected from unnecessary illumination. The intensification of sports activities, for example the introduction of floodlighting to golf driving ranges, all-weather sport pitches and stadiums all destroy the tranquillity of areas after dark. The Wetland Centre at Barn Elms is particularly sensitive to floodlighting which it has been argued affects the flight paths of birds and bats.

It is also important that illumination does not adversely affect river navigation.

Policy Recommendation VL8: A co-ordinated lighting strategy for the Thames between Kew and Chelsea should be prepared by the relevant local authorities in conjunction with English Heritage, the GLA, Port of London Authority and adjoining local authorities. This should be set within the context of a wider Thames Lighting Strategy for the central reaches of the Thames Policy Area and reflect variations in local character.

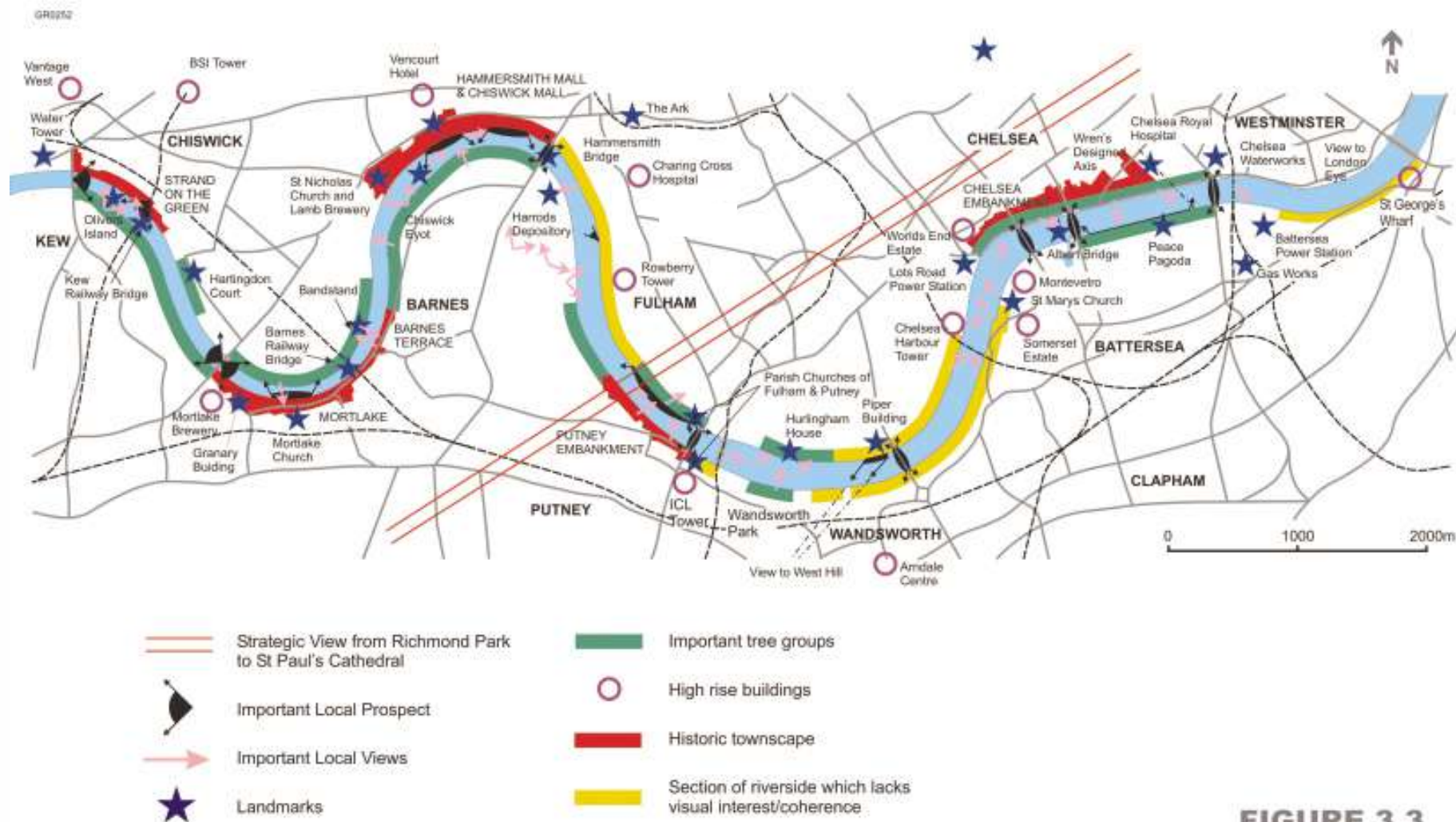


FIGURE 3.3
Views and Landmarks

LANDSCAPE AND OPEN SPACE

Arcadia to the Metropolis

It is important to view the landscape of the Kew to Chelsea stretch of the Thames in the wider context of the River in London. The study area forms the transition between the Arcadian landscape of the upper reaches of the Thames in London, from Hampton to Kew; and the Metropolitan centre of the capital which dominates between Chelsea and Tower Bridge. The tidal nature of the Thames produces a landscape where the relationship of land to water changes dramatically twice a day and is a daily reminder of the power of nature at the heart of the city.

The river corridor between Kew and Wandsworth Park has extensive areas of open space made up of a patchwork of parks, playing fields, allotments, cemeteries and wetland nature reserves. The wooded Tow Path on the south bank links together these adjacent areas of riverside green space. The majority of this open space is designated as Metropolitan Open Land (MOL).

Downstream from Wandsworth Park and the Hurlingham Club, the form and character of the river corridor is undergoing significant change. Until recently, industry and major utilities have lined large lengths of the riverside, with very limited vegetation and public access to the river, except for Battersea Park and the Chelsea Embankment.

Metropolitan Open Land

The Local Authorities have designated areas of Metropolitan Open Land (MOL) where strategic open space contributes to the structure and character of their Borough as a whole and to the London-wide network of strategically important open space.

Within the upper reaches of the River in the London Boroughs of Richmond and Hounslow; the MOL comprises substantial areas of landscape and open space, often with an historic or nature conservation value, and which provide important open air facilities for recreation, leisure and sport.

Strategic Planning Guidance for London (RPG3 - 1996) defines MOL as land predominantly open in character which has more than a Borough significance, generally because of its size and catchment area. These valuable areas of land, of equal importance to the Green Belt, need to be protected from inappropriate development, harmful to the open character of the land.

Many areas of MOL are covered by other protective designations including Historic Parks and Gardens, Conservation Areas and Sites of Metropolitan and Borough Importance for Nature Conservation, and at Barn Elms, there is a Site of Special Scientific Importance (SSSI). The boundaries of MOL and the Thames Policy Area (TPA) are in many cases the same.

The Thames and its related open spaces form the backbone of London's open space framework (see RPG3 Chapter 7). This is particularly the case to the west of London, between Hampton and Putney. The River links together a number of important areas of Green Belt and Metropolitan Open Land, tributaries and canals, green chains and corridors (see Figure 3.4.1). There is potential to extend these connections.

In comparison to the stretch between Hampton and Kew, there are only relatively few opportunities for re-creating historic landscapes and vistas, for example at Duke's Meadow linking to Chiswick House, Fulham Palace, Barn Elms and Chelsea Hospital.

A major opportunity for habitat creation was taken in the conversion of four redundant reservoirs next to the Thames at Barn Elms into a diverse 40-hectare wetland nature reserve. Possibilities also remain for smaller-scale initiatives.

The overall character and quality of the landscape within the MOL is threatened, however, by a number of issues:

- The pressure for all-weather floodlit synthetic sports pitches and indoor sports centres;
- The lack of an integrated approach to land management, with a large number of individual private owners and public agencies responsible;

- Problems of illegal tipping, vandalism and trespass resulting in a proliferation of fences and insensitive boundary treatments;
- A fragile and ageing stock of native trees which has been largely replaced by invasive alien species;
- Lack of funds within local authorities for landscape restoration and enhancement.

There is a need for an integrated approach to the management of MOL within the Thames Policy Area. This should also be co-ordinated with the management of Green Chains and Corridors extending outside the TPA. In landscape terms, the study boundary at Kew is purely an artificial one. Many of the issues encountered and solutions proposed for the management of MOL in the Thames Landscape Strategy between Hampton and Kew are applicable to the stretch of the River downstream to Putney, within the London Boroughs of Richmond and Hounslow. Local authorities have already prepared management plans for individual sites, for example The Leg of Mutton Reservoir, Barnes. These should be set within the framework of an overall strategic land management plan that covers both sides of the river and extends outside the TPA. The management plan should address the following issues:

- Clarification of the strategic function that the different components of MOL play within London's and the Boroughs' open space hierarchy and their catchments;

- The identification and promotion of links between open spaces, including green chains and corridors to provide walking or cycling routes and/or wildlife corridors;
- Harnessing the support of local communities, sports clubs, amenity societies and voluntary bodies concerned with nature conservation;
- Tree planting on public and private land to provide a diverse age structure and long-term robust landscape framework;
- Reinstatement of historic landscape features;
- The rationalisation and enhancement of boundaries;
- A range of small-scale environmental improvements;
- Opening up public access and/or views to private open space, with the agreement of landowners;
- Restoring and enhancing the setting of local landmarks and revealing and framing important local views/prospects;
- Improved footpath connections to the Thames Path National Trail including cross river links and the promotion of circular walks and trails;
- Improved cycle route provision;
- The role of open space in meeting managed flood retreat.

The London Borough of Hounslow has already committed to preparing a land management plan for all areas of MOL within the Borough in consultation with interested bodies and the public. The "Green Strategy" for the Borough provides a valuable starting point for developing a strategic land management plan for MOL.

The GLA are developing a Good Practice Guide for Boroughs on preparing an open space strategy which will include the preparation of management plans.

The establishment of "**Comprehensive Project Areas**" is recommended as a means of co-ordinating action between public sector agencies, private landowners and voluntary organisations for the restoration and improvement of degraded and under-utilised MOL. These should be identified as part of a Borough Open Space Strategy and should not be ad hoc arrangements. This approach is already adopted by the London Borough of Hounslow to ensure comprehensive improvements to the Green Belt. It is proposed that the Duke's Meadow MOL is designated a "Comprehensive Project Area". The green chain of interconnected open spaces extending from the Thames at Barn Elms would similarly benefit from a comprehensive approach involving both the London Borough of Richmond upon Thames and the London Borough of Wandsworth.

Within the urban reaches of the River in the London Boroughs of Hammersmith & Fulham, Wandsworth and the Royal Borough of Kensington, and Chelsea MOL is generally encapsulated by built

development. The promotion of Green Corridors along major road, rail and water routes into London is an important way of promoting links between isolated areas of MOL, for example along the Wandle Valley and Chelsea Creek, and the many railway cuttings and embankments. Railtrack is already "greening" the major railway corridors in south-west London. The preparation of land management plans will be subject to resource availability.

Policy Recommendation LOS1 (See also LOS6):
In developing proposals for the River Thames and its tributaries local authorities should in consultation with other appropriate bodies:

- Prepare a Borough Open Space Strategy;
- Safeguard the permanence of Metropolitan Open Land by keeping it in predominantly open use;
- Seek to conserve existing trees and plant for the future and to ensure that adjacent development does not threaten existing or proposed tree-planting;
- Take into account any possible visual impact on the character of the open land when considering development on sites adjoining MOL;
- Seek to conserve and enhance the open nature and character of the MOL, and its nature conservation interest;
- Prepare integrated land management plans for all MOL, liaising closely with private, public, and voluntary sector organisations;
- Establish "Comprehensive Project Areas" as means to improve positively the appearance and use of identified areas.



Metropolitan Open Land

Green Chains and Corridors

Green Chains

Strategic Planning Guidance for London RPG3 1996) defines "Green Chains" as "a series of elongated undeveloped green spaces linking broader areas of open land". They provide both extended pathways for recreational use and act as corridors for wildlife.

Within the upper reaches of the study area within the London Boroughs of Richmond-upon-Thames and Hounslow there is already a web of interconnected green spaces which extend from and along the river.

In the London Borough of Richmond-upon-Thames, these comprise:

- Richmond/Barnes - Richmond Park, Palewell Common, Barnes Common to River Thames, following the Beverley Brook Walk, linking to the Thames Path National Trail and Tow Path;
- Richmond/Kew/Mortlake - Old Deer Park, Kew Gardens, Kew and Mortlake riverside, Mortlake Cemetery;
- Barnes - Lonsdale reservoir, Harrodian School, St Paul's School, Wildfowl and Wetland Centre, Barn Elms sports ground, Barnes Common.

In the London Borough of Hounslow, these comprise:

- Syon House, Grand Union Canal, Brentford Boulevard, Brent Valley Woods, Osterley Park, M4 corridor;
- Duke's Meadow, Chiswick House, Acton Green, Gunnersbury Park;
- Gunnersbury Triangle Nature Reserve.

Subject to resource availability, local authorities are encouraged to enhance the visual continuity and accessibility of the Green Chains by promoting planting schemes and establishing a network of sign-posted and way-marked walks, including links to town centres, public transport and visitor attractions. The London Borough of Richmond-upon-Thames has already established the Beverley Brook Walk linking Wimbledon Common and Richmond Park to the Thames at Barn Elms. However, the facility is not well promoted and parts of the network could be enhanced, including the potential for a path along Beverley Brook linking Upper Richmond Road to Palewell Park.

Policy Recommendation LOS2: In developing proposals for the River Thames and its tributaries local authorities should prepare proposals for the protection, creation and management of Green Chains and promote their importance as a landscape, recreation and nature conservation resource. Green Chains should be designated as MOL. Green Chains such as the riverside walk and Tow Path, Beverley Brook Walk and Wandle Trail should be promoted as part of this strategy.

Green Corridors

Local Authorities interpret "Green Corridors" in different ways. They are frequently along transport routes or watercourses between open areas. These corridors provide opportunities for the dispersal of wildlife and the improvement of landscape and visual amenity. Lack of public access can sometimes be a positive advantage and Green Corridors may include elements of private land, e.g. school grounds and transport routes such as railway embankments, canals and road verges, which are not easily accessible.

The former London Ecology Unit definition of Green Corridors is "relatively continuous areas of open space which lead through the built environment and which may link sites to each other and the Green Belt."

The London Borough of Hounslow is a partner in the Green Corridor Partnership, which is a pioneering five-year plan to "green" the western approach to London within the M4/A4 transport corridor. The initiative is a partnership between private, public and voluntary sector organisations. The Green Corridor Partnership is working with schools across three London Boroughs to raise awareness about the importance of trees in the environment as well as helping them to improve their own school grounds.

The range of nature conservation and environmental improvements will be subject to the availability of resources. The works currently being undertaken by Groundwork along the River Wandle and the proposed riverbank enhancements in the Wandle Delta are examples of enhancing green corridors, as are the proposals for the enhancement of Chelsea Creek.

Private gardens can also contribute to Green Corridors, and local authorities are encouraging recognition of their value through Local Biodiversity Action Plans.

Policy Recommendation LOS3: In developing proposals for the River Thames and its tributaries local authorities should identify Green Corridors and prepare proposals for their protection, enhancement and management. Priority should be given to the creation of new Green Corridors and the joining of missing links. Partnerships between private, public and voluntary sector organisations are encouraged to take forward proposals. Green Corridors should be the subject of habitat enhancement proposals appropriate to the local landscape and existing ecological context. (Also refer to LOS6).

Public Parks and Gardens

Metropolitan and District Parks

The study area contains three larger public parks and open spaces of metropolitan or district or importance:

- Duke's Meadow, Chiswick
- Bishops Park and Fulham Palace
- Battersea Park

Duke's Meadow is the collective name given to a range of public and private sports and recreation facilities and allotments contained within the broad meander of the Thames at Chiswick. The main areas of public open space consist of the Riverside Recreation Ground and the riverside promenade with its disused bandstand facing the Terrace at Barnes. This extensive area is in need of major investment. It is recommended that it is designated by the London Borough of Hounslow as a "Comprehensive Project Area".

The Friends of Duke's Meadow are being supported by a grant from the London Borough of Hounslow's Community Initiative Partnership to prepare an overall landscape plan, which will guide the restoration and enhancement of the area. This important resource has the potential to act as a Metropolitan Park serving West London, providing for both active and passive recreation, including water sports. It includes a site of metropolitan importance for nature conservation at Duke's Hollow.



Duke's Meadow

Bishops Park is already one of the most popular and frequented parks in the London Borough of Hammersmith & Fulham. It occupies 400 metres of south facing riverside and is set within a strong framework of mature plane trees. It is located next to Fulham Palace, which is the subject of a major bid to the Heritage Lottery Fund. The potential of both the park and the Palace for passive recreation would be further improved if the visual and physical relationship with the river is restored. It is important to start providing for the phased renewal of the mature avenue of trees along the Victorian promenade at an early stage.

Battersea Park is one of the most important parks in Central London providing for a range of active and passive recreation. Its close proximity to the proposed major leisure and mixed-use development at Battersea Power Station will increase the number of visitors and could act as a further catalyst for its regeneration. The park is in the process of a major restoration programme, partly funded by the Heritage Lottery Fund.

Policy Recommendation LOS4: The landscape importance and recreational potential of the three district or metropolitan parks (Duke's Meadow, Bishops Park and Battersea Park) should be fully recognised through the preparation of open space strategies and appropriate funds sought for their long term conservation, restoration and enhancement. Improved visual and physical links between the parks and the river should be encouraged, together with the renewal of the mature riverside avenues of trees.

Local Parks

The study area contains a number of small, municipal riverside parks and gardens, for example: Westerley Ware, Kew; Jubilee Gardens, Mortlake; Riverside Recreation Ground and Furnival Gardens, Hammersmith. Wandsworth Park is the largest of the local parks. A decline in the budgets of Local Authority leisure services and park departments over the last decade has seen a cut in expenditure on maintaining public spaces. This has resulted in a deterioration in the fabric of the parks with: broken paths and walls; poor boundary treatment; over-mature trees and shrub beds; closed toilets; vandalised furniture and play equipment and graffiti. Some contain large tree species such as lime, willow and sycamore, others just ornamental cherries, that will never make a significant impact on the river landscape or skyline. Some contain flowery planting; patterned paving and landscape 'furniture' that is out of keeping with the sombreness of the urban waterside that developed around wharves and lightermen.



Furnival Gardens, Hammersmith

Despite these problems these spaces are valued by local residents and have active community support groups. Smaller parks and gardens have generally not received financial support from the Heritage Lottery Fund, and have only received relatively small allocations for their restoration or enhancement from local authority sources, for example the London Borough of Hounslow's Community Initiative Partnership (CIP). There is the potential for parks to be improved with developer contributions via Section 106 Agreements, for example, the Frank Banfield Park is due to be improved and extended as part of the planning permission for Phase 2 of the Hammersmith Embankment development.

These small parks and gardens are valuable to the less mobile, especially older residents and parents with young children and office workers at lunchtime, and particularly in areas with a large proportion of flats without gardens, and for workers in town centres and employment areas.

The future role of these generally under-utilised facilities needs to be reconsidered to ensure they meet the contemporary demands of the 21st century as part of Borough Open Space Strategies.

Policy Recommendation LOS5: Local authorities should seek to protect and enhance local riverside parks and gardens and, in consultation with the communities they serve, encourage the preparation of action plans for their renaissance.

The Wooded Tow Path

The former Tow Path used by horses and people for pulling barges and other craft extends downstream from Kew to Putney on the south bank of the river. It continues upstream from Kew to Hampton Court. The horse-drawn barges disappeared with advances in boat design and the transfer of freight to the railways and the Tow Path was left to walkers and anglers. When used by barges the Tow Path would have been clear of riverbank vegetation, so as not to tangle the tow ropes. The vegetation that has grown up along the riverbank is mainly self-seeded, with sycamore and ash prevalent. Horse Chestnut, London Plane and various species of Poplar are also present. Many of these are now reaching maturity. Lombardy poplar was commonly planted as a screen or windbreak around sports fields and public utilities. The rare native Black Poplar, which is the subject of a species action plan in the London Biodiversity Action Plan is also present near the Leg of Mutton reservoir.

The flood defences generally take the form of a sloping cobbled revetment with intermittent steps down to the foreshore. The height of the flood defences, for example at Kew, have been locally raised.

The planted and self-seeded trees along the Tow Path have grown up to the point that the path is now for the most part enclosed within a shaded corridor. There may be an opportunity in places to cut back the understorey growth along the riverbank to reveal important local views to the

historical waterfronts and landmarks on the opposite bank. In considering the potential benefits to be achieved from cutting back understorey growth in appropriate locations, it will, however, be necessary to take into account issues of nature conservation importance. This is particularly the case along the Tow Path opposite Old Chiswick and Hammersmith Mall. This must, of course, be done in an ecologically sensitive way, taking account of the bird nesting season and bats.

The lack of maintenance results in a build up of litter and rubbish, which gives an impression of neglect. In recent years the Tow Path at Kew near the Public Records Office has been the target of graffiti and vandalism. The threat of burglary or trespass has resulted in riparian owners protecting their properties with security fencing. Personal safety is also an issue.

The Thames Path National Trail has been surfaced between Kew Pier and Thames Bank, and again from Hammersmith Bridge to Putney Embankment. These surfaced sections are popular with joggers, cyclists and parents with push chairs. The remaining unsurfaced sections, for example at Mortlake, soon become muddy and take time to dry out after flooding or wet weather. The surfacing of the Tow Path, and the increased width of the path to allow it to be shared by pedestrians and cyclists, and the associated signs, barriers and furniture, unless sensitively handled can result in the route becoming "urbanised". It is important that design standards respect its rural character.

The wooded Tow Path is one of the most important landscape features along the river between Kew and Putney. Despite its narrow width it acts as an effective screen to adjoining built development. Where the planting is more fragmented, for example at Barnes Waterside, the neighbouring development is much more visible.

There is a lack of clarity over the roles and responsibilities for managing the Tow Path. The London Borough of Richmond-upon-Thames document "Riverguide" establishes the local authority's understanding. The riverbank (including

the maintenance of trees and vegetation) is the responsibility of the PLA; the path is the joint responsibility of the PLA and the local authority. The London Borough of Richmond-upon-Thames is also the Highway Authority. The entire path is a Public Right of Way. This is not, however, the view of all agencies and authorities and the PLA dispute this interpretation. The Crown also own large areas.

Policy Recommendation LOS6: A management plan for the wooded Tow Path should be prepared to provide a diversity of age and structure which will ensure its long term



Wooded Tow Path, Barnes

protection as a landscape and heritage feature and enhancement of its nature conservation interest. This should clarify ownership of the path and roles and responsibilities for landscape management and maintenance. The establishment of a Charitable Trust, into which environmental levies from developers can be pooled, should be investigated. Design standards need to be applied that protect the rural character of the Tow Path, specifically that new development should leave sufficient space between buildings and the Tow Path to avoid the felling of trees.

Playing Fields and Sports Grounds

The recreational and amenity value of playing fields, both private and public, is recognised by Strategic Guidance, PPG17 on Sport and Recreation, and in the Strategic Guidance for the Thames. Many of the playing fields along the river serve the demands of more than one Borough, for example at Barn Elms and Duke's Meadow. Local authorities should assess the long-term need or demand for such facilities, locally and from adjoining Boroughs. When playing fields are not required for their original purpose they should be retained as open recreational land to meet the needs of future generations.

The river corridor within the Thames Policy Area includes a number of both public and private playing fields and sports grounds:

- University of Westminster, Quintin Hogg Memorial Ground, Grove Park
- Civil Service Sports Ground, Duke's Meadow
- Fullers Sports Ground, Duke's Meadow
- St Paul's School playing fields, Castelnau
- Barn Elms School Sports Centre
- Barn Elms playing field
- Hurlingham Club
- Hurlingham Park

These playing fields and sports facilities are well used, particularly at weekends. The wide range of clubs can however result in the duplication of activities and resources. The ownership and management of boundaries between different clubs is an issue, for example at Duke's Meadow, where there is a proliferation of fences.



Barn Elms School Sports Centre and Queen Elizabeth's Walk

The larger parks such as Battersea Park, Wandsworth Park and Bishops Park also have sports pitches. There are private indoor tennis centres at the Riverside Leisure Centre; Duke's Meadow, and the Hurlingham Club, Fulham.

The playing fields are generally managed by a blanket mowing regime whereby the grass is cut to a uniform height. The opportunity exists to reduce the frequency of cutting in outfield areas to create wild flower meadows. This could be combined with new native tree and hedgerow planting to reinforce existing boundaries. Over time these could grow to replace the ubiquitous Lombardy Poplar and conifer windbreaks.

Policy Recommendation LOS7: Within the Thames Policy Area local authorities should resist the loss of playing fields and sports pitches. Where they are not required for their original purpose, but provide an important open space function identified through the Borough open space strategy or have the potential to, they should be retained as open recreational land to meet the needs of future generations. Private and public sports clubs should be encouraged to share facilities in order to maximise resources. Positive measures to improve landscape quality and nature conservation interest should be encouraged as part of Boroughwide Open Space Strategies.

All-Weather Sports Pitches, Covered Sports Facilities and Floodlighting

There is increasing pressure to build new all-weather floodlit sports pitches and indoor facilities and to extend their use into the hours of darkness and throughout the year. The majority of the pitches are located on low-lying ground within the flood plain and are prone to waterlogging, which can restrict their use in the winter. There are proposals for intensifying the use of the public playing fields and schools sport centre at Barn Elms and a new floodlit sports facility for Hounslow Hockey Club at Duke's Meadow.

The development of the Riverside Racquet Club and the indoor sports buildings associated with the Civil Service Sports Club at Duke's Meadow have created a visual and physical barrier between the river and the adjoining open space at Duke's Meadow. The London Borough of Hounslow has site specific MOL policies (ENV-N.18) for Duke's Meadow/Riverside Lands, Chiswick. These include the following guidance:

"As a guide any built development should cover no more than 25% of the planning application site concerned, synthetic surfaces should cover no more than 40% of the site and 35% of the site or greater should remain as open/grassed soft landscaped areas."

The 25% guideline for built development is not intended to be a hard and fast figure but an indication as to the maximum amount of site coverage that is likely to be acceptable within the special area of MOL.

Policy Recommendation LOS8: Additional policies should be included within UDPs to establish more effective controls on covered sports facilities and floodlighting on riverside MOL in order to protect the setting of the Thames and identified Important Local Views and Prospects and the ecological quality of the riverside area. Covered or all weather sports facilities should be located close to public transport facilities on redundant industrial land.

Public Realm Improvements

Traffic Management and Street Scene Improvements

The study area has relatively few sections of highway adjoining the river:

- Strand on the Green
- Barnes Terrace and Lonsdale Road
- Chiswick and Hammersmith Malls
- Putney Embankment
- Cheyne Walk and Chelsea Embankment

These areas are generally of significant historical importance and environmental quality. However, the public realm within these Conservation Areas frequently does not enhance the setting of the many historic buildings. There has generally been a lack of investment in high quality materials and funds have only been available for piecemeal improvements.

Many of these malls and embankments are dominated by traffic or parked cars. There is the potential to introduce integrated traffic management and street scene improvements, for example at Barnes Terrace. The emphasis should be on improving streets and spaces for pedestrians. Research should identify opportunities for the reinstatement of historic surfaces and other public realm townscape features - including those which define historic public spaces in a positive way, such as walls and railings. Redundant and inappropriate street furniture should be removed and care taken in selecting new materials.

The busy approaches to road bridges are also a priority for traffic management and environmental improvements. These junctions are often dominated by signs, lights and traffic-related furniture.

Policy Recommendation LOS9: The Highway Authority, Transport for London, and English Heritage should jointly initiate and secure funding for integrated traffic management and street scene improvements at identified locations within riverside Conservation Areas, including the approaches to bridges. Schemes should take into account other relevant guidance such as English Heritage's *Streets for All* document, the Housing Corporation and English Partnerships' *Urban Design Compendium* and the Urban Task Force's *Towards an Urban Renaissance*.

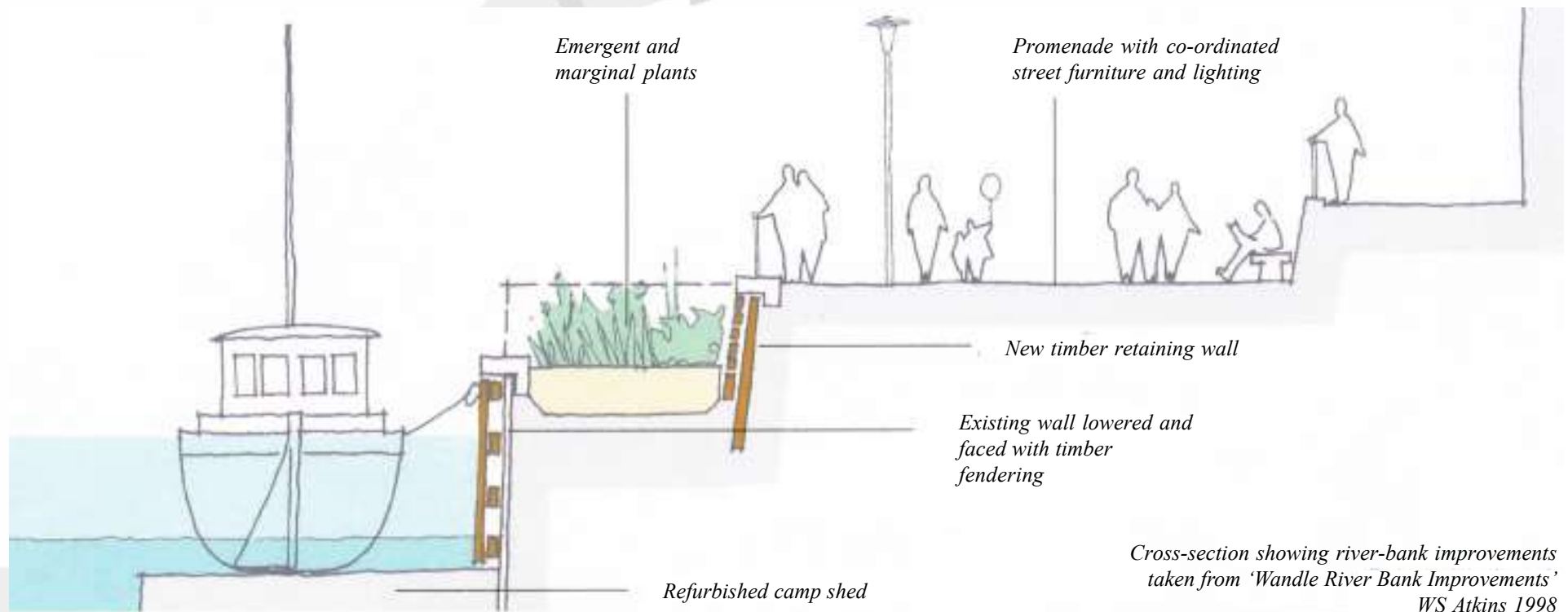
Riverside Walk Improvements

Some of the existing riverside walks implemented as part of 1980's and early-1990's residential schemes are not of the standard expected within riverside conservation areas, for example along sections of Fulham Reach and Wandsworth riverside. In many cases provision has not been made for cyclists and there are poorly defined links and connections back into the surrounding network of streets. The quality of the paving materials is mixed, and the street furniture and lighting is dated.

The opportunity should be taken, when funds become available, to reconsider the layout and appearance of these routes and to improve the quality of the materials, boundary treatment and street furniture. It is proposed that local authorities prepare detailed design guidance for the enhancement of the public realm, which takes into account the English Heritage document "Streets for All".

Reference should also be made to the Countryside Agency's "Good Practice Guide for the Thames Path National Trail."

Policy Recommendation LOS10: Local authorities should prepare design guidance for the enhancement of riverside walks informed by a detailed understanding of the landscape character and seek funds via developer contributions for the phased upgrading or replacement of existing sub-standard sections of walkway and enhancement of its landscaping as part of a green chain and potential green corridor.



Regeneration Schemes

The Wandle Delta comprises the area around the River Wandle from Wandsworth Town Centre to the River Thames, and between Wandsworth Park and Wandsworth Bridge. It suffers from problems of poor access into the area from the town centre caused by railway and road barriers. The former industrial and utility uses have resulted in derelict and under-used sites and a poor environment.

The objectives of Wandsworth Council and the Wandsworth Challenge Partnership are to create a new riverside quarter for the Wandle Delta to complement the regeneration of Wandsworth Town Centre. There are already Single Regeneration Budget funds available for riverbank, access and environmental improvements, and detailed projects are being progressed.

The Nine Elms Riverside within the East Battersea Development Area is also a focus for regeneration with a number of vacant sites in this traditional employment area close to central London.

Both the Wandle Delta and Nine Elms Riverside are identified as Regeneration Priority Areas within the Wandsworth UDP and in Strategic Guidance (RPG3-1996). The Borough promotes and supports regeneration opportunities in partnership with local community and business interests.

Policy Recommendation LOS11: Environmental improvements should be promoted within identified Regeneration Priority Areas in order to improve the quality of the physical environment and to attract investment. Work

will include ecologically appropriate tree planting, hard and soft landscaping, provision of street furniture and lighting, public art, and riverbank access improvements, including new river-related uses and facilities.

Private Gardens and Grounds

In comparison to the upper reaches of the river between Hampton and Kew, the study area has only four localised sections of riverside where private gardens extend down to the riverbank:

- Hartington Road, Grove Park
- Chiswick Mall and Hammersmith Terrace
- Deodar Road, Putney Bridge
- Hurlingham Court and Rivermead Court

The riverside frontage of the Hurlingham Club, although not a private residence, can also be included in this category.

The riparian owners in all these locations have responded in an individual manner to the provision of flood defences and the relationship with the river. For example, along Hartington Road there are stone filled gabions with mature willows and houses well set back from the water's edge and at Chiswick Mall the well kept gardens are separated from their terraced houses by the road. The riverside frontage to the Hurlingham Club is one of the most picturesque in the study area.

Policy Recommendation LOS12: The owners of private gardens and grounds extending down to the river should be encouraged to maintain the character, environmental quality, and nature conservation interest of the riverside. The riparian boroughs and EA should assist by providing advice on tree planting, riverbank maintenance and bank treatments.



Chiswick Staithe

Cemeteries and Allotments

These two land uses are important landscape elements between Kew and Fulham. As the suburbs expanded during the late 19th and early 20th centuries, sites were reserved for cemeteries and allotments. Allotments also remained after the Second World War when parks were dug up as part of the "dig for victory" campaign.

Cemeteries

The main cemeteries close to the river are on the borders of Kew and Mortlake next to the Great Chertsey Road. There is also a small burial ground next to St Nicholas Church, Chiswick. The North Sheen and Hammersmith Cemeteries are formally laid out with avenues of ornamental trees. The garden of remembrance of the Mortlake crematorium overlooks the river next to Chiswick Bridge. The London Borough of Hammersmith & Fulham operates Mortlake and North Sheen cemeteries on the opposite side of the river within Richmond.

Cemeteries should be safeguarded because of their value as open breaks within the urban fabric and areas of quiet contemplation. They also have an important role to play as wildlife habitats in Green Chains and Corridors. The framework of mainly ornamental trees within the cemeteries established early in the 20th century is now reaching maturity. Boundary walls, paths and landscape features are also in need of restoration.

Policy Recommendation LOS13: The important environmental qualities of cemeteries should be recognised and their value as open breaks in the urban fabric should be promoted. A programme of ecologically appropriate tree planting should be encouraged within cemeteries adjoining the river to ensure the continuation of a strong landscape framework. Funds should also be sought for the restoration and enhancement of the built fabric and presentation of memorials within cemeteries and churchyards.

Allotments

Allotments provide a natural complement to riverside sites and provide a form of sustainable development; recreation; a degree of self-sufficiency in food-production; and a strong sense of community. There are also potential health enhancement opportunities afforded by working allotments as acknowledged in Draft PPG17. Allotments also provide a valuable resource for educational purposes.

All statutory sites, which are protected by the Allotments Acts, are owned by the Boroughs. A lack of funding has led to maintenance problems. Local authorities have generally sought to transfer management to tenant associations, whenever possible, to improve amenity standards. The London Borough of Richmond-upon-Thames is investigating ways of encouraging and supporting organic horticulture and the conversion of some

allotments to community leisure gardens to be used for recreational gardening. The London Borough of Hounslow has promoted the use of allotments for the local production of food, as part of the Council's LA21 initiative. There is also the Warren allotment between Fulham Palace and the Moat Garden. A weekly farmers' market has been recently set up at Duke's Meadow by the Friends of Duke's Meadow.

The rapid increase in the number of apartments along the river may increase the demand for allotments, for example in the London Borough of Wandsworth, where there is already an identified shortage. It is possible that with the controversy over genetically modified crops and increasing interest in organic produce, more people will look to grow their own fruit and vegetables on allotment sites.

Policy Recommendation LOS14: Existing allotments should be protected within the river corridor and new approaches to their provision considered including the provision of community leisure gardens. Reference should be made to appropriate guidance and best practice, including the GLA's *Growing in the community: good practice guide to the management of allotments*.

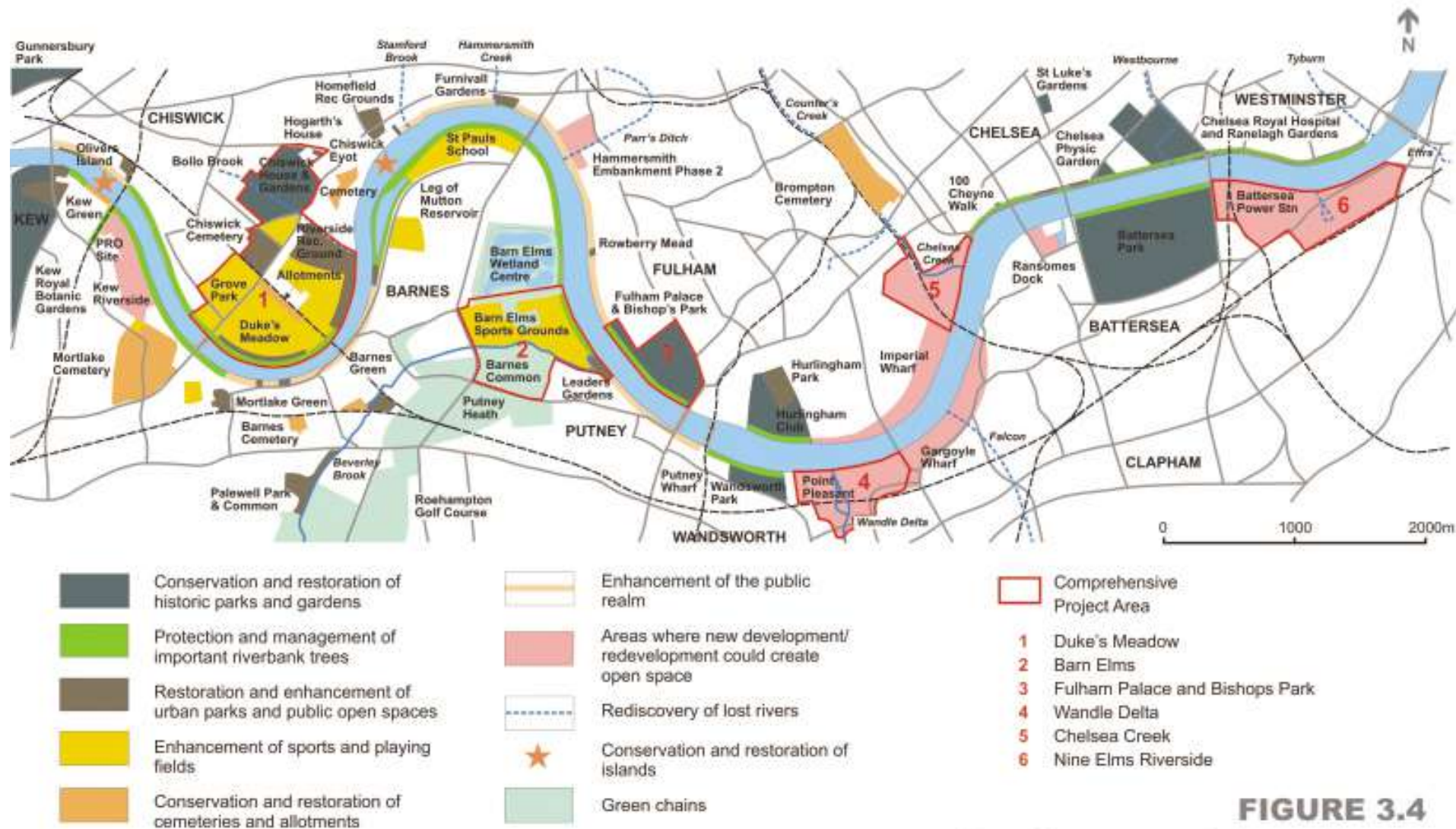


FIGURE 3.4
Landscape and Open Space



FIGURE 3.4.1
Green Chains and Corridors

BIODIVERSITY

Context

The River Thames and its corridor represent the largest continuous natural habitat in Greater London. The whole of the Thames and its tidal tributaries up to their tidal limits has been identified by the London Ecology Unit (now the GLA Biodiversity team) as a Site of Metropolitan Importance for Nature Conservation. The River offers a variety of habitats not found elsewhere in the capital and provides a valuable corridor for the dispersal of wild plants and the movement of animals. The study area supports a variety of different habitats and a wide range of species including plants, invertebrates, fish, and birds.

Property and land values along the Thames are high and much of the River is subject to increasing development pressure. As redevelopment progresses, features of ecological interest continue to be affected by development and opportunities for securing environmental enhancements or mitigation through the planning system have often been missed, due to lack of awareness and inconsistent approaches both within and between Borough Councils.

Recognition of the ecological value of the Thames, its history and associated habitats is not universal. There are still many members of the public and

river users who perceive the Thames as a polluted river and fail to appreciate its ecological diversity.

There is a need to promote the value and role of all habitat types and to encourage their protection and enhancement. Wasteland habitats are considered to be particularly under threat as there is a lack of awareness of the nature conservation value of these areas and the loss of these sites to redevelopment far outstrips the creation of new ones.

The Environment Agency is seeking to work with other agencies including the GLA in creating a Greenprint to secure London's environmental future and sustainable development. The goals of the Greenprint for London include improved water quality in London's rivers, protection of London from flooding, remediation of contaminated land, protection and improvement of London's wildlife habitats and biodiversity and the promotion of sustainable riverside development.

The Mayor's Draft Biodiversity Strategy (September 2001) sets out proposals and policies for this Greenprint which will be driven by the London Plan and working groups including representatives of the Greater London Authority, the Environment Agency and English Nature.

The two most significant threats to the biodiversity of the River Thames itself in London are pollution and the loss of intertidal habitat, as a result of encroachment by built development.

Water Quality

Although water quality in the Thames is better now than for many years, and the River Thames is reputedly the cleanest metropolitan river in Europe, point source pollution remains a problem and necessary precautions need to be taken. The River is still the depository of large quantities of sewage effluent and key areas of concern include surface water outfalls and storm water outflows.

The London Port Health Authority has been co-operating with the Environment Agency in seasonally sampling and assessing the microbiological (bacterial and viral) quality of the river water in conjunction with the Public Health Laboratory Service. This has been undertaken with a view to initially identifying "hot spots" posing a risk to public health relevant to leisure activities and ultimately issuing guidance in leaflet form. The Port Health Authority is represented on the Thames Estuary Partnership and is a member of the GLA Water Safety Education Group, representing the public health aspects of water safety. In addition to guidance leaflets, it is intended to erect relevant biohazard signage in co-ordination with the GLA and riparian authorities.

The most common pollutant is the organic load that enters the river from storm drains, during periods of heavy summer rainfall. During severe episodes, this influx can cause oxygen levels to become severely depleted, resulting in many fish deaths. The 'Thames Bubbler', a vessel operated by Thames Water, pumps oxygen into the river, and helps to

reduce the impact of the oxygen deficiency. A more permanent solution would require the further treatment of all raw sewage and the emerging effluent by Thames Water and significant reconstruction of London's Victorian sewers that double as storm drains. This would reduce the bacterial load on the River and improve its microbiological quality. Industry on the Thames has declined in recent decades, but accidental spillage of oil or chemicals still occurs occasionally and threatens the biodiversity.

Regional Guidance for the South East (RPG9) (Policy INF2) highlights the need for techniques which improve water efficiency and minimise adverse impacts on water resources, on the quality, regime and ecology of rivers and on groundwater to be encouraged. The guidance also states that redevelopment should identify and make provision for rectification of any legacy of contamination and drainage problems.

The Environment Agency will promote Sustainable Urban Drainage Systems (SUDS) as a technique to manage surface and groundwater regimes. Sustainable drainage is the practice of controlling surface water runoff as close to its origin as possible before it is discharged to a watercourse or to ground. This involves moving away from traditional piped drainage systems to softer engineering solutions that are closer to natural drainage regimes and helps to promote wider environmental objectives, including improvements to wildlife habitats, amenity and landscape quality.

The Environment Agency encourage the use of existing outfalls which may require hardening of parts of the foreshore. The implications of this for biodiversity should be fully considered. There is a requirement for a more coordinated approach to outfall design.

Policy Recommendation B1: Further work should be undertaken to identify key polluting discharges. Once key storm water outfalls and surface water discharge points have been identified, these can be targeted for further improvement. In addition, such measures as the use of on-site storage of surface water, re-circulation and secondary use and sustainable urban drainage systems (SUDS) should all be pursued. A more coordinated approach to outfall design and biohazard signage and information should be encouraged.

Fisheries

Historically, the Thames has been extensively used as a fishery, although as pollution of the river increased in the early 19th Century, fish populations began to decline. Water quality in the river has been improving since the 1960s, as a result of improved sewage treatment and pollution control, and over 100 species of fish can now be found in the Thames, including a number of rare or little known marine fishes. In addition, a number of migratory marine and estuarine species now use the Thames as a spawning or nursery area. For example, the Kew to Chelsea area is important as

a nursery area for flounder, while smelt breed between Wandsworth and Vauxhall and spawning sea lamprey have also recently been re-recorded in this area, having not been found to be present for many years. The thriving fish stocks are reflected in the large numbers of piscivorous birds, including herons, cormorant and even the occasional kingfisher. Invertebrates such as worms, shrimps and snails are an important food source for the diverse fish and bird populations on the Thames.

Policy Recommendation B2: The role of the tidal Thames as a fishery and spawning habitat should be recognised and protected. It is essential to maintain a continuous invertebrate community along the length of the tidal Thames to allow both localised and extensive migrations of the various fish species.



The Smelt

Habitat Protection/Creation

The Tidal Foreshore

Areas of inter-tidal habitat occur along the whole of the study reach, although their natural extent is limited. Nevertheless, these areas are important for fish, invertebrates and birds. Much of the foreshore within the study reach is dominated by shingle, which provides an important habitat for fish fry, which shelter in the spaces between the stones. In other areas, mudflats are exposed at low tide.

The lower foreshore is often capable of supporting algae whilst further up the shore, reeds and rush can often gain a foothold. The vegetation and invertebrates present in the inter-tidal zone attract wildfowl species including widgeon, teal and shelduck. The foreshore provides resources during cold weather, when freezing conditions may make adjacent freshwater habitats unavailable. The migration season may also bring waders such as common sandpiper and dunlin to the exposed inter-tidal zone. One of the more important areas of inter-tidal habitat that provides food resources or roosting sites for birds is the reach downstream of Hammersmith Bridge, close to the Barn Elms reservoir site.

Very few areas of inter-tidal vegetation remain along the tidal Thames, and those areas that have survived are generally very small e.g. isolated clumps of reeds and rush located along the foreshore. In addition, there are a few remaining examples of transitional habitats within the study

reach. Again, these are limited in extent with the best examples being found at Duke's Hollow by Barnes Bridge and Chiswick Eyot.

Encroachment and development along the foreshore threaten all the above habitats. A standard policy with a presumption against allowing new development to encroach on the already limited tidal foreshore should be introduced within all Boroughs and rigorously enforced (see Policy RC17). The opportunity to extend the foreshore and create retired defences should also be investigated (see Policy RC5).

Policy Recommendation B3: The foreshore represents the most ecologically important habitat within the Thames corridor – a home for invertebrates, feeding grounds for birds and spawning areas for fish. Local Authorities and other relevant bodies should encourage the protection and enhancement of the tidal foreshore and take into account the comprehensive ecological habitat and species audit of the River which is expected to be undertaken as part of the Tidal Thames Habitat Action Plan in determining strategies for habitat protection, management, restoration and expansion.



Chiswick Eyot and foreshore at Chiswick

Islands

Islands in the Thames provide important refuges for both plants and animals. Two islands are located within the study area: Oliver's Island and Chiswick Eyot. Oliver's Island is located adjacent to Strand on the Green, and is owned by the Port of London Authority. The most interesting flora on the island is found on the banks, particularly in the gaps between the sloped, blockstone embankment that surrounds most of the island. The island is a valuable nesting site and refuge for wildfowl and is also used by cormorants.

Chiswick Eyot (a statutory Local Nature Reserve) is situated opposite Chiswick Mall on the outside of the large northward loop of the Thames, in the



Oliver's Island

middle of the study reach and is easily accessible at low tide. The island is covered with low growing willow pollards, originally used in the traditional practice of osier bed cultivation, a practice that continued until 1935.

Trees, Woodland and Scrub

It is important to recognise the Thames as a corridor and to seek to maintain continuity in the structure of vegetation and species composition.

There is a lack of diversity in age and species range of the main 'skyline' species of trees bordering the river. Many of the mature trees alongside the river are very dominant features in the landscape that are now close to approaching maturity, and are likely to require removal or replacement in the near future. Many of these mature trees are within amenity or parkland areas along the riverside, typically forming avenues along elevated promenades, for example: Wandsworth Park, Bishops Park, and Battersea Park.

Many of these parks and open spaces are quite formally managed, nevertheless they support a variety of bird life, particularly species which are traditionally associated with woodland habitat such as song thrush, robin, blue tit, long-tailed tit and, where old trees are preserved, green and great spotted woodpeckers. Some species which are associated with the River also depend upon the adjoining parkland habitat, for example bats may roost in parkland trees, but forage over the riverside. The herons foraging along the foreshore at Chelsea nest in Battersea Park. Shrubberies and

hedgerows in the parks can form important green corridor links with the wooded strips along the riverbank.

The wooded Tow Path between Kew and Putney is an important but fragile landscape feature and corridor for wildlife. It consists mostly of a narrow



Black Poplars, Leg of Mutton reservoir

row of mature trees, sometimes with a sparse understorey. The dominant species are sycamore, ash and white poplar, occasionally interspersed with the spire-like Lombardy poplar. The corridor has areas of regenerating scrub which shade out marginal and wetland vegetation and conceal views of the river. (See Policy LOS 6 for proposals for the Wooded Tow Path.)

The River Thames forms part of a corridor and it will be important to maintain structure and species composition within the corridor. Many recent developments have included the planting of non-native tree and shrub species, which many people consider inappropriate as they are out of character and scale in the context of a riverside setting, e.g. flowering Japanese cherries, and shrub roses. In particular, this has occurred at Riverside West, Chelsea Harbour and the Harrods Depository site. The scale, structure and context of vegetation should be taken into account in preparing planting schemes.

Trees, woodland and scrub have an important role within “Green Corridors” along transport routes (see Proposal LOS 3).



Marginal vegetation, Dukes Meadow



Vegetation on River Wall, Fulham Reach

In considering new planting schemes, reference should be made to the Woodland Habitat Action Plan (Volume 2: London Biodiversity Action Plan, (January 2001).

The replacement of mature trees which have reached the end of their lives provides the opportunity to plan for the introduction of retired defences in appropriate locations.

Policy Recommendation B4: A co-ordinated programme of tree planting should be developed and undertaken for the whole of the study area, so that trees can be planted immediately and be allowed to establish before the current mature trees reach the end of their lives. Consideration should be given to the potential for retired defences when mature trees are to be replaced. Choice of species should be based upon the ecology of the site, the mature anticipated height, spread and form of the tree and the local context and structure of existing vegetation. A balance between ecological and amenity requirements is needed. Encroaching scrub needs to be actively managed on a rotational basis to provide a diverse range of habitats.

River Walls and Man Made Structures

There is very little natural riverbank remaining along the Thames and its tidal tributaries. The only significant example is a Statutory Local Nature Reserve at Duke’s Hollow at the foot of Barnes Railway Bridge. This flood washed area of woodland habitat is important for the rare German hairy snail, two-lipped door snail and other molluscs. It also supports interesting examples of riverside wetland flora.

The flood defences and river walls vary in nature and character along the study reach. Between Kew and Putney Bridge, much of the flood defences comprise sloping revetment and/or low level timber piling. Many of the defences have become colonised by vegetation which serves to soften the

appearance of the river bank, creating small areas of habitat and in some cases providing linkages to river corridor habitats. A good example of this can be seen on the riverbank at Barnes and Strand on the Green.

Moving downstream of Hammersmith, the river is increasingly constrained between vertical concrete and sheet piled walls, with some smaller areas of timber piling remaining. Steel sheet piling and concrete walls are of limited wildlife value. Timber and brick faced flood defences can provide valuable niche habitats, offering opportunities for plants, lichens and invertebrates to become established, which in turn can provide a food source for birds.

Other man-made structures along the riverside such as jetties, docks and pontoons provide roosting sites for a variety of birds, but particularly for gulls and cormorants.

See Policy Recommendation RC3: Enhancement of Existing River Walls; Policy Recommendation RC4: Restoration of Revetments; Policy Recommendation RC5: Retired Defences.

Wasteland

A number of areas of open wasteland exist along the river corridor. Wasteland habitats tend to be young in comparison to other habitat types and frequently contain a high proportion of non-native species. This reflects the fact that the habitats are often man made, with dry substrates lacking in

organic matter. They are, however, of high ecological value and often support a variety of native animal life including butterflies and small birds such as goldfinch and linnet which are attracted by the seeding vegetation. These habitats tend to establish on derelict and disused sites and are therefore lost as areas are redeveloped. There is a need to recognise the value of these habitats for nature conservation and achieve some level of protection for key sites.

Strategic criteria need to be agreed by the GLA with Boroughs to establish which sites need to be protected for biodiversity and to take account of government targets for 60 percent of housing development to be on previously developed land.



Damage caused by Mitten Crabs

Reference should be made to the London Biodiversity Partnership's Wasteland Habitat Action Plan and advice on how to incorporate compensatory/mitigation measures to minimise impact of loss of wasteland habitats.

Policy Recommendation B5: Key wasteland sites within the study area should be identified and the appropriateness of temporary management of sites awaiting development to protect features of nature conservation interest and ways of incorporating compensatory and mitigation measures as part of development proposals should be investigated. Reference should be made to relevant guidance including the Wasteland Habitat Action Plan published by the London Biodiversity Partnership.

Invasive Alien Species

The soft mud and peat of the banks of the Thames, particularly adjacent to Chiswick Eyot, have proven to be an attractive habitat for the non-native Chinese Mitten Crab. Numbers of Mitten Crabs present in the tidal Thames have been increasing steadily since 1990, and although the biological implications of their spread have not been explored, they are having a significant physical impact in this



Japanese knotweed, Duke's Meadow

area by burrowing into the soft sediments of the island causing vegetation loss and erosion of the banks.

Japanese knotweed is a large scale problem adjacent to the river at Duke's Meadow and Barn Elms. It also occurs in quantity in the Wandle mouth. Management of this vegetation on the revetted banks and margins would dramatically improve the views along the Thames Path, and reduce the 'enclosed' feeling experienced walking along those parts of it. It would also allow a more diverse native vegetation to establish. If the Japanese knotweed is not dealt with soon, it will continue to spread rapidly, and ultimately create a much larger scale problem.

Other alien species present in the study area include giant hogweed and Himalayan balsam. Canada Geese nest on the Thames islands. These birds have been the subject of considerable research although the extent to which they have an undesirable effect on native wildfowl, ie through competition, is not well understood. However, they certainly cause problems for management of park lakes and school playing fields. Further research is required on the interaction of some of these species with native species and habitats and policies and best practice for management established.

The Environment Agency has indicated that it will assist in controlling Japanese knotweed on the tideway through funding/management initiatives. Duke's Meadow has been identified as a potential demonstration project in partnership with

landowners. The EA has also conducted research into Mitten crabs on Chiswick Eyot.

Policy Recommendation B6: Research should be undertaken into the effects of invasive alien species. Key locations should be identified where individual species occur and policy and best practice formulated for management or eradication of species, as required. Improved education regarding the damage and impact that alien species can have upon the native habitats and species should be promoted and best practice recommended.

London Biodiversity Action Plan

In January 2000, the London Biodiversity Partnership (a consortium of organisations that includes the Environment Agency, English Nature, the London Wildlife Trust and the GLA) launched the London Biodiversity Audit that forms Volume One of London's Biodiversity Action Plan. The Audit provided a foundation for the action needed to conserve London's wild habitats and their associated plants and animals and served as a framework for discussion prior to the formulation of habitat and species action plans at both London-wide and Borough levels.

The Action Plan has now progressed to the next stage, with the publication in 2001 and 2002 of the first two rounds of Habitat and Species Action Plans, including a Habitat Action Plan for the Tidal Thames. This document includes the area of the

Thames Strategy - Kew to Chelsea within its remit. It includes an overview of existing habitats along the Thames and identifies key species of birds, fish, plants and invertebrates. It looks at some of the threats and problems facing biodiversity conservation in this area and sets out a series of objectives and actions to protect and enhance the ecology of the river.

Consideration should be given to the creation of buffer zones in new riverside developments to link habitats.

Policy Recommendation B7: In conjunction with the Tidal Thames Habitat Action Plan and London Biodiversity Action Plan, the riparian authorities and nature conservation organisations should identify habitat requirements for key species and promote preservation and creation of these habitats through the planning process and other means as appropriate. Where appropriate, local authorities should designate statutory Local Nature Reserves in consultation with English Nature.

Metropolitan Open Land

The strengthening of the status of existing areas of Metropolitan Open Land is also considered to be a significant issue, as under the current designation, recreational developments such as astroturf pitches and accompanying lighting systems may be considered acceptable. Uses such as these may be detrimental to nature conservation interests, with floodlighting being of particular concern for bats. Despite the fact that many of these open



The Wetlands Centre, Barnes

areas are currently formal parkland and/or playing fields, the trees and hedgerows within them still provide valuable linking habitats, while managed grassland provides feeding habitats for a number of animals including some bird species of conservation concern, such as blackbird (moderate population decline) and song thrush (steep population decline and a priority species in the UK Biodiversity Action Plan).

Policy Recommendation B8: Measures should be taken to enhance the nature conservation and landscape value of Metropolitan Open Land (MOL) and its importance as open space in the river corridor. Measures should be taken to make existing green areas such as sports pitches more attractive to wildlife and to locate more urbanised sports facilities on more suitable sites within the built up area.

Appropriate sites should be allocated in UDPs.

Environmental Education

There is a need to balance the interests of various user groups in order to protect important sites for nature conservation. This could be achieved through education and the publication of codes of conduct for various user groups or through the physical zoning of uses e.g. ensuring the Thames Path National Trail is aligned away from sensitive habitats or through the use of screening.

There is scope to influence riverside development by educating those responsible for developing sites. Guidelines for developers and their consultants to ensure design sensitive to biodiversity issues should be produced. Illustrating key issues such as retreated flood defences, creation of softer riverbanks and providing good practice examples of sustainable urban drainage and green roofs will also help to raise awareness of environmental objectives within the study area and demonstrate how they can be achieved.

The range of habitats along the river provides an important educational resource for schools and a place to visit for fieldwork. Nature areas within school grounds are also valuable for children, teachers and wildlife. As well as formal education, people learn about nature conservation through events, organised walks and talks, and interpretation on site.

Thousands of school children every year investigate the River with the Thames Explorer Trust through programmes that promote a deeper understanding

of the River and link directly to the National Curriculum. Many explore the foreshore and study the River at close quarters recording evidence of river geography, ecology and environmental change. The Pier House at Corney Reach, Chiswick provides a base for the Thames Explorer Trust and is an excellent location for fieldwork. Facilities include an indoor teaching space, disabled access and toilets. Courses include:

- Getting to know the River
- Rivers and environmental change
- River landforms and flooding
- River for life.

Courses are also run in partnership with the Kew Bridge Steam Museum (Rivers and Water Supply) and the Wildfowl and Wetland Trust (Rivers and Wetlands). The Wildfowl and Wetland Trust has a well resourced education centre.

The Hammersmith and Fulham Urban Studies Centre also provides a valuable resource.

Policy Recommendation B9: A programme of environmental education should be developed which targets a range of different user groups including those responsible for the development of riverside sites, schools and the general public. The established Education Centres and the work of charities such as the Thames Explorer Trust should be actively encouraged.

Community Involvement

A number of voluntary organisations take an active interest in nature conservation and the environment along the tidal Thames notably, the British Trust for Conservation Volunteers (BTCV), Thames 21 and the London Wildlife Trust. There are also important local groups which have been formed through concern for one place, such as: The Friends of the Barnes (Leg of Mutton) Reservoir, and The Friends of Duke's Meadow. These organisations achieve practical results on the ground through hard physical work, as well as monitoring species, acting as wardens and campaigning. Their campaigning role is particularly important as it raises public awareness of issues, and involves residents in the protection and enhancement of their local area.

Policy Recommendation B10: The involvement of voluntary organisations in nature conservation and enhancement of the environment should be actively encouraged.

Climate Change

There is increasing evidence for global climate change. This will have an impact on the Thames environment in a number of ways such as:

- Changes to habitats and species characteristic of the Thames;
- An increased risk of flooding;

- An increased need for air conditioning in buildings;
- Disruption to daily lives, businesses and water supplies resulting from extreme rainfall and other weather conditions.

Many of these impacts are addressed elsewhere such as the London Biodiversity Action Plan and through building design guidelines. The disruption to water supplies however, can be alleviated through the development and introduction of sustainable water resources throughout the Thames region and providing further information for households and businesses on the impacts of climate change.

The Environment Agency is in the front line on climate change, both as regulator of processes that give rise to about half of the current emissions of greenhouse gases in England and Wales, and as the body responsible for many functions that will be affected by a changing climate, such as flood defence. For this reason, the Agency takes climate change seriously and its strategy for tackling climate change is a key theme in their long-term vision for the environment, *An Environmental Vision: The Environment Agency's Contribution to Sustainable Development*.

The Agency are developing a Climate Change Action Plan for the Thames Region. This will address flood risk, water quality, ecological change and the development of new flexible approaches to regulating discharge consents.

Policy Recommendation B11: Research into the development, design and introduction of more sustainable water resources should be undertaken. Programmes and initiatives should be developed to educate households and businesses on the potential impacts of global warming and appropriate, sustainable actions they can take. The Environment Agency's forthcoming Climate Change Action Plan for the Thames region and the outcomes of the current work for the London Climate Change Partnership co-ordinated by the Mayor will inform future responses needed. Adoption of the Climate Change Action Plan should be encouraged.

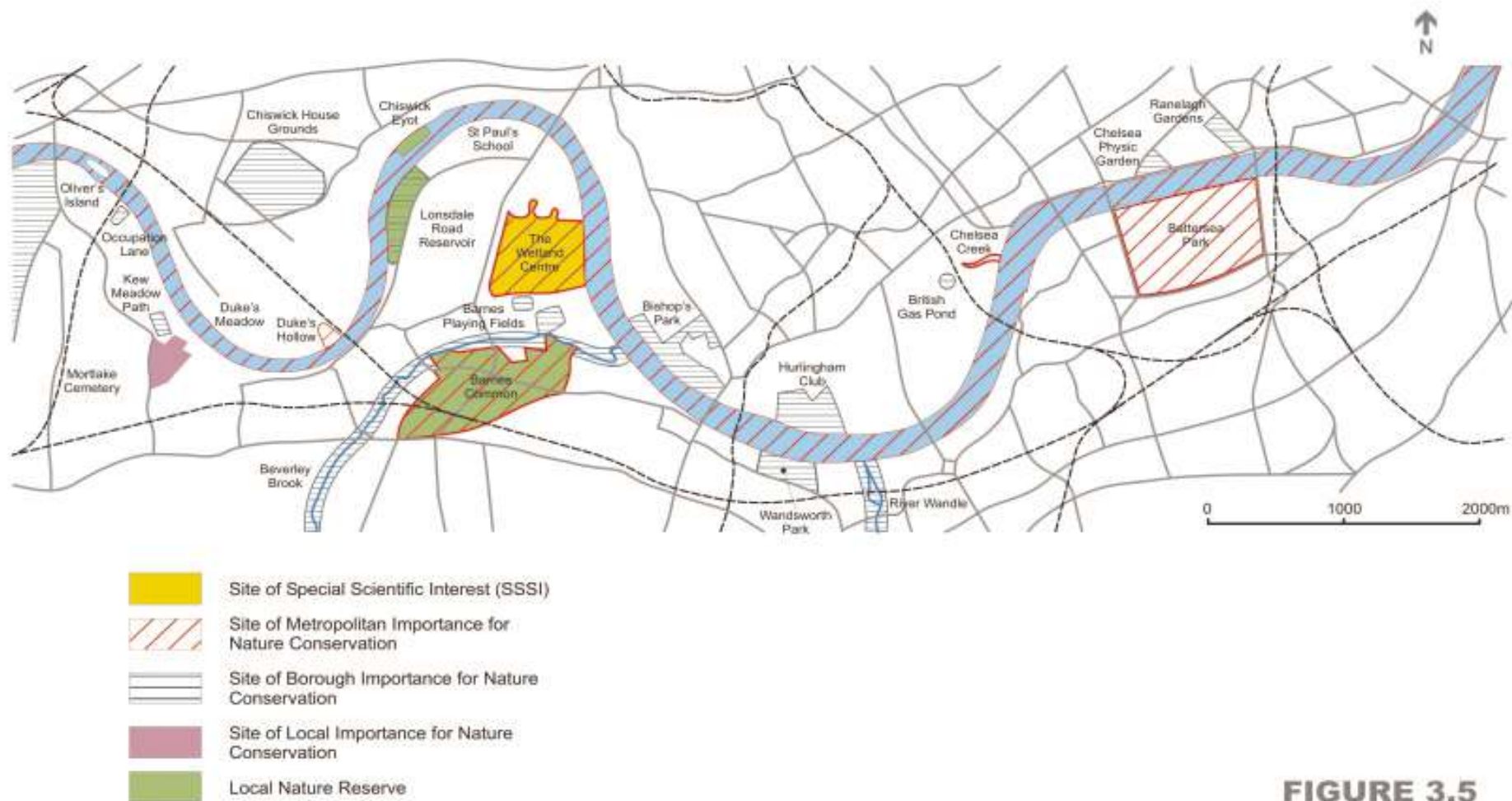


FIGURE 3.5
Biodiversity

RECREATION AND TOURISM

Context

Today the Thames is used for various kinds of boating activity and active water sports such as rowing, sailing, motor cruising and canoeing and more informal recreation activities such as angling, walking, cycling or merely sitting and contemplation. The health enhancement benefits of outdoor recreation are very important. The River is also an attractive location for various types of leisure, culture and heritage facilities and amenities such as pubs, restaurants, cafes, parks, gardens, historic houses, monuments, field sports, theatre and public works of art as well as events such as the University Boat Race.

The most comprehensive policy framework for recreation on the Thames is contained in the National Rivers Authority's (now Environment Agency's) Recreation Strategy (1995) produced in conjunction with the Sports Council. This sets out thirty-two policies for promoting sustainable recreation on the Thames and managing conflict between active recreational use and conservation of the natural habitat and between different recreational users.

The former London Planning Advisory Committee (LPAC) has also issued advice with regard to the River Thames and recreation. This identifies the

River as the backbone of London's open space framework. It recognises the importance of the River as a heavily used sport and recreation resource and stresses the need to maintain and enhance public access. Particular attention is paid to completion of the Countryside Agency's (formerly Countryside Commission's) Thames Path National Trail and where appropriate the London Walking Forum's proposed Metropolitan Walks and Green Chains.

Water-Based Recreation

Water Safety

Water safety includes a number of issues including the risk of drowning, risk of collision and water quality. Although the quality of water in the Thames has improved, there are still inherent dangers. Public information is available so that the users can make informed decisions about their activity. The ultimate decision on participation in water sports is, however, with the individual. The Environment Agency and those who have responsibility for water quality will continue to work to maintain and where possible, improve the quality of the water in the Thames.

Boating and other uses of the Thames in the study area need to be seen in the context of the river's tidal nature. Historically, its strong flood and ebb tidal streams have provided for many centuries a transport medium which facilitates the movement of cargo. These tidal characteristics also mean that the River can be dangerous and there are therefore

important safety considerations that affect recreation activities. The 7m rise and fall in the depth of the River also affects the timing of activities, the location and design of moorings and other boating-related facilities, and creates the need for flood defences which can constrain recreational development.

Policy Recommendation RT1: All river users and the general public will be encouraged to act in a safe and responsible manner when on or close to the River in accordance with PLA regulations. Those taking part in water sports should be aware of safety regulations with regards to their activity, equipment and crew, and abide by the Codes of Practice issued by their Governing Body of Sport. Swimming in the Thames will be discouraged

See also The River Channel - Access and Safety - for further policy recommendations.

Rowing

Rowing and sculling are the most popular activities on the study reach, with a number of clubs situated in the area, especially around Putney. There is a mixture of private/voluntary, school and University-based clubs, some of which have evolved from clubs set up by companies for their employees. The biggest clubs are London Rowing Club and Thames Rowing Club. Company-based clubs have declined significantly in recent years, but this has been compensated by a rise in school rowing.

Views on the demand for rowing on the Thames differ and participation data is difficult to obtain. However, overall it would seem that the number of rowers active on the Thames and the frequency of participation has increased. The recent successes in the Olympic Games have helped to break the traditional perception that rowing is an elite activity. Most rowing clubs report that they would welcome more members; although for some there are reports of over demand. This increase and change in pattern of demand for clubs indicate that there would be strong support for new club premises opening on the Thames.

Despite this increased user interest, rowing on the Thames is suffering from a number of problems which are mostly related to the lack of adequate facilities such as, limited number of river access points attached to boat houses, under investment in club refurbishment, lack of road access and parking for example at Hammersmith and Putney. This situation could be improved by:

- Identifying potential riverside sites available for redevelopment which may be an appropriate site for a boathouse, and for temporary storage for events;
- Investigating potential sources of funding for club refurbishment;
- Less restrictive parking provision around rowing clubs for users.

The area upstream of the Old Putney Bridge was once ideal as a safe place for rowing as the narrow arches of the bridge prevented most commercial traffic from continuing beyond the bridge.

Policy Recommendation RT2: As an important national sport and a traditional Thames activity, rowing should be actively encouraged in appropriate locations. The Championship Course between Putney and Mortlake should be the focus of activity and investment, with significant funding sought from the National Lottery and developer contributions to: upgrade and expand existing facilities and infrastructure; and encourage wider participation throughout all sectors of the population, including young people, women and the disabled and black and minority ethnic groups.



The Head of the River Race

Sailing

There was major growth in sailing during the 1970's and 1980's but there has been a more stable rate of participation since then. Although demand nationally for sailing seems to be increasing again, demand for sailing on the Thames appears to be diminishing, with most of the activity taking place elsewhere on gravel pits and reservoirs. There are 7 sailing clubs based on the Tideway, whose membership appears to be either stable or declining.

Clearly, river sailing is restricted compared to reservoirs or lakes but the quality of sailing is also affected by a number of other physical factors on this reach. The riverbank and edges of the River have become more silted because of increased water extraction above Teddington. Another problem is the growth of trees and increased built development on the riverbank which disturbs the wind and can make sailing impossible. It is argued



Sailing at Barn Elm Reach

that if the redevelopment of Fulham football ground takes place, sailing against the tide in this area may no longer be possible. The strategy for built development along the Thames needs to take account of these considerations. Sailing is not practicable on the River Wandle.

A study undertaken on behalf of Wandsworth Borough Council concluded that there is no obvious case on the grounds of strategic need for a further facility on the Thames for sailing (Peter Mann Partnership, 1998). There is, however, a strong latent demand for sailing in the South East.

Policy Recommendation RT3: Sailing on the Thames should be supported through a commitment to maintaining conditions and facilities for the sport. Opportunities to sail on the Thames should be encouraged through novice training programmes at existing clubs and water sports centres where appropriate facilities exist.

Canoeing

Canoeing is one of the most popular water sports and is experiencing significant growth in participation nationally. This is also reflected in the experience of local clubs. There are 12 canoe clubs on the tidal Thames, most of which are located upstream of Putney Bridge. Canoe clubs usually share facilities with rowing clubs. There is some conflict with other users, particularly rowers and passenger craft which create wash. Access from the high banks can be a problem in some areas.



Gaining confidence on the water

For the casual canoeist, access is more problematic with existing slipways not always easy to find (although again, information is available from the PLA), associated parking problems and, for touring canoeists, a lack of basic facilities such as toilets and campsites. There is an identified demand for white water canoeing in this area.

The Westminster Water Base is a British Canoe Union Approved Centre and provides a range of training and qualifications from the most basic through to the essential requirements for instructor assessment, introduction to white water, sea paddling and slalom competition. Young people aged between 10 and 23 years have the opportunity to learn to sail and canoe for £6 for the whole year. Sport London consider there to be a pressing need for an artificial canoe slalom course in the London region and the operators of the Westminster Boating Base have highlighted both the need for a white water canoeing facility in London and the growing popularity of freestyle canoeing. The

establishment of a facility of this nature is dependent upon the identification of a suitable moving body of water.

Policy Recommendation RT4: Access to the Thames for casual, competitive and touring canoeing should be encouraged in suitable areas through existing clubs and water sports centres. Consideration should be given to the potential to establish an artificial canoe slalom course in the future.

Water Sports Centres

Water sports centres provide a valuable introduction to the safe use and enjoyment of the Thames for water-based recreation. Well-trained staff can teach novices to enjoy the river without the safety risks that are associated with an unsupervised environment. This is particularly important on the tidal Thames.

Funding has historically been the key issue threatening the survival of these centres. The success of the National Lottery has, however, provided a potential lifeline. Funding has been sought from the lottery for the upgrading of the existing rowing facility at Barn Elms. This former Inner London Education Authority Outdoor Centre is used by schools, youth and community groups from all over London and is part of a larger sports facility.

Downstream of the study area, Westminster Boating Base provides young people with training in the skills of water sports, in particular sailing and

canoeing. It is also a popular venue for conferences, dinners and meetings and the income generated from function lettings support the work of the centre as a Charitable Trust. The close proximity of the centre to central London can result in conflict with some of the commercial users of the River.

The need for coach and mini-bus parking for school parties at water sports centres and also parking for individual users, and dingys constrains their siting and location. This is a problem within the Wandle Delta and the Westminster Boating Base. The existing facility at Barn Elms south of the River at Barnes has the advantage that there is already parking and access to main roads. The existing boathouse and associated parking owned by the London Borough of Hounslow at Duke's Meadow could potentially provide the basis of a new water sports centre north of the river. This would help fulfil the recreational potential of Duke's Meadow as a resource of metropolitan importance. Any such proposal would be required to be the subject of a



Barn Elms Boathouse

very sensitive treatment and would need to take account of the waterside ecology at Duke's Hollow.

The existing water sports centre at Ashlone Wharf at the mouth of Beverley Brook is also a valuable but underfunded resource.

There is scope to extend the role of water sports centres to provide other community and visitor facilities such as meeting rooms, cafés, toilets, limited car parking for walkers, and the public use of slipways and launching sites. This could also provide potential for income generation which can assist in meeting the associated costs of running the centres.

The environmental impact of water sports centres is an important issue. It is essential that buildings and associated parking activities are carefully sited and that any impacts on the landscape, foreshore and inter-tidal habitat are minimal and acceptable.

Policy Recommendation RT5: Water sports clubs and centres are a valuable introduction to the safe use and enjoyment of the Thames for sport and recreation. The existing facilities should be the focus of investment, with programmes developed and expanded to include activities for adults, as well as children. The scope to extend their role to provide other community and visitor facilities should be assessed. A review is required of current facilities and demand for additional centre(s) within the tidal Thames between Teddington and Westminster. This should provide the basis for future investment.

Motor Cruising

Powered boating is limited by the tidal nature of the river, especially downstream of Putney Bridge, where boating is dominated by passenger services carrying tourists to riverside destinations and by cruisers passing through. Recreational boating is constrained by the dangers associated with tides and high flood defences. The major active source of recreational boating on this stretch is the Westminster Boating Base. The number of cruisers passing through Teddington Lock is relatively small and these tend to stay upstream of Richmond Lock and Weir mainly because they are unsure of the river, but also because they are not familiar with the few visitor facilities that are available. Hire cruiser companies do not normally allow their craft to cruise on the Tideway. There are several facilities upstream of Richmond where small rowing boats can be hired but again, these generally do not venture as far downstream as the study area. The limited number of hire cruisers with a skipper that do use the study reach, are mainly used for corporate entertainment and functions.

The main issue for cruisers on this reach is the lack of accessible moorings for motor cruisers, both permanent and for visiting boats. Most PLA moorings are offshore without onshore access or facilities.

Moorings in marinas such as Chelsea Harbour are relatively expensive. The main problem however, is the tidal range of the River which severely constrains moorings of all descriptions. Modern cruisers invariably cannot take the ground and therefore cannot use dry moorings. They can, with a tender, use mid-stream moorings although not all users would wish to do this.

A growing number of people wish to visit London, and more cruising activity could be achieved by providing well equipped and signed visitor moorings or docks in suitable locations (although there is a potential conflict between the mooring of boats and the ecology of the river). New moorings should have facilities such as rubbish collection, showers and toilets. The provision of floating pontoons should be considered. There are also difficulties for people who wish to bring smaller boats to the River and launch them each time they are used, because of a shortage of good launching sites. The restoration of



Prospect Quay

public wharves, drawdocks and slipways will assist with the launching of smaller boats. Those which are available suffer from public access or parking constraints. Information on moorings, launching facilities and tides is freely available from the PLA but is not necessarily widely known about. Local bases, storage and repair facilities are also needed.

Policy Recommendation RT6: Existing riverside facilities and services for individual private boats should be protected and the provision of well equipped, well signed, short-stay visitor moorings should be a priority in appropriate locations close to visitor attractions, public transport and clusters of activity.

Tourist Boats

One of the most important tourist activities on the River is boat trips. Passenger services, however, are not well co-ordinated and are limited in terms of availability. Tour boats do pass along the Thames on this stretch but only stop at Kew Pier on their way to Richmond and Hampton Court. Regular river bus services for the Thames are unlikely to be viable to the west of the study area upstream of Putney. This increases the importance of tourist boats on the upstream reaches of the Thames in London.

Piers are an important issue within the reach. They are an important part of the river infrastructure and should be protected, yet many are in poor condition, are expensive to maintain and are not used by tourist boats. They are also considered to be a danger to some water sports although sailors sailing against the tide do not want them removed. There may be potential to develop some of the piers for recreation or tourism, for example by developing river trips to the various tourist attractions, but planning consents may be difficult to obtain. It has been suggested that there should be a code of practice for piers to regulate their use and management.

Passenger services, like most tourist-dependent services, are very sensitive to weather conditions and seasonal variations in the number of visitors. They generally only operate in the summer months. The tidal conditions and the busy lock at Teddington can also affect service schedules. The large size of the boats generates wash, which can be a problem for rowers, canoeists and moored craft.

Policy Recommendation RT7: Passenger services which provide a quality service should be encouraged. They are key to fulfilling the tourist potential of the river and bringing the wider public to the Thames.

Angling

Angling on the tidal Thames is free and is popular along stretches of the River where there is good access to the bank or foreshore. This is most common upstream of Putney Bridge. Downstream, the River is much less popular for angling for a number of reasons, not least because the flow of the River is fast. As the flood defences are high, anglers need access to the foreshore and this is not always possible. Steps, stairs and ladders are not widely available and where they are, they are often locked or blocked.

The main issues raised by anglers include over abstraction of water, control of flows via weirs, water quality, loss of fish breeding areas by habitat destruction caused by boat movements and bank protection schemes. The effect of boats on the river habitat is a perennial complaint of some anglers, although others feel that boat movements can be beneficial in stirring up fish life.

Policy Recommendation RT8: Angling is an important national leisure activity and should be encouraged. Where fishing is not permitted from land on the riverbanks, local authority designated "No-Fishing zones" should be appropriately signed and enforced by that local authority. Remaining stretches of bank and the foreshore should be freely available for use by the casual angler. Safety information on tides and access to the foreshore should be displayed in appropriate locations by local authorities.

Managing Conflict on the River

There will always be conflicts between such a diverse range of waterborne users of the river, where space is limited and activities are not always compatible. On the tidal Thames the problems are mainly between small unpowered craft affected by wash from larger motorised boats, and between anglers and those in boats. Most of these problems are limited to periods of peak use, primarily summer weekends.

Co-operation is the best way of resolving disputes between river users. It is important to understand the activities of others and how to react on the river. The Governing Bodies of the sports involved have a role to play in providing guidance on how to minimise conflict to their members via the existing network of clubs and watersports centres. This includes novice training programmes. The casual sportsman can be educated by placing leaflets with local tackle shops, chandleries and water sports outlets. Information can also be displayed at access points such as slipways and public car parks.

Improved dialogue between river users can also be encouraged by the promotion of attendance at River User Groups.

Policy Recommendation RT9: All river users should recognise that the Thames is a shared resource and that tolerance of other activities is required. All river users are required to abide by PLA regulations and cooperation between river users will be encouraged.

Existing clubs and water sports centres should provide novice training programmes which explain other activities and provide guidance on the responsible use of the River and bank. The River User Group has an important role to play and membership of this Group should be encouraged.



Learning to sail near Vauxhall Bridge

Walking and Cycling

Thames Path National Trail

The route of the Thames Path National Trail was approved by the Secretary of State for the Environment in 1989 and officially opened in 1996. The Thames Path National Trail is unique among the Countryside Agency's 13 established National Trails in endeavouring to give continuous access along a major river and passing through a capital city. It is anticipated to become England's most used National Trail.

The Countryside Agency's original concept for the Thames Path National Trail in the 1980's was that substantial sections of the route would be shared by walkers and cyclists. Extensive consultation, however, has identified that there would be problems associated with such dual use. After deliberation the National Trail was subsequently created as a long distance footpath.

The Thames Path National Trail visitor survey carried out in 1999 showed over quarter of a million user days spent on the path in London by short distance users and a further 26,000 by long distance users. 84% of users were walkers and 15% cyclists. Over half the estimated short distance user days were accounted for by people staying for less than one hour on the trail. The majority were local residents with over three-quarters living within 10 miles of the trail.

An Interim Development Strategy for the Thames Path National Trail 1998-2001 has been produced following extensive consultation and clearly identifies priorities for the development and management of the Trail. The Development Strategy proposes a clear and consistent approach to policies within development plans along the length of the Thames Path National Trail to ensure the future of this nationally important recreational resource.

In London, fully completing the approved route to secure a continuous path along the riverside on both banks could take a decade, and in places it may be impossible to achieve. With increasing pressure for new development along the River

Thames it is essential that a high priority is given to achieving new riverside access and an uninterrupted path.

Within the study, area the National Trail is diverted onto routes away from the River in four main locations:

- Hartington Road;
- on the north bank around the Hurlingham Club, Rivermead Court and Hurlingham Court and in sections along the Sands End reach;
- on the south bank at Point Pleasant on the western side of the River Wandle and in sections along the Wandsworth/Battersea reach to avoid future development sites and safeguarded wharves;
- on the south bank at Battersea Power Station and Nine Elms.

There are also temporary localised diversions to avoid sites currently planned for development at Hammersmith Embankment (Phase 2) and Putney Wharf.

The majority of riverside walks in new developments will provide missing links in the Thames Path National Trail. There is a need for consistency between Boroughs on how the Thames Path National Trail and regional cycle routes are integrated. Strategic Guidance requires a segregated cycle route along the riverside in all new developments. Riverside walks in earlier 1970-80's development, for example along Fulham Reach, were not designed for cyclists. Recent and

future lengths of the riverside walk, for example in Wandsworth, now cater for both pedestrians and cyclists, segregated where the width permits, but shared elsewhere.

Policy Recommendation RT10: Local authorities in consultation with other appropriate bodies should continue to: protect existing rights of way; safeguard the approved line of the Thames Path National Trail; and seek to provide a new public footpath to and along the river frontage through development, where such rights do not currently exist. New sections of the Trail should incorporate adopted Countryside Agency Thames Path National Trail Design Guidelines and local authority detailed guidance. Where it is practical, taking into account the available space and safety considerations, separate segregated provision for cyclists should be made.



Thames Path at Duke's Meadow, Chiswick



Thames Path at Battersea

Access for All

The riverside is not just used as a long distance recreational route for visitors; it is also an important asset that should be available and accessible to all local residents. It is essential to provide sufficient public routes to the riverside to ensure good accessibility. The former industrial and utility sites along large sections of the River in Fulham, Wandsworth and Battersea have historically restricted general public access to the riverside. This is also the case adjoining the Tow Path between Kew and Putney which was until recently bordered by reservoirs or utilities. There is a need for more frequent connections to avoid riverside walks being segregated from their surroundings. The riverside should where possible be integrated into the existing network of streets in order to be well used. Improved cross-river links for example using railway bridges are also required (see policy recommendations relating to Movement).

The path and other public areas should be designed so as to be safe and accessible to the disabled. The Countryside Agency document "Sense and Accessibility" puts forward detailed proposals for upgrading existing riverside walks to provide access for people with mobility impairments, and to meet the needs of older people and parents with pushchairs.

Policy Recommendation RT11: The riverside should be available and accessible to all local residents, present and future, including disabled people, and the needs of older people and people with pushchairs. The

guidance given in the Countryside Agency document "Sense and Accessibility" should be used to overcome physical, cultural and psychological barriers. There is a need for more frequent connections to avoid riverside walks being segregated from their surroundings.

Cycling

The importance of cycling as a recreational activity and as a sustainable form of transport has increased significantly in recent years. The charity Sustrans has been at the vanguard, and instrumental in the proposal to create a National Cycle Network.

Sections of the adopted National Cycle Network (Route No.4) coincide with the Thames Path National Trail between Hammersmith Bridge and Putney. This section is a permissive cycle path licensed by Sustrans and LB Richmond-upon-Thames from the Environment Agency. In other parts of the Thames Path National Trail, cycling has become established as a local custom, even though the footpath has not been legally endorsed as a cycle path, for example along the remainder of the wooded Tow Path between Mortlake and Kew Bridge. This section of the Tow Path is shown as a proposed cycle route on the London Cycle Network 2000 official map. Similarly, all of the route of the Thames Path National Trail from Chiswick Bridge downstream to Putney Bridge on the north bank of the river is indicated as an existing or proposed cycle route, within the developing 3000-kilometre London Cycle Network.



Hammersmith Bridge, Castelnau

The London Cycle Network is one of the biggest cycling schemes in the country. The project is funded by Transport for London, and is being implemented by the London Boroughs, with assistance from the London Cycling Campaign, Sustrans and the Cyclists Touring Club.

The London Cycle Network includes parts of the National Cycle Network and regional routes being developed in and around the capital. The Thames Cycle Route (which overlaps with the longer Thames Valley Route) stretches across London from Hampton Court to Dartford. Routes are also planned along the tributaries of the Thames, for example through the Wandle Valley to Epsom Downs, and the Lee Valley.

The continued active negotiation for, and improvement of, the Thames Cycle Route opens up new opportunities for the Thames Path National Trail. Negotiations for cycle routes and improved access can also serve to improve walking facilities (particularly for less able people). A good example of this is the new bridge over the Wandle in Wandsworth.

Policy Recommendation RT12: The use of the riverside for cycling should be encouraged, subject to pedestrian safety and convenience. The long-term aim should be to achieve traffic-free cycle routes, segregated from pedestrians, along both banks of the river, forming key sections of the designated London Cycle Network and Thames Cycle Route, with connections to regional routes such as through the Wandle Valley. The design of the riverside cycle route should reflect and enhance the character of the river.

Conflicts Between Users

The current confusion over the rights of both walkers and cyclists is an important visitor management issue. The Countryside Agency has recognised this and in conjunction with members of the Thames Path Management Group (of which all 5 local authorities in the study area are members) have prepared a Cycling Policy (February 2000). Amongst the proposed policies are:

- confirmation that the Thames Path National Trail is a long distance route for walkers and will not be developed or promoted by the Management Group as a long distance route for cyclists;
- the need for clear and accurate information to be provided about shared sections of the Thames Path National Trail;
- where a cycle route shares the same alignment as the Thames Path National Trail,

the cycle route is to be promoted by its own name and identity;

- guidance on upgrading sections of public footpath to cycle tracks.

More needs to be done through information and education to clarify the rights of different user groups and to promote considerate cycling practice. More segregated cycle routes need to be planned and implemented, although there are space restrictions and it is important to maintain a 'natural' experience by not overdeveloping the path. Changing the surface material can divert different groups to help avoid conflict. Moving the path away from the Thames on the other hand is not a good solution as a general principle since it defeats the object of a 'Thames Path'.

Policy Recommendation RT13: Conflict between walkers and cyclists needs to be addressed by the implementation of the Countryside Agency's "Cycling Policy" and where possible, the creation of appropriate segregated routes, consistent with maintaining contact with the River for both groups, and with local environmental considerations.

Visitor Facilities

Riverside facilities such as seating, lighting, refreshments and toilets need to be improved. New residential and commercial development needs to incorporate more public facilities on the riverside, and development briefs need to include these, together with appropriate financial and management arrangements. There also needs to be better

signing, information about the river (for example about circular routes) and interpretation. New forms of signing and interpretation using pictures, foreign languages, braille etc need to be considered.

Policy Recommendation RT14: The provision of visitor facilities should be a priority as they are a prerequisite for a good service to visitors to the Thames. New developments in appropriate locations close to public transport on or near the river should provide, through a Section 106 agreement, facilities to benefit the needs of recreational users and visitors.

Visitor Attractions

Historic Waterfronts

Probably the most important groups of visitor attractions are the historic waterfronts at Strand-on-the-Green, Old Chiswick, Mortlake, Barnes, Hammersmith Mall, and Chelsea. These settlements have famous riverside pubs, such as the City Barge (Strand-on-the-Green), The Dove and Blue Anchor (Hammersmith). These are also famous for the celebrated visitors and residents who have lived in the many listed buildings. The 18th century houses along Cheyne Walk, Chelsea, are bristling with blue plaques celebrating some of the famous people who have lived in them. Most were writers and artists including George Eliot and JMW Turner. These important architectural waterfronts also contain small museums and galleries such as the William Morris Gallery at Kelmscott House, Hammersmith Mall.

The particular importance of this stretch of the River for brewing is also a potential theme that could be developed. The Fullers Brewery at Old Chiswick and the Youngs Brewery at Wandsworth both have brewery tours.

Famous pubs along the former industrial waterfronts such as the Ship Inn, Jews Row, Wandsworth, have been incorporated into new riverside development. Other former industrial buildings and warehouses have been converted into restaurants and brasseries, for example the celebrated River Café at Fulham Reach and the Depot at Mortlake. The Depot is named after the old Barnes District Council Depot, on which site it stands.

The grouping of boathouses, boat clubs and chandlers premises at Putney Embankment gives it a character unique not only to London but to the whole country. It is internationally famous as the



The Old Ship, Hammersmith

starting place of the University Boat Race and also hosts many other events. The historic riverside settlements are also the location of piers and residential and visitor moorings, for example at Hammersmith.

Policy Recommendation RT15: The historic waterfronts are important clusters of activity, with famous riverside pubs and restaurants, popular with both residents and visitors. They are also the focus of cultural and heritage interest. These activities should be retained and encouraged as a key part of the vitality of the river.

Historic Houses and Gardens

The study area is set within an area fortunate to have a wide range of historic houses and gardens. It includes three major historic buildings close to the River: Chiswick House, Fulham Palace, and the Royal Hospital at Chelsea. A visit to any of these properties could in the same day be combined with other heritage attractions in West London.

Lord Burlington's classic Palladian villa - Chiswick House - is owned and managed by English Heritage. The gardens laid out by William Kent are managed by the London Borough of Hounslow. This combined property is an important attraction, but does not maximise its close proximity to Old Chiswick and the River. Similarly, the painter William Hogarth's house which is nearby, and has been successfully restored and turned into a small museum and gallery.

As the home of the Bishops of London from the 8th century until 1973, the oldest parts of Fulham Palace date from the 15th century. The London Borough of Hammersmith and Fulham has just completed a business plan for the property and are in the process of submitting a major bid to the Heritage Lottery Fund. The adjoining Bishops Park is one of the largest and most popular parks in the Borough, with 400 metres of tree-lined waterfront.



Chiswick House

The grounds of Wren's magnificent Royal Hospital on the Chelsea Embankment are the setting in May each year for the Chelsea Flower Show. The Hospital which is the home to about 400 retired soldiers has limited opening to the general public for the rest of the year and there is a small museum which explains the history of the Pensioners. Close to the Royal Hospital is the National Army Museum, which provides a vivid and lively account of the British land forces from 1485 to the present day. Also nearby is the Chelsea Physic Garden, established by the Society of Apothecaries in 1673 to study plants for medicinal use.

These three nationally significant historical buildings and their gardens are potentially important clusters of activity, each with smaller cultural or heritage attractions in close proximity. All three of these properties historically had a close visual and physical relationship with the Thames, which has become severed by major roads in the case of Chiswick House and the Royal Hospital, or overgrown vegetation in the case of Fulham Palace.

Policy Recommendation RT16: The visual, physical and historical relationship with the Thames of the three nationally important historic houses and gardens - Chiswick House, Fulham Palace and the Royal Hospital, Chelsea, should be enhanced. The marketing and promotion of the properties could be linked, with the Thames as the unifying element. Visitors should be encouraged to arrive by tourist boat, the Thames Path

National Trail, or public transport. This approach could be extended outside the study area to link other riverside cultural facilities and historic sites, for example Kew Gardens and Syon House.

Arts, Culture and Entertainment Facilities

The London Borough of Hammersmith and Fulham in particular has a range of arts, culture and entertainment (ACE) activities close to the river. Facilities include the Labatt's Apollo, the Lyric Theatre, Riverside Studios, and Fulham Football Club, which are of London-wide significance.

The use of the Thames for transitory performances from boats and barges to riverside audiences is a potential activity that should be encouraged. The Couper Collection is a new art museum on board converted Thames barges near Albert Bridge. It presented The Floating Opera in partnership with the Royal Opera House as part of the London String of Pearls Millennium Festival. The Royal Hospital Chelsea also has son et lumière performances which dramatise the history and pageantry of the Chelsea Pensioners and the history of this magnificent Wren building.

The London Borough of Wandsworth is currently in the process of devising a Cultural Strategy. A market research study (March 2001) indicated that 50% of respondents had taken part in activities related to waterways over the previous six months, the fourth most popular category after parks and open space, libraries and sport centres. The study highlighted cost and lack of publicity as the main barriers to

participation in cultural activities, followed by poor public transport, lack of parking and fear of crime. Whilst the general view expressed was that cultural provision in Wandsworth is satisfactory, there was considered to be a need for improvements particularly in respect of the provision of facilities for young people. Both individual small and large scale projects were considered to be of value and importance and placed on the local availability of facilities and activities

Policy Recommendation RT17: The retention and promotion of arts, culture and entertainment activities should be sought along the riverside close to town centres and public transport. These uses play an important role in contributing both to the vitality of the town centres and the Thames, and are a valuable community resource. Local authorities should work together in the preparation of cultural strategies which seek to enhance public use and enjoyment of the River and riverside.

Wetland Nature Reserves

The Thames and London have gained a major new "green destination" with the conversion of four redundant reservoirs adjacent to the river at Barn Elms, in the London Borough of Richmond, into Europe's largest urban wetland nature reserve. Construction work began in 1993 and the 40 ha nature reserve opened in summer 2000. The scheme was promoted by the Wildfowl and Wetland Trust and made use of enabling development to help finance habitat creation and visitor facilities.

The 40 ha reserve includes open water lakes, reed beds, seasonally inundated grasslands and open mudflats which attract a diverse range of wildlife, in particular migratory wetland birds. The Peter Scott Visitor Centres includes a glass observatory, discovery centre, art gallery, lecture theatre, restaurant, café and shop.

Also on the Barnes peninsula is the redundant Leg of Mutton reservoir which, through public pressure, has been converted into a local nature reserve. This is largely managed by the support of community groups and conservation volunteers. On the opposite side of the River is the much smaller Duke's Hollow wetland nature reserve.

The importance of the upper reaches of the study area between Kew and Putney for nature conservation is an important theme which could be developed within an overall visitor and recreation strategy. The River with its inter-tidal mudflats and shingle foreshore is the unifying element linking the

nature reserves and much of the wildlife in the nature reserves also make use of the River at particular times of the day (bats) or stages of the tide (eg wildfowl and herons). The former Tow Path along the south bank provides a route for pedestrians and cyclists. Unfortunately at present, there is very little signage or interpretation to make visitors aware of the existence of these important natural resources.

Policy Recommendation RT18: The promotion of sustainable "green" recreation and tourism should be given a high priority, in particular encouraging visitors to enjoy the natural environment and participate in pursuits such as bird watching. Consideration should be given to improving the signage, accessibility and interpretation of natural resources and facilities as part of an overall visitor and recreation strategy.

Visitor Information, Museums and Discovery Centres

Visitor Information

There is a wide range of visitor leaflets, maps and guides available for the Thames in London, the most important of which are:

- TIDE - which publicises the various river-related activities, facilities and events on the river, as well as promoting the Great River Race, held in October. It is available for purchase at selected bookshops and tourist information centres;
- Simply River - produced by London Transport and London Underground in association with Time Out, which focuses on visitor attractions and pubs and restaurants. It is available free from mainline and underground railway stations serving the river. It also gives information on passenger services on the Thames;
- The London Thames Cycle Route - produced for Sustrans by Cycle City Guides. It gives essential visitor information for the 44-mile route between Hampton and Dartford, including family day rides. It has clearly mapped cycle routes on A-Z mapping and is available for purchase from selected bookshops and tourist information centres;



The Wetland Centre, Barnes



Leg of Mutton reservoir, Barnes



- Hidden Places and Open Spaces - is a free leaflet jointly prepared by the London Borough of Richmond and Community Initiative Partnership, on behalf of the London Borough of Hounslow.

In addition to the above leaflets and guides there are also the following free leaflets and information available on the Internet for individual visitor attractions:

- Kew Bridge Steam Museum www.kbsm.org

- Kew Gardens www.kew.org
- Public Records Office www.pro.gov.uk
- The Wetland Centre www.wetlandcentre.org.uk
- Young's Brewery Tour www.youngs.co.uk
- National Army Museum www.national-army-museum.ac.uk
- English Heritage www.english-heritage.org.uk

Amenity societies such as the Old Chiswick Preservation Society produce valuable local guides.

There is the opportunity for a new guide serving the London Thames from Hampton to Chelsea, which should include local history and information which will inform both local people and visitors about the Thames and its surrounds. This should be a joint initiative between the five local authorities and all agencies involved with visitors to the Thames. It could be one of three such guides to the Thames in London, the other two covering the Thames in central London and the Thames Estuary.

The guides should be distributed effectively in places where the general public would expect to find visitor information, for example Tourist Information Centres (TIC's), libraries, museums, visitor attractions, public transport interchanges, hotels, pubs, and other outlets.

Information on the Thames should both inform and educate the visitor about environmental issues, encouraging them to appreciate the natural environment and behave in a way sensitive to it.

There is a requirement for the provision of information and the sensitive signing of attractions along the river. It is important that the siting and design of information points, interpretation panels, signage and waymarking are carefully considered. The Countryside Agency's Design Guide for the Thames Path National Trail gives valuable guidance.

Policy Recommendation RT19: All agencies involved with visitors to the Thames in West London should seek to co-ordinate their information and publicity material, especially the provision and promotion of visitor guides, information points, the signing of attractions and waymarked trails. The co-ordinated use of the Internet as a very important communication tool should be promoted.

Museums and Discovery Centres

Each local authority area has museums which are valuable community and education resources. They have an important role to play as a central resource for local records and archives relating to the Thames and its historic riverside settlements. The museums generally provide the following services:

- Education services and special activities for pre-booked school parties, with resource packs for teachers;
- Outreach services for adult groups including evening lectures;
- Local records and archives, including photographic collections;

- Exhibitions and events;
- Guided walks.

The museums hold special events relating to the Thames, for example The Museum of Richmond held a special exhibition "Richmond's River" from August 2001 to January 2002. Wandsworth Museum has promoted the Wandsworth Town



Kew Bridge Steam Museum

Heritage Trail which includes the Wandle Delta and the Thames riverside. The Museum of Fulham Palace is the closest to the Thames within the study area. The museums have active support groups, for example the Wandsworth Historical Society. The Museum of Richmond is an independent museum created by local residents; it is registered as a charity and charges admission. The remainder of museums are free.

The local museums are:

- The Richmond Museum
- Gunnersbury Park Museum, which records the local and social history of Hounslow
- The Museum of Fulham Palace
- Wandsworth Museum

The study area is fortunate in having major award-winning exhibition facilities at the new Wetland Centre at Barn Elms. There are two exhibition areas, "World Wetlands" and "Waterlife" and a state of the art visitor centre - the Peter Scott Centre. There is also a changing programme of special events, courses and workshops.

There are proposals for a third main exhibition "River Life" which will look at the ecology of the Thames from its source to the sea. This will include exhibits where visitors can walk under a reconstruction of the Thames. This proposed interactive exhibition has the potential to be a major "green" visitor destination helping visitors to understand the fragile ecology of the tidal Thames.

The Kew Bridge Steam Museum, just outside the study area at Brentford, has a new "Water for Life

Gallery" which tells the fascinating history of water supply and usage in London from Roman times to the Thames Water Ring Main. This is a particularly relevant exhibit for the Kew to Chelsea reach of the river which has a number of former waterworks and reservoirs. The museum also has an educational officer.

Policy Recommendation RT20: The network of local museums should be encouraged to continue to provide an important community resource and promote a better understanding of the local history of the Thames and its riverside settlements. The discovery centres and exhibitions within the Wetland Centre and the Kew Bridge Steam Museum should be encouraged to continue to provide their respective interpretations of wetlands and the history of water supply. The future "River Life" exhibit at the Wetland Centre should be encouraged as the focus for the interpretation of the ecology of the tidal Thames in London.

Festivals and Events

Festivals

Many international cities have used festivals to focus attention back upon what might have been neglected waterfronts or river prospects. The Stockholm Water Festival has been one of the most well known water festivals in any major city in Europe. This large-scale event is focused around water-based activities - sailing displays, regattas, water-based spectacles and evening fireworks.

Other well known river festivals include the Hudson River Festival, also known as the Clearwater Festival, after the original project in 1966 was set up to reverse the pollution of the River Hudson, and whose first activity was the building of a boat, 'The Clearwater', and using it as a focus for waterside educational projects. The Clearwater organises summer camps, boating events for children, clean-up days for volunteers. Meanwhile the Hudson River project publishes local maps, guidebooks, and fishing guides.

In Brisbane, Australia, the annual Riverfestival, which grew out of the 1988 Expo held in the city, has become the country's largest annual festival. It is focused on the environmental aspects of river quality, and the vital role that rivers and waterways play in the life of the city. Brisbane is now the centre of an international network of cities organising river activities.

The GLC administration from 1981 - 1986 sponsored a number of large festivals on the Thames, invariably close to the centre of the city, and these have proven to have been important in creating a greater interest in the River and a stronger sense of London identity. The present Thames Festival continues this tradition, and while still centred around the Embankment and South Bank sections of the River, does bring wider attention to the River as a whole.

The Thames played a central role in the nation's Millennium celebrations. More than sixty of the nation's greatest institutions embodied in buildings and organisations on the river granted

unprecedented levels of access, and extended a special welcome to visitors, as part of the London String of Pearls Millennium Festival. All of these attractions, and in many cases world-famous landmarks, are situated within 10 minutes' walk from the River Thames in London. They combined to create a "string of pearls" from Kew to Greenwich, threaded together by the Thames Path, the London Thames Cycle Route, and boat services. The festival included privileged access to institutions, exhibitions, special tours, performances, concerts, son et lumière, parades and new works. Some organisations opened their doors for the first time and others created access to parts of their buildings not previously visited.

The majority of the events and attractions included in the London "String of Pearls" Millennium Festival were clustered in central London with smaller groups at Greenwich and Chelsea/Battersea. The existing Thames Festival focused on the South Bank was one of the 300 events.

The River from Kew to Chelsea with the exception of the Chelsea and Battersea reach was generally underrepresented in the Millennium Festival with only three visitor attractions: the Royal Botanic Gardens, Kew; the Public Records Office, Kew; and the Wetlands Centre at Barn Elms.

Following the success of the London String of Pearls Millennium Festival, a second event is currently being planned. The London String of Pearls Golden Jubilee Festival seeks to increase access to cultural and heritage activities through greater cultural diversity and social inclusion. It is

seeking to encourage wider participation and volunteer involvement and to ensure that events, places or collections are perceived as relevant and involving by the local community in terms of their experience, lifestyle and culture. The organisers are consulting with communities on what to celebrate and propose to link with or build on existing projects or community festivals. The theme of the festival is royalty and royal associations over the century and its overall aim will be to increase understanding, recognition and enjoyment of our social and institutional heritage. Participating institutions will have the capacity to produce a programme of linked events. The festival programme ran from the 1st January 2001 for the whole of the Calendar year. A number of institutions within or adjoining the study area have already indicated their intention to participate in the Golden Jubilee Festival, including Fulham Palace, the company of Watermen and Lightermen, National Army Museum and Royal Botanic Gardens, Kew.

Festivals, such as the Golden Jubilee Festival provide the basis of an opportunity to provide access to the Thames between Kew and Chelsea and to develop a programme of linked events. The "String of Pearls" concept could also form the basis of future festivals in the study area.

Policy Recommendation RT21: Festivals have an important role to play in creating a greater interest in the Thames, realising the tourist potential of the river and providing a focus for waterside educational and community projects. The "string of pearls" concept should

be promoted where appropriate with visitor attractions and events in the upper reaches of the river in West London linked together by the Thames Path, the London Thames Cycle Route and improved river boat services. Institutions and community groups should be encouraged to participate in festivals such as the London String of Pearls Golden Jubilee Festival. Guidelines should be prepared for Festivals related to the River.

Events

A large number of events take place on the River and riverside. These range from the University Boat Race and Heads of the River Races to minor events and regattas organised by rowing and sailing clubs and local sea cadets and sea scouts. An increasingly important event is the Great River Race, which attracts 2500 competitors and is the largest of its kind in Europe. The Thames Path National Trail is regularly used for weekend sponsored charity walks. These can dominate the often narrow riverside walk and prevent cycling on shared sections.



University Boat Race

TIDE publicises the various river related activities, facilities and events on the River as well as promoting the Great River Race, but claims there is little support from the London Tourist Board or local authorities for promoting the River. Attitudes towards events on the River appear to differ markedly between different riparian boroughs. Although events add life and colour to the river, and create employment and economic benefit through attracting visitors, they can disturb the peace and tranquillity of the river and create disturbance, litter, noise, traffic congestion and other problems. It has been suggested that there is not always sufficient consultation with other users of the River and river-related facilities. Local residents, therefore, are often resistant to events and councils can be reluctant to issue licences under environmental health legislation or they impose punitive conditions which undermine their viability.

The important issues for events on the River are funding, co-ordination, safety, river sense and timing (both in relation to tides and other events). There is a Teddington to Tower Bridge River Users Group, promoted by the EA with the co-operation of the PLA, which meets twice a year to discuss and plan events. The PLA has sole responsibility for the co-ordination of dates for events. The potential for further events is constrained by the factors described above but also because it is difficult for people to commit themselves to organising and funding events when they already have a calendar of responsibilities to fulfil. There may be scope to extend elements of the Thames Festival to the study area.



Minor Events and Regattas are Organised by Local Rowing and Sailing Clubs

Policy Recommendation RT22: Well organised events can bring life and colour to the River; provide a source of funding for charities; and support the work of volunteer groups who have the Thames as their focus, local conservation groups, historical societies, and educational trusts. Appropriate events should be encouraged within the study area and relevant guidelines prepared.

An Integrated Tourism Strategy for the River

The Tourism Strategy for London 1997-2000, produced by the London Tourist Board, includes a brief section on the River Thames in which it states that the Thames is still perceived as an underused asset both for leisure/commuter use and for freight. The Strategy describes a number of river-related initiatives such as the Thames Path and cycle path, and river crossings and raises a number of issues such as the need to improve the quality of piers to enhance passenger services. The Strategy recommends a number of actions to exploit the tourist potential of the Thames. These include:

- Encouraging further investment in piers and leisure boats;
- Encouraging use of the River in association with new riverside visitor facilities;
- Completion of the Thames Path National Trail and associated waymarking, lighting and information;
- Supporting events on the River;
- Encouraging better quality riverside urban design.

It has been estimated that the number of tourists to London will double in the next 20 years. Data on the number of visitors to the Thames and riverside facilities are not readily available, although some of the riparian councils in the study area have attempted to produce estimates of the number of



Strategies are Needed to Encourage River-Related Activities

visitors to their own Borough. Hammersmith and Fulham, for example, estimate that 20,000 people visit the Borough daily for overnight stays and leisure purposes.

Local Authority Visitor Strategies

There is a widespread view that river-related tourism within the study area is under-developed. This is acknowledged in the London Tourist Board's Tourism Strategy and in the riparian boroughs' own visitor strategies. All five boroughs have produced policy statements or visitor action plans which seek to exploit the potential of their area (including

the Thames) for tourist growth. The main issues from a tourism perspective are: lack of continuity and coherence of the Thames Path (for example in Hammersmith only half the path is on the river front - otherwise it follows a sometimes tortuous route); some attractions are not available to the public (eg Hurlingham Club); are in need of investment (eg open spaces, piers); are not fulfilling their potential (eg Fulham Palace); are seen as private enclaves where the public is not welcome (eg Chelsea Harbour); do not respond to their riverside location (eg Riverside Studios); or are undeveloped (eg Battersea Power Station). Other weaknesses are a perceived lack of hotel accommodation, lack of high profile tourist attractions and poor environmental quality in some areas.

Tourism in the study area to date has developed in a piecemeal fashion, and the role of the river in tourism development has been marginal. The tourist potential of the River is not co-ordinated or promoted by the agencies responsible (although Richmond and Wandsworth are part of the South West London Tourism Group which aims to co-ordinate tourism in this part of the capital). Tourist information and development activities are not well developed on the whole with only Hammersmith and Fulham, Hounslow and Richmond having dedicated services. Furthermore, apart arguably from Richmond, the riparian boroughs suffer from the absence of a positive image or brand as a tourist destination. Whilst it is true that tourists visit attractions and not a Borough, tourists are also drawn to destinations which are perceived to be appealing in terms of their aesthetic qualities, heritage associations, critical mass of attractions

and facilities or other holistic characteristics. These can be promoted using place marketing techniques.

Cycle tourism is internationally recognised as one of the fastest growing tourism industries. The completion of the National Cycle Network and improvements to the Thames Path may have local economic potential.

However, in seeking to address these concerns and increase the tourism potential of the River in the study area, care must be taken not to destroy the peace and tranquillity of parts of the River, which is the quality most appreciated by the majority of visitors, and not to adversely affect the environment of the River by exacerbating traffic or parking problems, by allowing unsympathetic development or disturbing local residents. It is also important to preserve the fragile ecology of the River and riverside. Tourism therefore needs to be developed in a sustainable way - one which respects the capacity and integrity of the local physical and social infrastructure.

Policy Recommendation RT23: The Visitor Strategies of the riparian Boroughs should be co-ordinated with proposals for the River developed by the South West London Tourism Group, the London Tourist Board and the Mayor's emerging Cultural Strategy for London, to ensure a single integrated framework for tourism development along the Thames corridor in West London. In seeking to increase the tourism potential of the River, tourism should be developed in a sustainable way.



Chiswick Pier

Promotion of Recreation and Tourism within the Thames Corridor

Finally, there is the issue of the management of recreation and tourism within the Thames corridor and funding of improvements. It has been suggested that the role of the various management agencies is ambiguous and needs clarifying. The riparian Boroughs are financially constrained and do not have the resources to implement improvements, thus relying on mechanisms such as Section 106 agreements which are not always easy to negotiate or enforce. It has been commented that a stronger partnership needs to be developed which combines public management and commercial boating management to address, for example, casual visitor moorings. Examples of charitable trusts which have been set up to provide facilities for recreation and tourism already exist at Chiswick Pier and Barn Elms.

Policy Recommendation RT24: Closer co-ordination of activities in promoting recreation and tourism on the Thames should be considered and the respective roles of the various agencies clarified and more clearly defined.

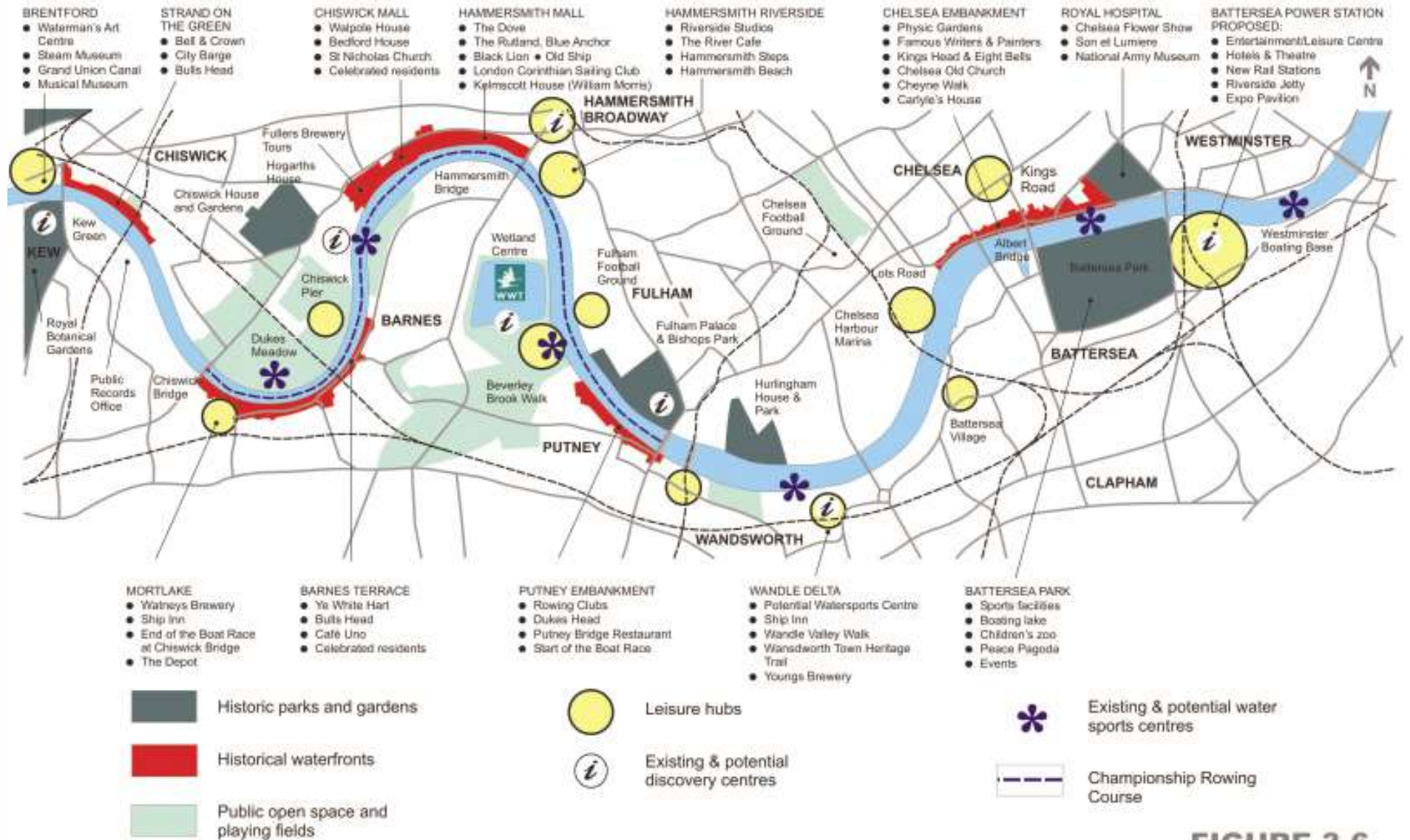


FIGURE 3.6
Recreation and Tourism

MOVEMENT

Context

This section of the interim strategy report identifies a number of initial opportunities that will enhance the understanding and management of movement within the study area. Whilst the opportunities are vast, the strategy seeks to identify solutions which are both attainable and sustainable.

The context for transport in London is substantially influenced by the formation of a new body responsible for transport in London. **Transport for London (TfL)** is accountable to the Mayor and responsible for delivering an integrated and sustainable transport strategy for London. London Transport, London Underground Ltd (LUL) and a number of other organisations have been wound up and their resources transferred to Transport for London (although in the case of LUL, this will not happen until after the issue of Public Private Partnership has been agreed). Their powers are divided between the Mayor and TfL. The Mayor is statutorily responsible for transport strategy and TfL is the executive agency.

To enable TfL to deliver the Mayor's integrated transport strategy, TfL is responsible for the following:

- Management of the buses;
- Management of the underground;

- Management of the strategic road network;
- Operation of London River Services.

TfL is under the direct control of the Mayor who is responsible for the preparation of an integrated transport strategy for London, published in July 2001 and has powers to fund new services, make investments and introduce new systems. The London Assembly was consulted on the Mayor's integrated transport strategy and will inspect and approve the Mayor's budget.

The Boroughs will continue to play a vital role in London's transport and remain the highway and traffic authorities for 95% of roads in London. They will work in partnership with the Mayor to deliver the transport strategy and will be required to put into effect **Local Implementation Plans** detailing their proposals for achieving the Transport Strategy for their area. It may not be possible to include all desirable schemes in Boroughs Local Implementation Plans owing to the need to prioritise schemes on a five year investment/funding basis.

The central objective of the **Transport Strategy** (finalised in June 2001) is to increase the efficiency and quality of London's transport system. The strategy proposes to address the problem of congestion by a combination of improvements in public transport and the introduction of a congestion charging scheme to deter unnecessary car journeys in central London.

The strategy recognises the River Thames as an important component of a sustainable London. The availability of interchange facilities is seen as crucial to promoting its potential transport use. About 3 million passengers a year use the Thames, predominantly for leisure purposes and in excess of 10 million tonnes of freight is carried. It will be important to make the best use of the Thames for transport but there are significant safety issues. The strategy seeks to maximise the safe use of the Thames for passenger services and freight use and proposes to take the lead in undertaking a safety review of passenger services working with relevant partners.

The strategy recognises that the recent development of new piers and the introduction of passenger services have encountered financial difficulties and it concludes that whilst **river passenger services** are likely to remain a niche service, they could provide a valuable adjunct and alternative to the land based network. Options identified for increasing the use of the Thames include developing further piers as appropriate, examining the viability of extending services, improving their regularity and frequency or introducing new services. The lack of integration with other services is seen as an impediment to increased use of the Thames for passenger services and the need for consideration to be given to signing, information, good interchange, closer fare integration and attractive access routes is

highlighted. The strategy proposes that options for extending use of the Thames for regular and frequent passenger travel will be explored including extending TfL ownership of piers. The strategy also states that TfL will explore measures to integrate fares, ticketing and information on river services with land based public transport.

In transport terms, the Thames is more important for freight than passengers and use of the River for freight movement brings significant environmental benefits. The strategy states that in order to ensure that there is the opportunity to retain existing freight transport use and to develop freight usage in the future, it is essential that wharves and interchange facilities are protected. The Government's system of wharf safeguarding has now been transferred to the Mayor. Currently, 30 wharves upstream of the Thames Barrier are protected and proposals for the safeguarding of a further 44 downstream wharves are currently under consideration. The Mayor's London Plan (LP) will determine safeguarding for wharves. Transport for London will work with other parties to identify options for increasing freight use of the River Thames and the Mayor will support the retention of freight interchange facilities, in particular through the LP safeguarding wharves and the London Development Agency encouraging business to use river freight facilities.

This section specifically identifies opportunities at a strategic level to promote the use of the River for



Freight transport on the River Thames

passenger and freight transport and for improved cross-river linkages and puts forward a number of strategic policies relating to the following topic areas:

- Public Transport;
- Cross-river Connections;
- Strategic Links;
- Accessibility;
- Riverbus Services;
- Freight Transport; and
- Waste Transfer.

A crucial aspect of the Thames Strategy - Kew to Chelsea will be the promotion and encouragement of effective interchange between different transport modes.

Integral to a good transportation plan, to assist all users of Thames-side routes is the provision of clear interpretation and signposting, integrated with a design scheme along the routes.

Public Transport

For the purposes of this Strategy, public transport is identified as the existing rail, tube and bus network within the vicinity of the study area. The crucial issue of improving or increasing the number of public transport interchanges within the area is addressed in order to make travelling within London more convenient for passengers. River services are addressed in a later section.

Within the study area, the degree of penetration and frequency of public transport connections to the River varies significantly, with some areas being more accessible than others. There is limited rail/ underground access on the north side of the River between Hammersmith Bridge and Putney Bridge although bus routes serve this area. Other parts of the study area are poorly served by rail/ underground (within the stated 800m walking distance catchment area) are the areas east of Wandsworth Bridge towards Albert Bridge. Some supplementary bus routes serve these areas but there is clearly potential to improve accessibility to public transport services in these areas. The provision of bus lanes could be considered within and in the vicinity of the study area to allow for ease of movement for road based public transport in the area.

The provision of comprehensive real-time information on the roads, rail and tubes would significantly improve public transport services. Signing for example at bus stops could be improved and information boards provided to show where passengers are and points of interest in the vicinity. It will be important to make signage and information systems inviting and user friendly.

To improve accessibility by tourists, consideration should be given to the introduction of tourist routes (eco-buses) which could link areas of interest such as Kew Gardens, Chiswick House, Barn Elms Wetland Centre, Fulham Palace, Chelsea Physic Garden, Royal Hospital, Battersea Park and Battersea Power Station.

Public Transport Interchanges

Many of the key facets of public transport integration come together at interchanges including information, ticketing, accessibility, service co-ordination, and personal security. The provision of effective interchange does not necessarily have to be viewed on a large scale. Small interchanges can in practice be just as important and in many instances, the provision of bus stops alongside a local station, good information, signage, shelters and convenient road crossings may be all that is required.

Improved linkages are crucial, for example between Hammersmith Broadway Transport Interchange and the River where way-finding could be dramatically improved to and from the River. Information at rail and tube stations, bus stops / stations should be:

- Simple to understand;
- Clearly set out 'in plain English' - unambiguous and legible and /or audible;
- Reliable i.e. accurate;
- Usable by everyone and where required, provided in formats for people with sensory, learning and linguistic problems;
- Available - where people plan their journeys and throughout their journeys;
- Consistent in terms of presentation so that it is easy to follow throughout the journey and across the whole of London;
- Comprehensive without being confusing;
- Reassuring - in the 'right place at the right time';
- Up to date and with 'real-time' information; and
- Whenever relevant the information should be multi-modal.

Current public transport interchanges are available at Hammersmith and Putney. Additional interchanges could be considered within the redevelopment of Battersea Power Station which may ease current pressure on Victoria and at Kew Bridge Station which could link to a riverbus service, with a subsequent link to Kew Gardens tube station. Other opportunities exist at Wandsworth Town Rail Station which could link to, potentially, two new piers, at Gargoyles Wharf and

Wandsworth Pier. A station is proposed as part of the development of Imperial Wharf which could link into a riverbus service at Chelsea Harbour Pier.

There is a requirement to upgrade existing stations, including improvements to waiting facilities and adjoining environments, lift access, passenger and train information, security measures and provision of taxi ranks at key locations along the River.

These interchanges should be as close to the River or bridges as possible in order to extend the catchment area of the River as a recreational resource, and to increase the viability of commercial riverside features such as pubs and cafes. Successful integration will depend on good co-ordination between transport providers and local authorities. Where appropriate, provision should be made for tourist coaches and taxis to pick up and set down, as well as disabled parking spaces and cycle stands. The proposed stations on the West London Line and improved bus facilities at Imperial Wharf will provide an important interchange and point of access to the River. This would be enhanced if the proposed Hackney-South West underground line was also routed here.

Policy Recommendation M1: Transport for London should work with the riparian authorities and other partners to improve interchange between public transport modes in the vicinity of the River; provide appropriate public transport interchanges in proximity to focal points of activity on the Riverside; and make it easier for people to access the public

transport system via walking and cycling from the Riverside.

Policy Recommendation M2: Public transport interchanges should be provided as close to the River or bridges as possible. Consideration should be given by Transport for London and the riparian authorities in the preparation of Local Transport Implementation Plans to the establishment of public transport interchanges at Imperial Wharf/Chelsea Harbour, Battersea Power Station, Kew Bridge Station and Wandsworth Town Station and for pedestrian and cycle linkages to be provided between new and existing interchanges and the Riverside, piers and river bus services.

Policy Recommendation M3: Transport for London and its partners should develop an information policy that ensures that all Londoners and visitors can easily find out the best travel options for their needs.

Policy Recommendation M4: Transport for London and the riparian authorities should work in partnership with other bodies to improve existing stations including improvements to waiting facilities, lift access, security and passenger and train information.

Policy Recommendation M5: Consideration could be given to the provision at appropriate public transport interchanges for tourist coaches and taxis to pick up and set down and for the provision of disabled parking spaces and cycle stands.

Policy Recommendation M6: Improved pedestrian and cycle linkages should be provided between public transport interchanges and facilities and the riverside and a high quality of information and signage provided to facilitate access to the River.

Cross-River Connections

There are opportunities to improve pedestrian linkages between key developments/ attractions, transport interchange points and the River. As in the case of the Cross River Partnership, improvements can be promoted to improve the synergy and physical connections between the north and south banks of the River. This could be achieved by providing additional pedestrian links across the river or by utilising existing railway bridges. Additional links could also be provided through the introduction of seasonal ferries / boats. Pedestrian / cycle bridges are considered as either

new build or as an add-on to existing rail bridges. Cycle-ramps should be added to existing footbridges, where possible. The potential for the introduction of new or improved river crossings has been identified at the following locations:

- Between Kew and Chiswick utilising the existing railway bridge;
- Enhanced pedestrian/ cycle facilities at Barnes Railway Bridge;
- A new ferry crossing at Chiswick Pier;
- A new pedestrian/cycle bridge or ferry crossing north of Fulham Football Ground;
- A new pedestrian/cycle crossing utilising Battersea Railway Bridge;
- A new crossing associated with the development of Battersea Power Station utilising Grosvenor Railway Bridge.



Battersea Railway Bridge

These river crossings will substantially improve the connections between the north and south banks of the river and facilitate movement within the area. The visual appearance of these bridges, the impact of adding new pedestrian and cycle crossings to existing structures, and the impact on the local environment and on strategic and local views should be given full and careful consideration and a high quality of design will be required. It is also important that maintenance of these crossings is given high priority. The PLA should be consulted regarding the implications for navigation of new structures.

As a general requirement, all new river crossings should include information about the area and appropriate signing.

Policy Recommendation M7: The provision of new or improved river crossings for pedestrians and cyclists should be encouraged subject to navigational and environmental considerations. Riparian authorities should work closely with other partner bodies to facilitate the provision of new river crossings and to include proposals in Local Transport Implementation Plans. Consideration should be given to utilising existing crossings at Kew Bridge, Barnes Bridge, Putney Railway Bridge, Battersea Railway Bridge and Grosvenor Bridge, subject to impact on the local environment and on strategic and local views. The PLA must be consulted regarding the implications for navigation of proposed new structures.

Strategic Links

There is potential to improve facilities for pedestrians and cyclists as a means of promoting improved inter-linkages within the study area.

Sustrans has commenced work on the 'Thames Cycle Route', which forms part of the National Cycle Network. This is intended to assist and encourage both recreational and commuting cyclists. The Thames Cycle Route is also being integrated into the London Cycle Network, which Boroughs are implementing with assistance from the Government. The Countryside Agency's scheme to create the Thames Path National Trail through London is also well advanced. Both the Thames Path National Trail and the Thames Cycle Route link into the strategic networks being developed to promote walking and cycling as transport modes within London.

Where practicable, riverside pathways should be designed for both pedestrian and cycling use,



Potential to use arch under Chiswick Bridge for Thames Path

segregated wherever possible and should be accessible to disabled people. This latter issue is discussed under the next topic area and in the Recreation and Tourism section. The path alongside the river should, as a general principle be continuous and emphasis should be placed on providing missing sections, including the continuation of the Thames Path National Trail under the bridges to avoid pedestrian/cycle/vehicle conflicts and also to enable increased use of the river by the mobility impaired. It should provide a safe route and provision should be made for a high quality of street furniture, lighting, signing and information points.

Pedestrian and cycle routes should also be improved to and from the river. These should either be visible links i.e. along corridors or be adequately sign-posted and should be satisfactorily maintained. These routes should link the River to main points of interest and public interchanges / bus stops / car parks in the area. Maintenance of good quality surfacing will be a key requirement.

Strategic links to and from the River could include:

- Linkages between attractions e.g: Kew Gardens to Chiswick House;
- Link between Chiswick, Barnes Bridge, Barn Elms and Putney;
- A bridge across Chelsea Creek as part of Lots Road Development Plan;
- Wandsworth Town Centre and the Wandle Mouth; and
- Battersea Park Station to Victoria Station via Grosvenor Bridge.



Signing, Thames Path, Putney

Policy Recommendation M8: Access to the River Thames should be improved and implementation of the Thames Path National Trail should be supported. Links with the National Cycle Network, the Thames Cycle Route should also be improved.

Development of riverside sites should be required to provide a permanent, continuous and high quality public right of way that is, wherever possible, adjacent to the River with links to the surrounding network and without restricted access hours. The design of new sections of the riverside path should incorporate full accessibility, including full access for disabled people, way marking and other sign posting and street furniture to indicate links to other walking routes, stations and bus stops. The riverside walk should be physically integrated into its surroundings through the provision of links to it which are extensions to the existing network of streets.

Policy Recommendation M9: Pedestrian and cycle routes should be improved to and from

the River with appropriate way-marking. Where practicable, riverside pathways should be designed for segregated pedestrian and cycling use.

Policy Recommendation M10: The establishment of a continuous river walk on both banks of the River should be encouraged and the provision of missing sections should be promoted including the continuation where appropriate of the Thames Path National Trail under the bridges taking into account potential impacts on the ecology and storage capacity of the River.

Policy Recommendation M11: New strategic links to and from the River should be actively promoted including linkages between attractions, between the River and town centres and between public transport facilities.

Accessibility

As a general objective, the overall Strategy should work towards a more inclusive society through providing better access for all and improving the quality of life. Many groups in society experience particular barriers in using the transport system through the failure of the existing system to meet their specific needs. There is a requirement for improvements to public and community transport.

There may be physical barriers to improving accessibility for the disabled to parts of the River. Information is vital to the disabled user and should include details of path surfaces, path width, gate widths, steps, passing places, resting places,

steepness, gradient of ramps, cross slope and facilities. Information about the Thames Path National Trail should also be available in several formats including visual, braille and audio, and in several languages.

Partnerships between organisations for the disabled and public transport providers should be encouraged. For the great majority of users with disabilities the car will continue to be the main mode of transport. Car parking for disabled users should be provided as close to the river as possible and could be combined with a taxi pick-up/drop-off point. These areas should be safe and secure. Potential sites for car parks exist at Barn Elms and at Dukes Meadows. The feasibility of controlled parking around Broomhouse Lane drawdock should be considered.

There could be an opportunity to take forward the approaches pioneered in the Cross River Partnership including the establishment of an Eco-bus (an electric or LPG-powered bus) route along both sides of the river. Alternatively one or more tourist 'loops' could be considered within the study area, which could include improvements to the surrounding streetscape, such as traffic calming and the provision of new street furniture.

Accessibility to stations / public interchanges should be considered in addition to the environment at the station i.e. most public transport stations (except for the new Jubilee Line) are inaccessible to wheelchair users and offer poor integration between transport modes at stations. The waiting environment should be made safe and secure for vulnerable users of the system.

Accessibility should be improved by making the Thames Path National Trail continuous and upgrading certain sections of the path to take into consideration wheelchair users. Furthermore, paths should be built under the bridges in order that a change of level is not required. Sections of the Thames Path National Trail which could be improved either under, over or around the abutments are located at Kew Bridge, Barnes Railway Bridge (north side), Putney Railway Bridge, Wandsworth Bridge, Chelsea Bridge and Grosvenor Railway Bridge. From a safety aspect, consideration should be given to access / egress points at intervals along the River without detracting from the importance of some stretches being a quiet and tranquil environment.

Putney Pier



Policy Recommendation M12: The riverside walk and other linkages should be designed so as to be accessible to disabled people, to be safe and secure and constructed to a specification and standard suitable for adoption.

Policy Recommendation M13: Car parking for disabled users should be provided as close to the River as possible and improved accessibility to stations and other public transport facilities should be promoted.

Policy Recommendation M14: Consideration should be given to the provision of an Eco-bus route along both sides of the River to facilitate improved accessibility to the riverside.

Riverbus Services

The River Thames was historically an important mode of public transport within London. Although other forms of transport now offer faster and cheaper means of public transport, the River is undeniably an under-utilised asset. Due to the increasing pressure on the existing road and rail networks, there is a growing interest in assessing the feasibility of capitalising on what is essentially a natural resource, which is both attractive in its own right and environmentally less damaging.

New piers are proposed, which not only will enhance regeneration of the area (by bringing tourists as well as Londoners to the areas) but could act as a viable alternative to using the road or rail based network for commuters.

Currently, only Kew and Chelsea are served by river services. Kew Pier is served by a tourist boat from Westminster Pier and there is a commuter service from Chelsea Harbour (operated in connection with the Conrad Hotel and not open to the general public) and a privately run passenger service has recently started between Cadogan Pier and Blackfriars with an intermediate stop at Westminster. The viability of commuter services is currently considered to be restricted as there is an issue of speed limits (8 knots) and tidal and depth of river variations which reduce journey time predictability.

Transport for London is currently developing proposals for new river services to be operated by a consortium of operators. The proposals are at an

early stage of development and will be the subject of full consultation with interested parties. The preliminary proposals are for the operation of twelve boats from Canary Wharf to Wandsworth at 15minute intervals. Existing river services have recently been partially intergrated into the Travelcard system with discounts offered to Travelcard holders.

There is the potential to introduce cross river ferry services linking green areas or key interest areas along the route. Consideration could be given to seasonal ferry services (such as is found at Ham House/ Marble Hill and at Hampton), for example between Ferry Lane (off Lonsdale Road, Barnes) and Church Street, Chiswick. There is potential for the more intensive use of existing piers such as Putney Pier which has scope for use as a western terminus for river services and as an introduction to the University Boat Race. Potential new piers could form part of a 'hop on, hop-off' riverbus service, with riverbus prices being integrated with the existing ticketing system to incorporate buses, underground and trains. The following locations for new piers have been identified, with a number of piers/moorings already approved as part of current proposals:

- Mortlake, opposite Duke's Meadow;
- Wandsworth to the east of Wandsworth Park utilising the former oil depot jetties;
- Gargoyle's Wharf;
- Battersea Park Pier; and
- Battersea Power Station Pier.

LB Wandsworth will encourage new riverside industrial and commercial developments to provide landing stages where appropriate. LB Hammersmith & Fulham will support the use of the River Thames passenger transport services wherever possible. This will be subject to local environmental and amenity concerns, and to minimising adverse impact on the land uses at the bank, according to the Thames Strategy. The Council will specifically encourage a river service between Central London, Chelsea Harbour and Hammersmith.

A catalyst for the success of these piers is good access (visible links), a uniform high standard and continued promotion of the services and the attractions within the area e.g. links to piers from attractions (such as Kew Gardens to Kew Pier), car parks or stations within the area.

Developers of all major riverside sites should be required to provide or consider the feasibility of facilities for future passenger services such as a pier or to subsidise a hopper service between certain key locations. Other mechanisms include lobbying the Major to provide future funds for passenger services on the river through congestion charging (or other forms of subsidy).

Lessons should be taken from recent developments relating to the Thames and the provision of passenger services, which have included the development of new piers and the introduction of new services which have subsequently encountered financial difficulties. River services are a viable and sustainable means of transport internationally and



Existing River services off Hurlingham

although the current thinking is that river passenger services will remain a niche service, albeit providing a valuable adjunct and alternative to the land based network, the feasibility of implementing an initial 'hop-on, hop-off' service should be considered.

One current, albeit large impediment to increased use of the Thames for passenger services is the lack of integration with other transport services. Signing, information, good interchange and attractive access routes all need attention. The potential for closer fare integration will require examination, but is likely to be a crucial aspect to its success.

Policy Recommendation M15: The co-ordinated provision of public transport on the River should be promoted particularly based around focal points of activity, major riverfront developments and at other suitable locations.

Policy Recommendation M16: Existing piers should be retained and enhanced as appropriate and the provision of new piers encouraged at focal points of activity and in association with new riverside development subject to impact on navigation and conservancy. A high quality of design will be required.

Policy Recommendation M17: Options for extending use of the Thames for regular and frequent passenger travel should be explored and the introduction of new and extended services encouraged as part of a co-ordinated public transport strategy.

Policy Recommendation M18: Transport for London should explore measures to integrate fares, ticketing and information on river services with land based services and appropriate measures should be implemented.

Freight Transport

A sustainable strategy must be developed which promotes the use of the River for freight transport, based on an understanding of current and future markets and land use pressures. In the context of national targets to reduce vehicle movements, the potential of the Thames is now more important for freight than passengers and brings significant environmental benefits. The PLA estimates that 4.7 million tonnes of aggregates are transported on the Thames each year.

The current challenge is in getting the materials transported to and from loading and unloading sites along the River. A collaborative approach is necessary across London, which focuses in particular on encouraging new facilities and protecting existing facilities supporting water-borne freight movement. It is essential that the existing interchange facilities be protected.

The majority of the riparian authorities are in favour of the use of the River Thames for passenger and/or freight movements and will encourage, support and promote such uses, particularly in association with major riverside developments and other suitable locations. At the local level for example, LB Hounslow particularly supports the transfer of freight movements from road to rail or water so as to improve the environment.

The GLA and Transport for London must work with other parties to identify options for increasing the use of the River for freight. The Mayor will support

retention of freight interchange facilities on the Thames, in particular through the London Plan safeguarding wharves and the London Development Agency encouraging business to use river freight facilities.

Road and Rail Access to Freight Wharves

It is important that road and rail access to wharves is considered for loading and unloading water borne freight. The biggest difficulty in contemplating any expansion will be the location of transfer points, which may conflict with residential uses. It is important to note, however, that section 3.55 of RPG 3B/9B states clearly that development control should be consistent in its support for existing working wharves and that newly introduced uses adjacent to working wharves must include suitable provision for buffer zones, landscaping or sight and sound barriers. The need to safeguard land for freight purposes is emphasised.



RMC Wharf, Fulham



Use of barges for freight

Policy Recommendation M19: The GLA, PLA, Transport for London and other bodies should work in partnership to identify options for increasing freight use of the River Thames.

Policy Recommendation M20: The use of the River for the movement of freight should be encouraged by the retention of freight handling facilities, and the safeguarding of wharves. Businesses should be encouraged to re-use freight facilities. Development on these sites for purposes that would preclude their future use for the transshipment of freight will only be considered where it is demonstrated that the site is no longer viable as a transport site strategically important to safeguard the continued operation and potential expansion of freight movement on the Thames. Proposals should be accompanied by an assessment of local and strategic needs and potential.

Policy Recommendation M21: Development in the vicinity of safeguarded wharves should be required to minimise any conflict of use and disturbance which might jeopardise their future use for cargo handling and associated activities.

Non-Freight Use

There may be opportunity to provide smaller scale river-related industrial wharves based on boat building and repair, or chandlers. There are currently a number of marine services for river transport in the Study Area. Slip, drawdock and/or

marine repair facilities are listed below:

- Kew Bridge;
- Strand-on-the-Green;
- Watney's Mortlake;
- Two Club Slipways on Duke's Meadow;
- Small Profits Dock, Barnes;
- St Paul's School;
- Barn Elms;
- Putney Drawdock (slipway);
- Chiswick Quay Marina (slipway);
- Alan See Leisure Moorings (marine repairs) Putney;
- Capital Chandlers (marine repairs) Putney;
- Chas Newens Marine (slipway/marine repairs) Putney;
- Broomhouse Street, Putney;
- Battersea Church Drawdock (slipway);
- Broomhouse Dock, Sands End;
- Hurlingham Yacht Club (marine repairs);
- Chelsea Yacht and Boat Company Ltd (Boatbuilders and Repairers) Old Ferry Wharf, Cheyne Walk; and
- Grosvenor Dock (slipway).

Policy Recommendation M22/RC15: The retention of existing riverside facilities including boat building sheds, marine services, slipways, docks, and piers will be supported and the provision of new facilities

encouraged.

Policy Recommendation M23: All access points on the River and the condition and use of each access point should be monitored. The retention of drawdocks, slipways, steps and stairs and the construction of new facilities will be encouraged where these can provide safe access to the River and foreshore. Opportunities to maintain and where appropriate, enhance access to the foreshore should be sought in conjunction with the PLA subject to environmental and safety considerations.

Policy Recommendation M24: The provision of moorings and associated facilities should be encouraged where appropriate as part of new developments in consultation with the PLA.

The use of the River for the transport of spoil and building materials associated with the redevelopment of riparian sites should be encouraged. Examples of good practice include the London Eye and Hungerford Bridge for which all building materials were transported by barge.

Policy Recommendation M25: The use of the River for the transport of spoil and building materials associated with the development of riparian sites should be encouraged. Local authorities should promote the use of conditions on planning permissions to require developers to use the river for this purpose.

Waste Transfer

The Mayor has a duty to publish a municipal waste management strategy, covering issues such as the recovery, treatment, disposal and recycling of waste, with the power to direct local waste collection authorities and waste disposal authorities to ensure the strategy is delivered. The London Plan (LP) will support the Mayor's Municipal Waste Management Strategy through the identification of strategically important locations and sustainable transport routes. Government guidance states that, with regard to PPG10, the National Waste Strategy, other government guidance and EC legislation, the LP should: evaluate the adequacy of existing strategically important waste management and disposal facilities to meet London's future needs; identify the number and type of new and enhanced facilities required to meet those needs; and identify opportunities for the location of such facilities and, where appropriate the criteria for the selection of sites. In doing so the LP should reflect the specific duty to promote transportation on the River Thames (GOL Circular 1/2000). It is within this context that the GLA may look at the safeguarded river sites as one potential opportunity for the location of new or enhanced waste management and disposal facilities.

Additional issues include how to move waste from water to land without causing the concentration of heavy vehicles on the surrounding road network (that is, where vehicles that previously journeyed to alternative management points are redirected).

One response may be to manage a river collection system, whereby daily waste collections are brought by road to a central management depot, sorted and disposed of on-site or transported as part of a co-ordinated collection system (by the most sustainable means) to final processing plants.

Policy Recommendation M26: Where a site is used for the transfer of waste, consideration of its future potential for re-use should be based on the assessment of the requirement to continue waste transfer and the consequent role of the site in contributing to this. If the site is a safeguarded wharf, development for purposes which would preclude their future use for the transshipment of freight in general will only be considered where it can be demonstrated that the site is no longer one of the essential minimum of transport sites strategically important in the Port of London context. Sites which are viable, or are capable of being made viable, should also be retained.

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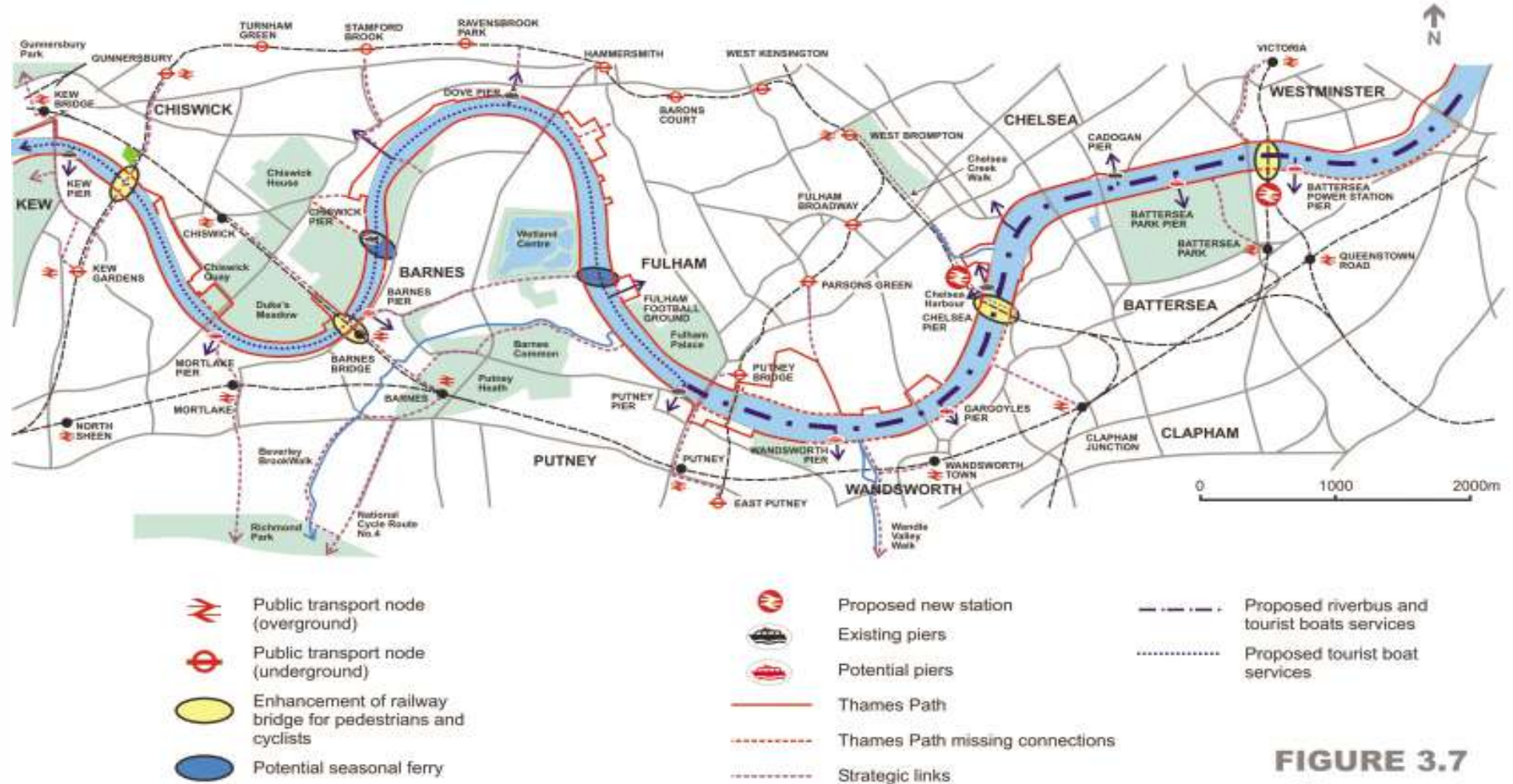


FIGURE 3.7
Movement

SHAPING DEVELOPMENT

Context

'Shaping development' refers to the way that the form, appearance and location of built development is controlled and directed.

The importance of development and the relationship to its surroundings is highlighted in the **Strategic Planning Guidance for the Thames (RPG 3B/9B)**. The Guidance states that within the Thames Policy Area, local planning authorities should:

- Include policies in their development plans for securing a high quality of design, appropriate to its context, for all riverside development and for enhancing urban design and the quality of the built environment;
- Encourage development which includes a mixture of uses, including public uses, especially on the lower floors of buildings fronting the River and which provides an attractive, safe and interesting environment; and
- Prepare design briefs (in consultation with landowners where appropriate) for sites where major development is anticipated or where important opportunities are identified for environmental or urban design improvements.

Within this context, the principal mechanism for shaping development is the **Unitary Development Plan (UDP)** and the forthcoming **London Plan**. All the local planning authorities within the study area include policies in their respective UDPs relating to both the built environment and riverside areas. However, whilst there is a general level of consistency in terms of defining guidance for the Thames Special Policy Area, there appears to be limited co-ordination between the Boroughs in terms of their treatment of the Thames or of contiguous riverside areas that traverse administrative boundaries. This issue has been particularly highlighted by the strong similarities in architecture, built form and layout characteristic of many recent developments and the general lack of distinctiveness in new development which has taken place within different parts of the study area.

The **Regional Planning Guidance for the South East (RPG9)** emphasises the need to improve the quality of life in urban areas. It recognises that living in urban areas should be desirable with an efficient use of land and resources and increasing the sense of community. A holistic approach needs to be taken to the urban area with local ownership for the improvement of communities as a whole. This approach is supported in the Urban White Paper which emphasises the need to raise the quality of life in urban areas and to re-use and regenerate brown field sites. The redevelopment of large sites can provide opportunities for comprehensive schemes that can bring together elements of sustainable development which are sometimes lacking in piecemeal schemes.

Despite the many policies relating to new riverside development in Adopted or Draft UDPs and Supplementary Planning Guidance such as the London Borough of Wandsworth's "Guidelines for Thames Riverside Development", these policies have yet to make a significant impact on the riverside environment in the manner envisaged in RPG 3B/9B. Recent development has in general not produced the high quality of urban design expected for this greatest of London assets and the objectives set out in the Strategic Planning Guidance in this respect have generally not been realised.

The development context has substantially changed with the establishment of the Greater London Authority and election of the Mayor for London. The **London Plan** will address a number of strategic policy areas that will be of direct relevance to shaping development on or adjacent to the River:

- The promotion of sustainable development;
- Housing - including the need to make maximum use of previously developed land and the encouragement of more sustainable patterns of housing development and good design;
- The built environment- including promotion of the urban renaissance through good urban design and improvement of the public realm and protection of areas of historical or architectural interest;

- The natural and open environment- including the creation of green chains and the provision and enhancement of open space.

The initial proposals in Towards the London Plan (May 2001) included the proposed designation of a **Blue Ribbon Network** to address the competing needs, uses and demands placed on the River. The Blue Ribbon Network is intended to create a common focus for ensuring the sustainable use and regeneration of the Thames and associated land along its route. In particular, it is intended to ensure that any new development contributes to the character of the River and achieves a high quality of design; to enhance the use of the River for leisure and transport and increase public access and safety and to review the protection given to boatyards and application of the safeguarding process for wharves.

The key issues relevant to shaping development and to achieving a vital, viable and sustainable riverside are addressed in this section under the following key topic areas:

- Integration with adjacent sites;
- Strengthening identity and character;
- Development and activity hubs;
- Mixed use development;
- Sustainable development;
- Safeguarded wharves;
- Making Connections;
- Hierarchy of routes and spaces;

- Built form (layout, and building design appearance and height);
- Detailing the riverside; and
- Promoting design quality and the role of Architectural Competitions.

Integration with Adjacent Sites

The urban areas of London form part of an integrated whole and the character of these areas reflects their historic development. There is in general a greater connectivity of sites, activities and movement networks in historic urban areas such as Barnes, Mortlake, Old Chiswick, Hammersmith Mall, Putney Embankment and the Chelsea Embankment and Cheyne Walk.

In order to promote the integration of new development with the established urban context and a more accessible and coherent urban form, new riverside development requires an understanding of the context within which it is to take place including an appraisal of local character

and should be undertaken in a manner that ensures integration with the wider urban environment. An understanding of context is of critical importance to the creation of high quality places.

The River and riverside need to be integrated both physically and visually with their surroundings. Direct, attractive, safe and secure connections between the River and focal areas of activity, key features and attractions will help to create comfortable and accessible places. The aim should be to create an interconnected network of linkages with every site being designed in a way that provides a direct connection with the adjacent street and footpath network.

Integration in terms of land use, built form, landscape, open space system, height, views and vistas are also important in ensuring that new development contributes to the quality and character of the wider urban area. The table above identifies the key issues and design objectives to be considered in promoting integration between new development and the surrounding area.

Cheyne Walk



Intergration with Adjacent site: Issues and Objectives

Issue	Objectives
Streets and Paths	Connection with the existing street and path network and transport system. Creation of new through site links and removal of barriers for pedestrian movement to key features and attractions.
Land Use and Structure	Appropriate mix of uses given the existing and proposed allocation of activities in the area. Compatibility of proposed uses with adjacent activities in terms of environmental, social and economic impact.
Built Form	The creation of 'streets for living' with a clear public front and private back supporting a vital and viable public realm. Building materials, colours, massing and height compatible with existing adjacent areas.
Landscape and Open Space	Casual surveillance of public spaces and connection to an open space system. Coordination of landscape materials and approach within the public realm system.
Views and Vistas	Establishing a symbiotic and supportive relationship within a skyline. Avoiding negative impacts on strategic views, important local views, important local panoramas and important local prospects*
Strategic Planning	Compatibility with the long term strategic objectives for a site or area.

* see Views and Landmarks section

Policy Recommendation SD1: Within the Thames Policy Area new development will be required to take into account the context and local character of the area in addition to issues relating to sustainability, social inclusion and regeneration. Development proposals should be required to incorporate a contextual assessment of the site and its surroundings and clearly demonstrate how this context has informed scheme design. A contextual assessment of this type should incorporate consideration of the full range of issues applying to the appropriate integration and contextual 'fit' of new development proposals.

Strengthening Identity and Character

The character of the Thames between Kew and Chelsea is diverse and varied. While the River may have a regional identity and function, at the more local scale its character and identity varies significantly from reach to reach.

'Character' is a general term that defines the essential quality of a place. It does not, however, relate to a single quality, but to a wide variety of qualities, functions and historical development. The prevalent feeling of a place or its "genius loci" arises from the complex interrelationship of physical and social geography, history and the morphology of urban form, the natural landscape and the quality of buildings and other man made objects.

An examination of landscape character has informed the identification and assessment of the eight character reaches in the Kew to Chelsea stretch of the River Thames.

Each of these areas has a clear and identifiable character and sense of place. Despite this, recent developments have not in general contributed to, or enhanced this quality. Recent developments display a certain "sameness" in their design, form and the palette of materials used, with little to distinguish the character of one site from another. In many cases, there appears to be a typical built form and layout for new residential developments, with architectural detailing forming the only contrast between sites.

A fresh approach is required, whereby new development will be promoted in a way which will enhance the character and appearance of the

riverside environment. High quality of design can make new development inspirational and contribute to the character of an area. A response should be encouraged which reflects the distinctive character of the local area and promotes a high quality of design. In this way identity and character may be strengthened, through contributing to and supporting the Quality of Place. The Urban Design Compendium produced by English Partnerships and the Housing Corporation (Llewelyn Davies, 2000) and the former DETR document 'By Design - Urban Design in the Planning System: Towards Better Practice' both include a useful classification of urban design issues to which development proposals should respond.

Clearly, a range of design actions can be promoted to support and enhance local distinctiveness, identity and character, ranging from landscape and architectural detailing through to urban structure and approaches to built form. These approaches can contribute to local identity and distinctiveness,



Regents Wharf, Fulham

although they must be undertaken in the context of a detailed character assessment. This assessment should form part of the Design Statement which developers should be required to submit giving details of the proposed development.

Policy Recommendation SD2: The Description of Character Reaches should be included within UDPs and Supplementary Planning Guidance and provide a basis for the assessment of contextual appropriateness and contribution of new development to character and identity.

Policy Recommendation SD3: Development proposals should be required to include a detailed character assessment of the site and its surroundings. Issues to be considered should include:

- Roles and relationships of the development site to its local and strategic context;
- Relationship to contiguous areas (land uses, views and skyline etc);
- Relationship to river channel including river wall, foreshore, riverside walk, green chain and open space;
- Historical associations, archaeology and morphology;
- Cultural associations and heritage;
- Streetscape and public realm;
- Links to green chains and corridors;
- Buildings, structures and spaces;
- Uses and activities;
- Visual analysis; and
- Biodiversity issues.

Character and Identity: Key Issues

Issue	Scope
Regional Identity	What are the common characteristics; physical, social or economic, that are common to the region?
Linkages to	How do connections define the settlement characteristics? Is it a linear Surroundings structure or part of a wider grid of streets?
Local Character	What are the elements of local distinctiveness, both in the form of the place and the way it is used? How does it relate to the Character Reach? Are there any local materials, forms or features that may inform the design?
Morphology	What has given shape to the local morphology - historic routes, block patterns, building heights and massing, local vernacular etc? How do these present opportunities for appropriate design?
Natural Features	Are there any ecological or geological features that can be highlighted and contribute to the design?
Socio-economic	What are the demographics of the area and are there particular local Profile traditions and events to draw from?

Urban Design Compendium (Llewelyn Davies (2000))

Development and Activity Hubs

A number of key issues highlight the need for a consistent and co-ordinated forward planning approach to the development of riverside areas between Kew and Chelsea. These include:

- A lack of co-ordination and integration between development sites;
- Pressures for the redevelopment of sites occupied by river-related uses and the need to retain and promote river-related uses;

- A lack of focal points along some stretches of the River;
- The need for an integrated approach to forward planning in order to co-ordinate incremental development over time;
- The need to consider the interrelationship between development sites. Development sites have generally been considered in isolation from each other and there has been no comprehensive strategy to address preferred patterns of development in any particular area.

- Mixed use development may not be appropriate in all locations ;
- The need for greater cross river interaction and synergy;
- Similarity in the form, layout and appearance of recent and proposed developments;
- The characteristics of the identified character reaches should be reflected in the nature and form of any future development/ change.

A co-ordinated approach is required in order to achieve an appropriate level of consistency, while also recognising variations in character between different reaches and the need to establish strong and focused centres of activity. In response to these issues, a number of development and activity hubs are proposed.

The proposed development and activity hubs in the Kew to Chelsea stretch of the River are identified on Figure 3.8. These are focused on river crossings and comprise Kew Bridge, the south bank of Chiswick Bridge, Queens Wharf/ Hammersmith Bridge, Putney Bridge, Wandsworth Bridge, Battersea Rail Bridge, Chelsea/ Grosvenor Bridges and Vauxhall Bridge.

Vauxhall Bridge is included as a development and activity hub although part of the area falls outside the study area. There will be a requirement to coordinate initiatives with the London Borough of Lambeth, City of Westminster, GLA and Cross River Partnership in this area.

The identification of the development and regeneration hubs has been based on a number of key factors. These factors are considered below:

- ***The need to view the river as a connecting element rather than a severing one and the ability to provide for cross river integration.***

The River currently supports a series of fragmented focal points, many of which are inward looking and on one bank of the River only. As such, the River is often seen as a barrier. It is proposed to build on these existing focal points and infrastructure and to encourage the breakdown of physical and perceptual barriers in order to promote cross-river synergy.

River crossings are fundamental to the development of hubs and cross-river integration. Without adequate crossing points, the River will continue to act as a severing element and as a barrier to movement. In some cases, the potential for development may facilitate the construction of additional crossings in order to promote cross-river synergy although this will be dependent on co-operation between individual Boroughs.

- ***The presence of an area of defined character (Character Reaches)***

A total of eight character reaches have been identified within the Kew to Chelsea stretch of the River. Each character reach incorporates a section of land from both the north and south sides of the River, for whilst the landscape or development form on one side may be different from the other, their relationship adds to the overall character, and

historically may have been one of the reasons the area developed as it did. The identification of focal areas for development and activity hubs should reflect the disposition of character reaches.

- ***The presence or proximity of existing or potential urban facilities, including open space.***

In terms of sustainability and accessibility, new foci for development should have good access to existing and new facilities as early as possible. As such there is a need to ensure that development is integrated with existing services and facilities in the first instance, and focussed in areas that can accommodate suitable levels of retail/services/ public transport in the longer term.

- ***The presence of areas of future urban development and regeneration potential, or current development interest.***

Development and regeneration hubs, and the development of efficient and co-ordinated facilities and mix of uses requires a sufficient scale of development to support this provision.

- ***A need to provide a focus for urban development and activities.***

Development should be focused, creating communities of interest and a viable mix of uses. Approaches to development that result in a proliferation of the same mix of activities over wide areas should be discouraged. Such approaches have the potential to spread activity so widely that they neither encourage community interaction and

the development of nodes of activity, nor do they provide a strong, economically viable location for service providers and businesses. The concentration of activities in focal areas well served by public transport and accessible to a large catchment area will assist in the achievement of development objectives and the creation of a vibrant character in appropriate parts of the study area.

- ***The identification of focal points and focal areas of activity in existing planning guidance***

Strategic Planning Guidance for the Thames (RPG 3B/9B) highlights the need for focal locations in the provision of public uses and the need to relate development proposals (and policy controls) to the character of individual stretches of the River. Implementation of these policies is required through the inclusion of appropriate guidance within UDPs. To date however, such area based development guidance has only been addressed in detail in the London Borough of Wandsworth's UDP.

The Wandsworth UDP identifies a series of Special Area Policies for focal points of activity of varying scales. Each of these focal points is however associated with only one side of the River. This issue raises the point that given the cross-River proximity of services, transport, retail and other facilities and the location of significant development potential, key focal locations need to be considered in a more comprehensive and cross-River context. Synergy and focus can only effectively be created at the key locations by defining hubs which incorporate development on both sides of the River.



Potential Development and Activity Hub, Battersea Railway Bridge

Policy Recommendation SD4: The location of existing and proposed development and activity hubs should be identified as focal areas of activity in specific area based policies. Hubs should incorporate built development on both sides of the River.

Policy Recommendation SD5: Area based policies should be included in UDPs in respect of the identified development and activity hubs. These principles and proposals should be developed by the relevant cross-River local authorities. Policies should highlight these areas as:

- Focal points of activity and the preferred location for larger scale mixed use development;
- The preferred location for landmark and high buildings, subject to environmental

considerations, and impact on the local area and strategic and local views, including those in adjacent and opposite boroughs;

- A key mechanism for encouraging cross river synergy and integration;
- A key location for transport interchange;
- The preferred riverside location for public facility investment, including transport and public realm works.

Policy Recommendation SD6: Development frameworks/master plans should be prepared for identified development and activity hubs including detailed three dimensional development guidelines. These should be developed on a partnership basis between the relevant cross-River local authorities and

adopted as Supplementary Planning Guidance (including detailed area specific urban design guidelines). All aspects of land use, built form, public realm, urban structure and function should be addressed.

Mixed Use Development

Government guidance supports and encourages mixed use development as a means of regenerating urban areas and promoting sustainable development objectives. In accordance with this guidance, UDP policies within the Kew to Chelsea area generally encourage mixed use development, although to varying degrees depending on local characteristics. Within Kensington and Chelsea and Hammersmith & Fulham, Conservation Area designations can limit opportunities for extensive mixed use development along parts of the riverfront. Within the other three local authority areas, however, policies encourage mixed use development in the Thames Policy Area.

The London Borough of Wandsworth encourage a mix of uses on all sites. This specific requirement is contained in both the UDP and in Guidelines for Thames Riverside Development. The result of this policy position has been a proliferation of mixed use developments in riverside areas. What is not immediately apparent however, is the similarity in the mix of uses being provided. This indicates that the application of mixed use policies is being undertaken on a site by site basis, rather than from an area based perspective.

The principle of mixed use should generally be promoted taking into account site characteristics and local character/accessibility. The key issue is to relate to the range of uses and the manner in which they are provided. Live-work and convenience retail could be considered appropriate in any development and may increase in intensity with an increase in scale. Provision within walking distance of residential and commercial development rather than on a site specific basis is suggested as appropriate as this will help to provide activity centres, encourage interaction and provide for economic vitality and strength. The range of uses should also be reviewed to include river-related uses that encourage the use of the River for employment, leisure, recreation and sport. They assist in maintaining and enhancing interaction with the river.

A mix of activities should be encouraged that either depend on a riverside location or help to draw people to the riverfront. Such uses should be particularly encouraged at ground floor level and on sites near public transport. Appropriate activities include:

- Water dependent uses eg: boat moorings, boatyards, riverbus stops and watersports centres;
- Waterfront - enhancing uses eg: restaurants, cafes, sports facilities, parks and cultural facilities

Consideration should be given to the potential for the inclusion of water dependent and waterfront

enhancing uses in all development proposals relating to riverside sites. Health, education and other social considerations also need to be taken fully into account in considering the range of uses to be accommodated.

Policy Recommendation SD7: The principles of mixed use development, including a hierarchy of mixed use, should be promoted for riverfront areas, where appropriate. River-related facilities, live-work and small scale convenience retail/services will be considered as appropriate components of any riverfront development. A greater mix of and intensity of uses, however, should be encouraged at specific locations. These include the identified development and activity hubs, areas with an existing concentration of activity and at new locations well served by public transport. Health, education and other social considerations and infrastructure requirements should be taken fully into account in determining the appropriate development mix.

Policy Recommendation SD8: The development of riverside sites should be required to make appropriate provision for the retention or replacement of existing water dependent and waterfront enhancing uses and to make provision for new river-related facilities and River access in appropriate locations.

Sustainable Development

Sustainable development requires competing ecological, social, and economic considerations to be appropriately balanced to ensure that meeting the demands of the present does not compromise the ability of future generations to meet their own needs.

Sustainable forms of development can be promoted through the application of a variety of design standards, materials and practices and the promotion of energy efficient measures. The policy emphasis on sustainable development also highlights the importance of making the best use of land available for development.

More sustainable patterns of development can be promoted in a variety of ways. In respect of the riverside areas between Kew and Chelsea, the following approaches could be considered:

- ***Focusing development at key existing centres or other locations that are easily accessible***

The identification of development and activity hubs will assist in promoting sustainable development objectives. These locations will become foci for development, activities and transport provision.

- ***Minimising the use of private vehicles***

Strategies that promote public transport and walking within the Thames Strategy area will contribute to the achievement of this objective. The concentration of activities into walkable catchments

and the identification of development and activity hubs will have a direct effect on the requirement for car use. Sensitive treatment of the public realm to enhance safety, security, vitality and comfort will create an environment where walking may be seen as a favourable and enjoyable alternative.

■ **Providing for higher densities in areas that are easily accessible to activity centres**

As the focus for the most intense forms of residential development and a wide range of other uses, development and activity hubs will provide a situation where activities and people are brought together in closer proximity.

■ **Providing high quality living and working environments that are safe, stimulating, comfortable and appropriate**

The provision of a high quality public realm is critical for the creation of conditions that will make walking and cycling viable and attractive propositions.

■ **Employing energy efficient practices in the design and layout of buildings and spaces**

Energy and resource efficiency has implications for the Thames Riverside in terms of sun, water and wind. Passive solar design can have a marked impact on the cost of heating, cooling or lighting buildings. Rainwater can be collected, stored and recycled in order to reduce dependence on the supply of potable water. In a wider context, the use

of building materials that contain low levels of embodied energy or avoid the exploitation of rare or endangered species/habitats (eg rainforest timber) provides for a more efficient use of the earth's resources at a regional or global scale.

■ **Implementing the principle of robustness**

The principle of robustness refers to building for longevity. In order to promote this principle, it will be necessary to ensure that buildings utilise high quality materials so that they are able to last. In addition, buildings should be designed wherever possible to incorporate a level of adaptability, in order to respond to changing conditions and accommodation requirements over time.

Policy Recommendation SD 9: The principles for the delivery of sustainable development within the Thames Policy Area should be set out in UDPs and promoted through Development Briefs and Guidelines. Guidance should refer to and encourage the principle of robustness in all new development, particularly within development and activity hubs and in mixed use areas.

Other sections of the strategy should be referred to in the context of achieving more sustainable development patterns. These include policy recommendation for Hubs and Mixed Use; Integration; Identity and Character; Making Connections; Built Form and Detailing the Riverside.

Safeguarded Wharves

The policy of safeguarding strategic wharves is highlighted within RPG 3B/9B and is reflected in UDP policy. In line with this advice, the PLA has also prepared a development strategy, which provides policy recommendations for consideration in the formulation of planning policy and development control decisions. The Strategy is principally concerned with facilities for cargo handling but also seeks the continued and enhanced use of the river for the transport of waste. The PLA relies upon local planning authorities and Government to adopt the planning stance required to allow its statutory requirements and objectives to be met. The following wharves are safeguarded for freight related activities:

- Cremorne Wharf (RB of Kensington and Chelsea) - currently operating as a recycling operation, the PLA consider it has potential for handling intraport cargoes eg: sorted materials for recycling downstream;
- Western Riverside Transfer Station (LB of Wandsworth) - London's largest riverside waste transfer station serving Western Riverside Waste Authority;
- Pier Wharf (LB of Wandsworth) - currently importing aggregates by road but PLA consider it to have the capacity to be brought back into port use;
- Cringle Dock (LB of Wandsworth) - waste transfer station serving Western Riverside Waste Authority;

- Metro Greenham (LB of Wandsworth) - an intraport aggregates terminal;
- Readymix Vauxhall (LB of Wandsworth) - an intraport aggregates terminal;
- Hurlingham (LB of Hammersmith & Fulham) - now disused, this wharf last handled cement;
- Swedish Wharf (LB of Hammersmith & Fulham) - an intraport fuel wharf adjacent to RMC Fulham;
- RMC Fulham (LB of Hammersmith & Fulham) - an intraport aggregates terminal.

Significant redevelopment pressure has been placed on wharf sites in recent years as speculation for high value riverside sites has increased. This is illustrated by the recent planning application for a mixed use redevelopment scheme on the former Gatliff Road Waste Transfer Depot in Pimlico. The application was determined by the Secretary of State under the directions issued in February 1997 in association with the strategic planning guidance. The Secretary of State concluded that whilst great importance should continue to be placed on protecting wharves on the River as part of a strategic policy to promote use of the River for freight transport and passenger purposes, the significant material considerations in this case were sufficient to allow the proposal. Whilst the Secretary of State remains committed to the protection of wharves as part of a strategic policy for river transport, the Gatliff Road decision highlights the importance which will be placed on the potential for use as a working wharf and the

relationship to other existing wharves on the river in determining the future use of these sites.

Responsibility for planning applications relating to safeguarded wharves has now been transferred from the Secretary of State to the Mayor but both endorse the safeguarding of the wharves identified in the PLA strategy. The Article 10 and Article 14 Directions issued by the Secretary of State in February 1997 to protect strategic wharves along the River have been re-issued to classify the sites as Part IV sites under the Mayor of London Order. Boroughs are required to consult the Mayor as soon as reasonably practicable on any applications lodged. It will be necessary to take into account such factors as history of inactivity, lack of demand over a substantial period and assessment of demand looking significantly into the future. The wharves are not safeguarded in adopted Unitary Development Plans (UDPs) which pre-date these directions but are identified in current UDP reviews.



Safeguarded wharf

Policy Recommendation SD10: Development on safeguarded wharves which would preclude their use for the transshipment of freight will only be considered where it can be proven that the site is no longer one of the essential minimum of transport sites strategically important in the Port of London context. The strategic importance of a site is determined in particular by:

- Geographical proximity and connections to existing and potential market areas;
- The existence, location and availability of comparable alternative cargo-handling sites, having regard to current and projected handling capacities and market demands;
- The existing and potential contribution that the site can make towards reducing road based freight movements in the Port's catchment area, having regard to the distance between final market and cargo-landing points;
- Existing and potential relationships between the site and other cargo-handling sites or land uses. e.g. for the purposes of transshipment, intraport movements, inland freight movements, sourcing for industrial processes and just-in-time delivery systems;

In the case of non-operational sites the following criteria will apply:

- **The likely timescale within which a viable cargo-handling operation can be attracted to the site, having regard to current and future market demands and port operator development timescales;**
- **Other sustainable transport uses must be considered first before other uses.**

The Secretary of State has identified the PLA, LPAC (now GLA), and the Environment Agency as organisations capable of providing guidance on the location and suitability of safeguarded wharf sites. Proposals to develop safeguarded wharf sites should be accompanied by an assessment of the site addressing the strategic criteria identified above and any other issues identified by the PLA, LPAC (now GLA) and the Environment Agency.

Policy Recommendation SD11: Where it can be demonstrated that use for port activities is no longer viable or necessary to meet strategic requirements for freight handling, development proposals should incorporate the reuse of wharf structures for public transport or other river-related purposes where appropriate, eg. public wharf for casual or occasional use.

Policy Recommendation SD12: New development in the vicinity of working wharves must include suitable provision for buffer zones, landscaping and sight and sound barriers in order to minimise any conflict of use and disturbance. Developers should justify the manner in which the proposal achieves a relationship with the river environment and landscape.

Making Connections

Historic development patterns have always supported a relationship with the River that has emphasised its importance for everyday life. A key objective should be to improve the relationship between development adjacent to the Thames and the River itself. New development should not turn its back on the river, nor block the hinterland but should provide visual and physical linkages to the River.

The historic, fine-grained block structure still evident in locations such as Hammersmith Mall and Putney Embankment provides good connections between the River and the wider urban environment. A 'permeable' system is provided in these locations, encouraging cross-site connections and movement, and the integration of individual sites into the wider urban environment.

The onset of the industrial revolution and the 20th century has seen the redevelopment of some areas for larger scale industrial, storage and handling facilities. This has resulted in the creation of large blocks and sites along much of the Thames riverfront. The availability of some these large sites for redevelopment has provided the opportunity for the creation of new riverside quarters or small neighbourhoods in a single location. The amalgamation of several smaller sites in order to create an economically viable parcel has also contributed to this 'coarsening' of the urban grain.

The design of recent development has tended to become internalised and to turn its back on surrounding areas and the River through the

creation of enclaves. Developers have tended to favour an approach that maximises the benefit of a riverfront location for those buying into their respective sites who seek a secure and exclusive environment. Furthermore, recent design approaches have failed to place development within a wider context and have considered development of the riverside on a site-specific basis. As a result, only limited attention has been paid to connection and integration with neighbouring areas.



Fulham, above Putney Rail Bridge ~ Poor setting



Strand on the Green ~ Good setting

Successful development depends on good access and connections. Connection to the surrounding street and circulation system is important for even the smallest developments, as is the connection of key points of public interest or activity to places where people live and move. To achieve this, it is first necessary to establish the existing points of access and linkages and the relationship of these to the location of key focal points and areas. This will assist in achieving a form of development that facilitates movement as well as efficient and responsive building forms.

Policy Recommendation SD13: The contextual assessment of any proposed development on the riverside should be required to demonstrate the manner in which the proposed development provides appropriate connections to the River and is connected with the surrounding street and circulation network. The results of this analysis must demonstrably inform development and design proposals and help to establish an integrated system of linkages.

The quality of public space has much to do with the usability of spaces as pedestrian routes. Routes to the River and through development sites should be accessible to the public and should be safe and secure. If places are perceived to be safe, they will be used. In this respect, all pedestrian routes should be well lit and overlooked by adjacent development. Dead spaces and blind corners should be avoided wherever possible.

The perception of public and private space, and the transition between the two also has an impact on the utility of streets and paths as viable pedestrian routes. There are several examples of an effective transition being achieved between the public and private realms. It is clear in these circumstances that a public route is intended and available as a pedestrian thoroughfare. In some recent examples however, the transition between public and private space is poorly defined, with access to the river for pedestrians blocked.

Pedestrian comfort is also an important consideration. Pedestrian spaces should provide vital and viable places with adequate shade and shelter, and sunlight in winter. Design should relate to the environment, ensuring that the negative effects of the environment are avoided and the positive harnessed. Detailing of the public realm can also help to provide connection with cultural or historic associations and provide visual interest and vibrancy.

Policy Recommendation SD14: Local planning authorities should prepare guidelines to ensure that all linkages form part of a network of public spaces, including the river itself. Particular attention should be directed to ensuring that development overlooks pedestrian routes and that they are well lit, safe and secure spaces. They should provide direct connections between areas of activity or interest, provide visual interest and be designed in a way to create a comfortable microclimate.

Making Connections : Key Steps



Step 1: Analyse the site and establish the key links in the surrounding street system



Step 2: Establish direct connections through the site to the surrounding street system and riverside



Step 3: The street pattern forms the basis for perimeter blocks within the development

Hierarchy of Routes and Spaces

A tradition associated with the urban environment is the creation of stimulating environments that offer a variety of experiences and opportunities. This tradition has tended to become lost in the design and delivery of new urban development.

Approaches have become standardised and as a result, the complexity and stimulation provided a wide sequence and hierarchy of spaces and places has tended to be lost. This trend is evident on the Thames riverside. A common perception is that the qualities embodied within areas such as Strand on the Green and Chelsea Embankment have failed to be achieved in new riverside development.

Hammersmith Mall and Putney Embankment are often cited as good examples of riverside places. In these locations a sequence of spaces has been created through a complex mix and interrelationship of the River, built forms, activities and public spaces. The riverfront is not viewed as a linear public space, but as a series of defined focal spaces linked by linear elements. Areas such as these have created a hierarchy and sequence in the public realm and urban environment generally. These areas present a wide variety of opportunity and experience, from large focal landscaped open spaces associated with adjacent public and entertainment uses to riverfront promenades and residential streets and lanes.

Recent development has in part attempted to imitate this pattern, although it has been applied at a site specific scale rather than on an area-wide basis with the result that the opportunity to create a sequence of places has tended to be lost. The site by site approach of providing a consistent riverside walk comprising pavement of varying landscape quality and maintenance, interspersed with pocket sized spaces has resulted in a relatively bland and repetitive approach to this important aspect of the public realm. What is required is a return to a broader view where spaces and activities are co-ordinated to generate a hierarchy or sequence of events along the River.

The environment plays a key role in the quality of life and policies should emphasise the need to optimise the potential of the existing environment and seek future opportunities which can be created through new development schemes. Issues that should be considered include the opportunities to create new open spaces and pockets of valuable green space where habitats can be improved to increase biodiversity. Borough Open Space Strategies will help to identify these opportunities.

Policy Recommendation SD15: A riverside walk of a minimum 6 metres width should be provided in all new development schemes on the riverside and variations in width should be encouraged to create a strong sequence of spaces of varying sizes. Larger spaces of at least 200-500square metres should be created at

regular intervals on the riverside walk. These locations should be co-ordinated with the provision of development and activity hubs, and access to the river itself. The design of the riverside walk should take into account the character of the River and local area, including direct river access where appropriate.

Policy Recommendation SD16: The preferred location and character of focal public spaces should be identified. As a general rule, a significant open space should be located within 400 metres of all residences taking into account the existing open space network and areas of deficiency. The location of these should tie into a complex and interconnected system of routes, both on land and on water, and open spaces throughout the urban area.

Policy Recommendation SD17: Master Plans should be prepared for larger open spaces on the riverside, including proposals for linkages to the riverside and river itself from the surrounding area, boundary treatment and landscaping. The positive contribution which trees and open spaces can make in terms of their recreational, nature conservation and wider environmental and social benefits should be maximised.

Built Form (Height, Massing, Layout, Scale)

Built form along the River Thames has been changing at a rapid pace in recent years. Increasingly, waterfront industries have been replaced by new development forms, typically of a residential or mixed use nature. The appearance, use and image of the riverfront has been radically altered by the impact of these developments. Changes are likely to continue into the future although policies should seek to protect river-related activities. The Strategy must address how future change can be controlled in order to minimise impacts and maximise potential benefits for the River. An examination of recently completed

developments in terms of their form and response to the River and general surroundings provides lessons to be taken into account in considering future development guidelines.

New development which has taken place over the last 10 years, is often cited by residents and users of the River and its environs as being inappropriate in terms of its form and character and relationship to the River and surrounding area. In contrast, well established areas (eg Strand on the Green and Chelsea Embankment) are most often cited as good examples of development. While this may represent current opinion, there are also examples of recent development which are considered to be examples of good practice.

Each of the local authorities within the Kew to Chelsea stretch of the River has a direct involvement in the control of the built environment, through their UDPs and development control decision making. The UDPs contain policy principles relating to the built environment, within which the key categories of layout and form, design and appearance and building height are all addressed to some extent. With the exception of the Wandsworth UDP, no UDP at the present time addresses these issues either in detail or in terms of their specific relevance to riverside environments. LB Wandsworth is the only local authority to have prepared detailed supplementary planning guidance which includes design guidelines specifically relating to the Riverside environment.

Policy Recommendation SD18: Specific design guidelines for development on the riverside should be prepared by each local authority as supplementary planning guidance. This should incorporate guidance in relation to the full range of issues relating to the interaction of buildings with the landscape, public realm, riverside and river itself, and should be specifically related to the particular character reaches.

Policy Recommendation SD19: Development Briefs should be prepared for major riverside sites. Consideration should be given to the relationship to adjacent development sites, defined development and activity hubs and to the riverside and the river itself.



Strand on the Green

Layout and Form

This group of factors refers to the way buildings are located on a site and the manner in which they relate to and support the public realm and the River. Layout and form includes issues such as building orientation, edge conditions and the definition and ownership of space.

One of the most important issues defining the spatial quality of places is the manner in which buildings orientate and interact with the public realm. Buildings need to define space in a manner that supports and integrates with the existing urban environment. Building orientation does not just imply the location of the building footprint toward the edge of the block. It is also critical that this interface with the street and river front is an active one. Such boundaries should be the location for building entrances and interaction between the building interior and the street. In this way, casual surveillance and pedestrian safety and security can be maximised.

There are many recent examples that demonstrate the emergence of an alternative urban form on riverfront sites. These buildings, rather than respecting the orientation of the riverside walk, are designed as a series of perpendicular 'fingers'. The street frontage however, maintains its edge. This form clearly increases the potential of new residents to gain access to river views, though it does little to promote integration with the surrounding area or the quality of the riverside walk as a pedestrian environment. In this respect, potential through-site links are closed off, while a positive interaction with the riverside walk is only possible at a series of points.



Open space, Morgans Walk

The relationship of buildings to public space is also an important element in defining how the riverside environment is perceived and used. There needs to be both a clear definition of space, as well as a transition between public and private areas. A direct interaction of public and private spaces can often produce an uncomfortable relationship with significant privacy issues. In older parts of the riverfront, and in a few more recent examples such as River Gardens, such issues have been successfully avoided through the definition of a strong semi-public/semi-private transition area and the sensitive use of level changes.

Buildings set back from the pavement edge present more inviting environments and a more suitable transition in space from the public environment of the riverside walk to the private realm of the building interior. Buildings without such a transition display a harsher relationship and present problems for safety, security and ownership of space.



Chelsea Harbour: Use of level changes

Level changes can be used to address privacy issues in cases where there is no potential for the provision of a transition space. An appropriate relationship between the public and private realms can also be created through the use of separation, planting and changes in level to define the semi-public transition between private buildings and the public space.

Policy Recommendation SD20: Supplementary Planning Guidance should include clear guidance for layout and form of new development including river use and river access. In this respect, the key issues to be addressed and encouraged include:

- **Development should acknowledge the presence of the riverside and the river itself and express a strong relationship with it;**
- **Permeability of edges and spaces;**
- **Development of a perimeter block form that respects the alignment of streets and the riverside walk;**

- The creation of active frontages through the orientation of entrances, habitable rooms and public uses to the street and the riverside and the river itself;
- The incorporation of a suitable semi-public/semi-private transition between the public realm of a street, riverside walk or public space and the private realm of building interiors; and
- Compatibility with principles of integration and connectivity.



Wandsworth Riverfront



Fulham Reach Riverfront

Building Design and Appearance

Building design and appearance are most often conceived of in terms of architectural style. Architectural style alone, however, should not determine what makes a good building. The study area contains examples of many styles and this adds to the interest of the urban fabric. What is more important is the quality of the building and public realm in totality. Viewed from this perspective, the principal question is whether the building, regardless of its architectural style, makes a positive contribution to the character of the urban area and the public realm.

Building design and appearance is principally concerned with the way that buildings look. It incorporates such ideas as visual interest and appropriateness, richness and diversity, materials, and in terms of interaction, the level of ground floor activity. Design and appearance also have relative importance at a variety of scales - small scale detail is important at ground level for pedestrians, while large scale modulation and articulation provide interest at longer viewing distances.

Buildings should include as many ground floor entrances as possible in order to assist in the creation of an active frontage. Façades can be modulated and articulated with treatments such as bay windows, balconies, canopies and the use of a variety of materials in order to maximise visual interest. The number, composition and contrast of elements on a building façade, viewed from both near and far, are the key to determining visual quality and interest. A building should appear rich

in detail, from a range of distances, avoiding blank walls in particular.

Being a 'good neighbour' is important. New buildings should respect the existing context and respond positively to its key defining features such as set back line, cornice lines, proportioning, block structure and morphology. This does not imply pastiche. New architectural forms can be both supportive and complementary where they are based on these key contextual criteria. There is a place for challenging and innovative designs along the River taking into account the context within which the development is proposed. Furthermore, a stark contrast between architectural styles and materials can make a place vital, interesting, stimulating and distinctive.

Policy Recommendation SD21: Supplementary Planning Guidance should include adequate guidance in respect of building design and appearance. In this respect, the key issues to be addressed and encouraged include:

- **Compatibility with the character reach and with neighbours in terms of key contextual criteria such as setbacks, cornice lines, massing and proportion, materials, block structure, morphology etc.**
- **Frequent ground floor entrances and openings.**
- **Modulation and articulation of façades.**
- **High levels of visual interest through the composition and contrast of façade elements.**

Building Height

It is not considered useful to attempt to define rigorously what is and is not a tall building as this will be dependent on the context of the development proposal and the character of the surrounding area. It will therefore be necessary to critically examine the implications of any proposed development which is substantially taller than its surroundings and/ or which would significantly change the skyline. These implications can either be positive or negative and depend greatly on a detailed assessment of the context and potential implications in relation to this context.

Towards the London Plan (May 2001) recognised that high buildings can have a significant impact both on their immediate surroundings and on skylines and views across London. The document states that high buildings are often flagship developments that play an important part in regeneration and may be relevant to the master planning of areas with good public transport access and capacity. It is, however, important to consider the local context for development when considering proposals for high buildings. This is reflected in the current Strategic Planning Guidance for the Thames which states that proposals for high buildings need to be considered in relation to a number of factors including the quality of urban design and architecture, contextural relationship and functional considerations such as hydrological, wind, shadowing and transport effects.

Proposals for high buildings are likely to be of strategic importance and as such, it is important

that all those involved in the decision making process carry out a balanced assessment of relevant considerations, including:

- Impact on London's skyline, built heritage and the character of major urban spaces, including the Thames and parks;
- Architectural and urban design quality including effects on public realm;
- Mix of uses and provision of equitable access to the building and public realm;
- Ability to capture value for public benefit and influence strategic objectives including opportunities for regeneration, economic and social sustainability and public transport benefits;
- Sustainable construction and building performance;
- Microclimate;
- Transport accessibility and capacity;
- Aircraft operations, telecommunications and navigation.

In order to assess development proposals, detailed information will be required from the applicant including an Environmental Statement and Design Statement as explained in the English Heritage/ CABE draft *Guidance on Tall Buildings (June 2001)*.

A review of strategic policy relating to high buildings



Battersea Riverfront - Montevetro and St Marys Church

is currently being undertaken by the GLA as part of the preparation of the London Plan. The London Plan will provide the strategic context for future UDP reviews and for consideration of any future proposals for high buildings within the study area.

While the London Plan is being developed the Mayor has produced *Interim Strategic Planning Guidance on Tall Buildings, Strategic Views and the Skyline in London (October 2001)*. This Interim Guidance is intended to supplement the 1999 LPAC Advice to provide clarification and to reflect the Mayor's recent thinking on the issues. These publications are summarised in Part 2 of this document.

The LPAC Advice states that the consideration of proposals for high buildings needs to take account not only of their effects on the London economy but also the impact of their architecture, massing and location on the local and London-wide environment. It identifies areas where new development including high buildings could be appropriate subject to the local context and the impact of individual proposals.

The LPAC Advice concludes that the planning system can usefully steer proposals for high buildings into appropriate areas but that the areas must be identified and clearly designated in UDPs. The LPAC Advice explains that particular regard should be given to the following issues in identifying areas which may be appropriate for high buildings.

- Local context (including existing clusters);
- Sustainability concerns (such as major public transport nodes);
- Views and panoramas (including designated strategic views and important local views);
- Particularly sensitive locations (including historic parks and gardens and major open spaces such as the River Thames).

In considering proposals for high buildings it is important to highlight issues of particular relevance to the study area. The only strategic viewing

corridor which could potentially be affected by development within the study area would be the strategic view of St Paul's Cathedral from Richmond Park. Any proposals which could potentially affect this viewing corridor must therefore be carefully considered. It should be noted that the Mayor has commissioned a review of the strategic views and this is expected to inform the London Plan.

It will also be necessary to carefully consider the potential impact of proposals for high buildings on the character and use of major open spaces (including Metropolitan Open Land and the River itself) and on elements that make up the historic environment such as historic parks and gardens within or closely related to the study area. In addition, it will be necessary to consider the impact of proposals within and adjacent to conservation areas and on the setting of listed buildings within the study area.

The LPAC Advice states that any development proposal including high buildings will need to be of a very high architectural quality, be particularly well located in terms of public transport accessibility and make a positive and interesting contribution to London's landscape. It would normally need to be of significance in meeting regeneration objectives.

The LPAC Advice states that in identifying areas appropriate for high buildings along the River Thames, Boroughs are advised to take into account the influence of the River and in particular its bridges in offering some of the most important local, medium and long distance views of the Capital. The identification and protection of important local views, prospects and panoramas will assist in maintaining the open aspect of the River Thames. The LPAC Advice also refers to the studies undertaken for the Government as part of the background work for the Thames Guidance which included an assessment of urban form and character (Thames Strategy: A Study of the Thames, 1995) These studies concluded that,

“the extensive open areas and domestic scale of buildings along the Thames between Hampton and Putney Bridge can be identified as making this area unsuitable for high buildings with the possible exception of town centres such as Kingston. Although there are a number of tall buildings and structures between Putney and Vauxhall Bridge, the predominantly small scale and residential nature of adjoining areas means that the opportunities for high buildings are very limited”.



Lots Road Power Station and Worlds End, Chelsea

The potential role of landmark buildings is recognised in the Strategic Guidance for the River Thames (RPG3B/9B) and the Guidance states that Boroughs should give consideration to the context in which these would be considered appropriate and to allocate these sites in UDPs for the inclusion of major public facilities or as points of attraction for river users or visitors.

Many high buildings along the River have been conceived as 'landmarks' which are often significantly higher than their surroundings. High buildings can have a positive role to play in defining focal points, commercial centres or locations of interest and can contribute to the quality and legibility of the riverside. In this way, they can provide valuable landmark elements, assisting in legibility and wayfinding, and in signifying locations of importance relative to others. However, at present they tend to be conceived without a coherent design framework and to compete with each other for attention.

A key consideration must always be the relationship of high buildings to their contextual environment, their impact on local and strategic views and their relationship to the River. In this respect it is important that high buildings are able to maintain an active River and ground level frontage and a human scale of interaction with the street and riverside. Likewise, issues such as scale and juxtaposition, access to the River, relationship to the opposite bank of the River, and impact on River views need to be carefully

considered and where appropriate addressed through such actions as stepping down to meet a lower scale context and ensuring a strong compatibility with surrounding areas at ground level and with the River frontage. The issue of landmark structures is addressed in detail by Policy Recommendation VR6. In order to balance the potential impacts of high buildings and to promote strategic objectives such as regeneration, sustainability and improved public transport, it may be most appropriate to locate high buildings in development hubs and identified landmark locations.

At the present time, policies relating to high buildings vary significantly between different UDPs in the study area. Given the current review of policy relating to high buildings, there will be a requirement to monitor changes in strategic policy relating to high buildings and to reflect this in future UDP Reviews and development control decision making and to take into account any other relevant guidance in considering proposals for high buildings.

Policy Recommendation SD22: All proposals for high buildings should be presented in the context of an urban design study/ master plan of their immediate and wider areas based on a full character appraisal of the area. Proposals should be accompanied by design statements and accurate and realistic representations of the appearance of the buildings in all significant views affected (near, middle and distant). In

particular, developers will be required to show that account has been taken of the influence of the proposed development on the River Thames and riverside including the effects of shadowing, wind, hydrology, transport, use access, skyline and the landscape of the green edge.

Policy Recommendation SD23: Proposals for high buildings should take into account strategic policy and other relevant guidance and should be considered in accordance with the following criteria:

- i) The relationship to context and the effect on London's skyline (including long distance views and panoramas);**
- ii) The effect on the existing environment and built heritage including the need to ensure that the proposal will not inappropriately damage or detract from designated important strategic and local views, prospects and panoramas, open spaces (including the River), conservation areas, listed buildings and their settings, scheduled monuments, archaeology, historic parks and gardens, the green edge of the tow path or the landmark effect of an existing high rise building;**
- iii) The need to be well located in relation to public transport accessibility and capacity;**
- iv) The architectural and urban design quality of the building including its scale,**

massing, silhouette and facing materials; its relationship to the River, riverside and opposite bank of the River; its relationship to other structures and its effect on the public realm and contribution to the surrounding landscape;

- v) The contribution that the development will make to the overall “sense of place” and to external and internal public spaces and facilities in the area including the provision of a mix of uses and the creation of and provision of equitable access to a high quality public realm;
- vi) The effect on the local environment including microclimate, such as overshadowing, sunlight, daylight and wind effects; night time appearance; vehicle movements and the environment for those in the vicinity of the building;
- vii) The contribution made to the permeability of a site and the wider area, including opportunities to offer improved linkages on foot and improved access to the River and to open up views of the River and the riverside;
- viii) Function and fitness for purpose;
- ix) The social and economic sustainability of the proposals;
- x) The contribution of the proposed development to strategic objectives such as regeneration and sustainability and the ability to capture value for the public

benefit including public transport improvements.

Policy Recommendation SD24: All high buildings should be the subject of a detailed contextural analysis and Environmental Statement and a balanced assessment should be undertaken of the criteria set out in Policy Recommendation SD25 in considering any



Belvedere Tower, Chelsea Tower

proposals within or adjacent to the study area. Proposals should establish a strong and supportive contextual relationship with adjacent and opposite development and the River and minimise negative environmental impacts.

Detailing the Riverside

Detailing of the riverside refers to the selection of materials, colour, texture, themes and approaches and to the way the riverside is experienced, perceived and used.

Detailing will determine the identity and quality of a place and can:

- Signal the commitment of developers, the community and local authorities to encouraging and maintaining high standards;
- Create and maintain value;
- Create or contribute to character, local identity and distinctiveness;
- Create and maintain a locally valued and thriving public realm.

There will be a requirement to promote good design, quality materials and perhaps most importantly, a commitment and programme that ensures successful long-term maintenance. These issues apply to both buildings and to treatment of the public realm and landscaping.

A key issue for the Thames - Kew to Chelsea is the relationship between protecting the distinctiveness

of individual areas and co-ordination of the riverfront. To date, new developments have largely adopted their own approach to detailing of the riverside, with only minimal co-ordination between development sites and adjoining local authorities. The result has been a wide variety of approaches and styles, as well as varying quality along the riverfront. A greater sense of integration is required on the riverfront, while also continuing to foster local distinctiveness.

There are several key areas where detailing can have a significant impact. The first of these involves the development of public spaces. In this respect, focal areas of activity should be provided

along the riverside, to encourage a wide range of activities. Public spaces can accommodate a range of activities such as a venue for street performers, shop stalls and other events.

The detailing of the riverside, in all cases, should seek to strengthen local identity and character but should also be considered within the context of a wider appreciation and approach to the River. In this respect, approaches to detailing should utilise local materials, retain and enhance historical associations and utilise iconic elements relating to the local area and its relationship to the River as a whole.

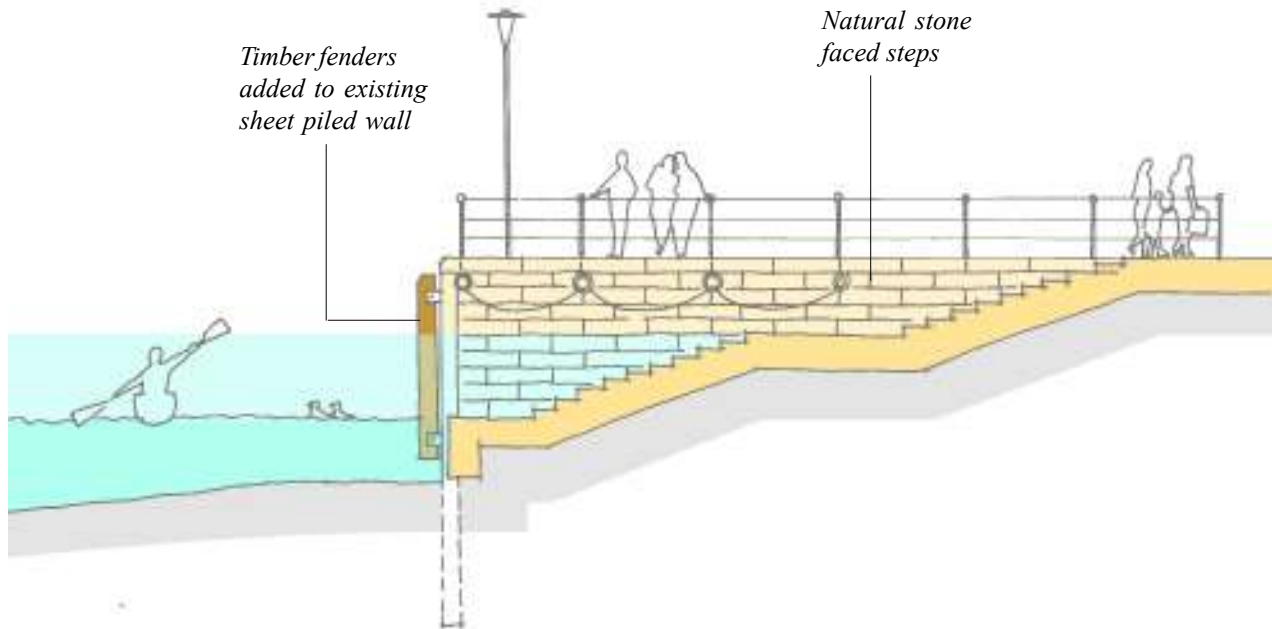
Policy Recommendation SD25: Riverside development should be required to provide a

high quality riverside environment.

Supplementary planning guidance for the River should include guidelines for detailing of the riverside that:

- **Establish a minimum standard for selection of materials;**
- **Establish a palette of preferred urban elements and materials that is related to the the River as a whole, as well as individual character reaches;**
- **Encourage the development of focal spaces and programmes for the use of public space;**
- **Strengthen local identity and character on a character reach basis, through the use of public art and installations that support liveliness and historic or character associations;**
- **Encourage the use of architectural and landscape approaches and elements that provide visual interest and stimulation for other senses;**
- **Provide for future management and maintenance of the riverside environment.**

Policy Recommendation SD26: Developers should be encouraged to enter into legal agreements regarding the treatment and long term maintenance of riverside areas.



Architectural Competitions

The Thames is an important element of London's urban landscape. The appearance of riverside sites will influence the image of the Thames and of London as a whole. In order to acknowledge the clear importance of such sites, a key objective must be to encourage the highest quality architecture and urban form possible. Architectural and ideas competitions are an important way of helping to encourage such outcomes. For key sites and for public/civic buildings, a competition can provide a basis for securing high quality design, greater identity and character as well as a forum for public interaction prior to the submission of a planning application and assessment of a proposal by the local authority. The use of a competition process for key sites can also help to generate a measure of variety that has been lacking from recent approaches to development along the River.

The Architectural Competition process should be tailored to the specific needs of an individual project. However there are two distinct forms of competition; to find the right architect (or design team), or, to find the most appropriate design solution for a site. The most common and appropriate form of competition envisaged for the Thames Strategy - Kew to Chelsea area should involve finding the right design solution for a site. This will require a detailed brief to be issued to all participants to enable comparative design submissions to be made.

There are many competitive processes that can enable the selection of an appropriate design solution for example:

- **Open Ideas Competition** to identify a range of possible design solutions, against a broad conceptual brief, with no immediate commitment to build;
- **Open Project Competition** to find a single design solution. This is often a two stage competition with a detailed project brief and a commitment to build;
- **Invited Competition** to find a single design solution, though restricted to a small group of invited participants. There should be a detailed project brief and a commitment to build.

A clear feature of any competition on the riverside, however, should be the inclusion of a public review process through both the use of open ideas competitions and through display and opportunities for comment in respect of competition entries.

The Royal Institute of British Architects (RIBA) can provide assistance through its competitions office. A RIBA approved competition can be seen to provide several benefits - Institute endorsement, which is critical in the eyes of many design professionals; agreed costs and timescales; coordinated publicity; alternative designs; and not least, a tangible atmosphere of excitement in the selection of a quality design solution through a well structured and auditable process.

Policy Recommendation SD27: The organisation of architectural competitions in respect of all major riverside sites that are proposed for redevelopment should be encouraged. The opportunity should be provided for the public to comment on submissions as part of the competition process.

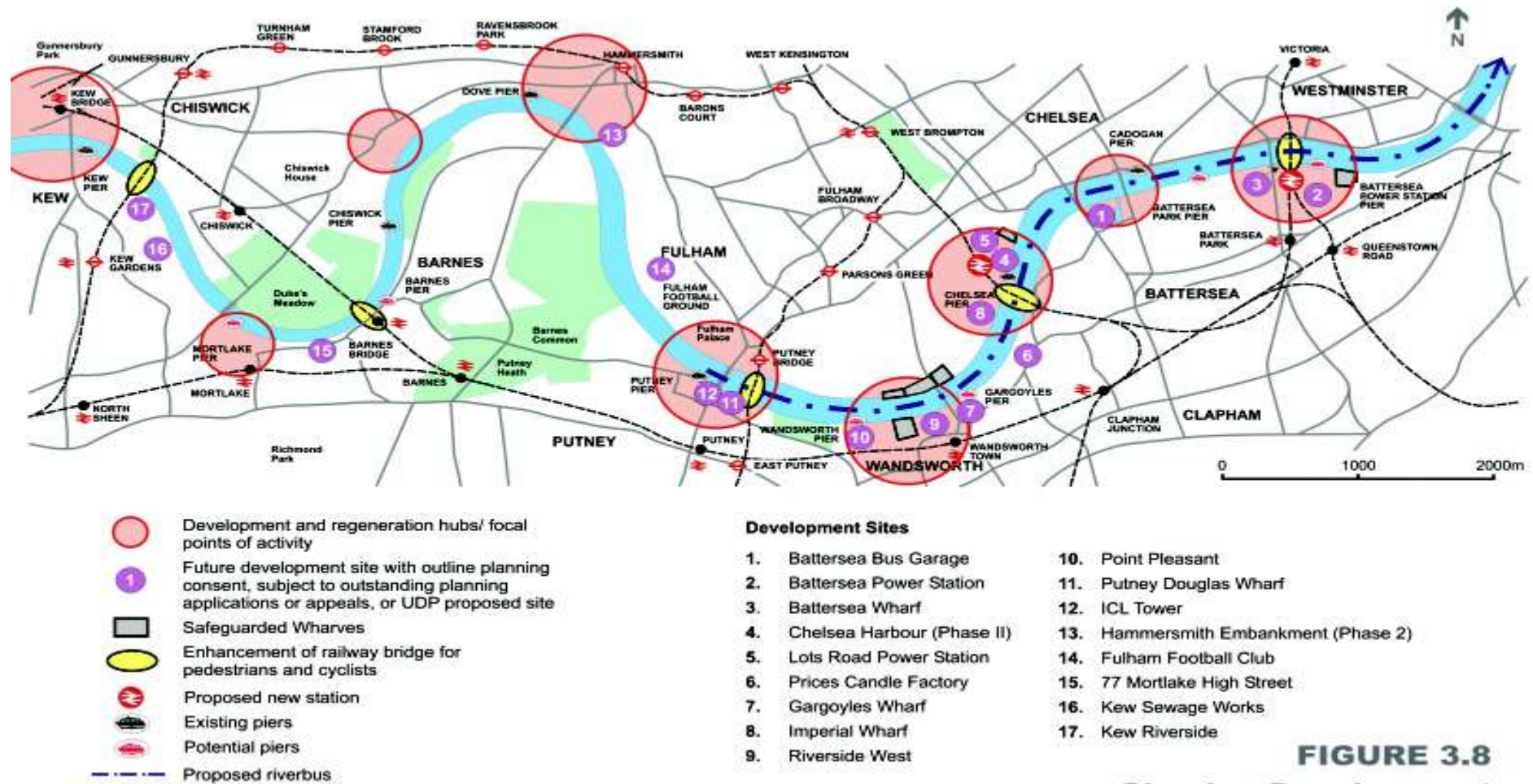
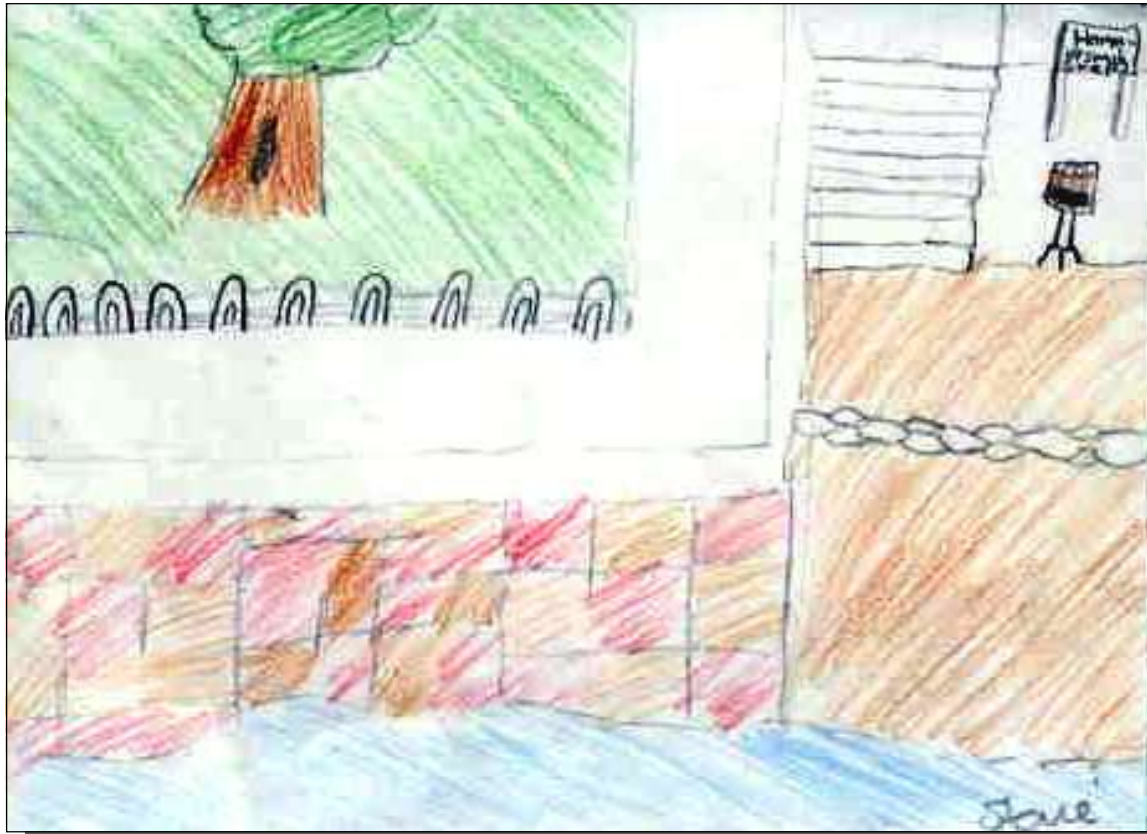


FIGURE 3.8
Shaping Development



*Jane ~ St Paul's Primary School,
Hammersmith*

PART 4: CHARACTER REACHES

IDENTIFICATION OF CHARACTER REACHES

As detailed in Part 1, the study area has been divided into eight character reaches which have been defined on the basis of a detailed character appraisal which has taken into account factors such as visual analysis, built form, landscape and vegetation, the channel edge, river structures, the character of the public realm, movement and cultural and historical associations.

Each character reach comprises areas of similar character and includes land from both the north and south sides of the River. This section considers each of the character reaches in turn and examines how the historical development of each character reach has helped to determine its visual and cultural associations. The key issues and opportunities for enhancement of the River and riverside environment are highlighted in each character reach.

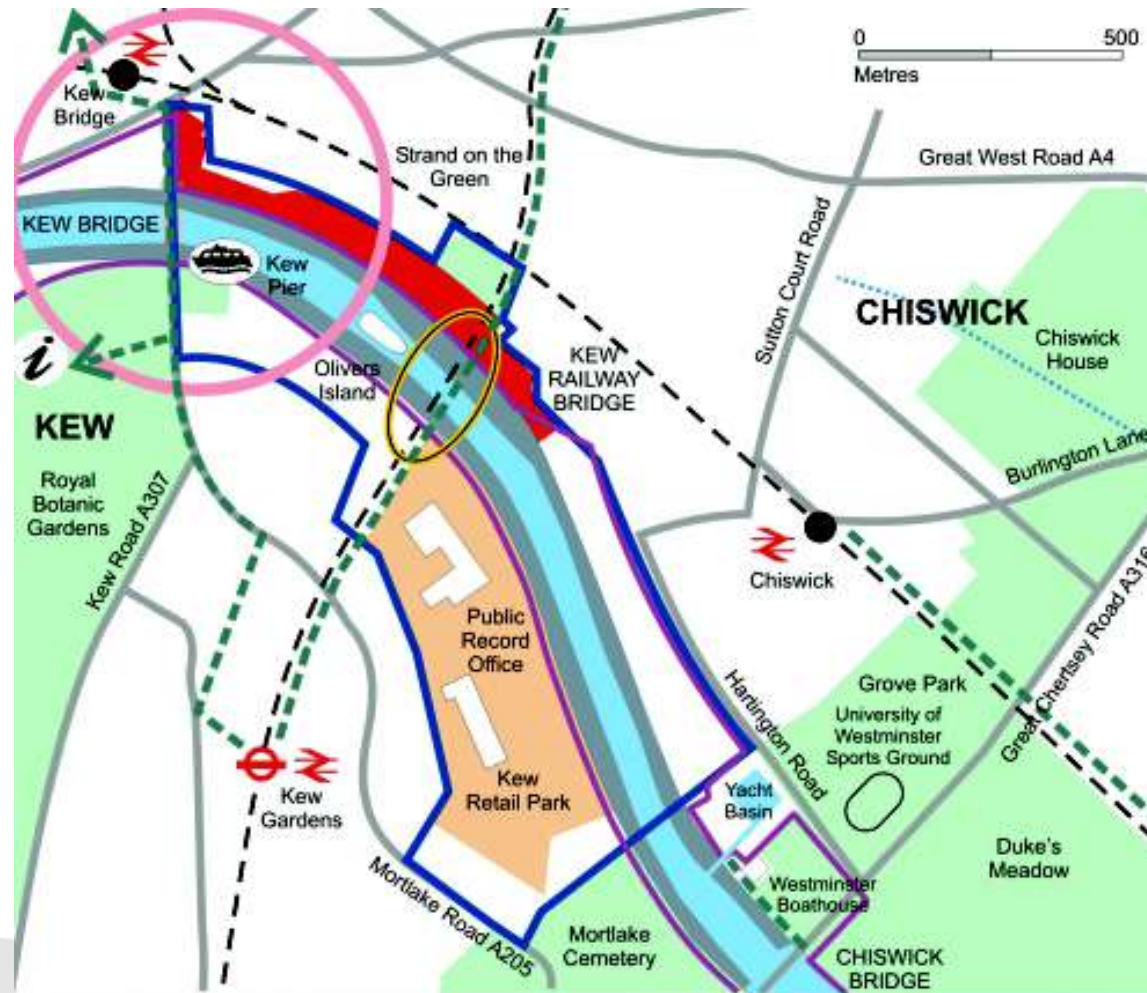
This division of the River into sections and also the chosen boundaries between sections are artificial - the River is, of course, one and the sections merge into each other - but it provides a useful study tool.

The character reaches comprise the following:

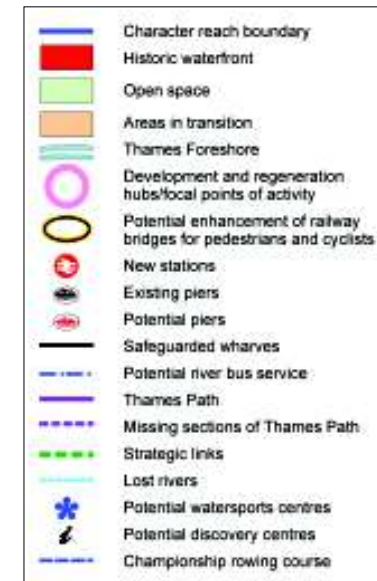
1. Kew and Strand on the Green
2. Mortlake, Barnes and Dukes Meadow
3. Chiswick, Hammersmith and Lonsdale Road
4. Fulham Reach and Barn Elms
5. Putney and Fulham Palace
6. Wandsworth and Sands End
7. Chelsea and Battersea
8. Nine Elms

CHARACTER REACH NO.1 : KEW AND STRAND ON THE GREEN

River Chart Name: Mortlake Reach



Strand on the Green and Kew Railway Bridge



Key Characteristics

This character reach marks the start of the study area and the gateway to the Royal Botanic Gardens in Kew. It is crossed by two bridges – Kew Bridge (road) and Kew Railway Bridge. Oliver's Island provides a secluded area of natural habitat. On the north bank, the river is bounded by the historic riverside development of Strand on the Green. To the south, is the Kew Public Records Office, and along the River's edge, the fragile fringe of the wooded Kew Tow Path.

Key features of Character Reach No.1 may be summarised as follows:

- Kew Bridge forms a frame to the reach and a focal point in itself;
- Oliver's Island emphasises the historic rural scale of the reach;
- Kew Railway Bridge provides a potential opportunity for improved cross-river links;
- Historic riverside development example at Strand on the Green;
- Kew Public Records Office is an improvement opportunity site;
- The development of Kew Riverside;
- The fragile edge of the wooded Kew Tow Path;
- The visitor gateway to Kew Royal Botanic Gardens;
- Access to river transport services at Kew Pier.



Historical Background

Kew Riverside

Kew for centuries marked the lowest point at which the Thames could be regularly crossed on foot. This ford, and the ferry that succeeded it, just upstream from Brentford Ait, gave Kew its original name of “Cayho” – a quay (cay) on a spur of land (ho).

The **ford at Kew** is one of the two most likely sites (the other is further upstream at Walton), where Julius Caesar crossed the Thames in 54 BC on his way to the British camp which was at St Albans.

The stretch of River between Kew and Richmond became a favoured location for a succession of kings and their followers, attracted by hunting and the desire to escape as far as possible from the stench and disease of London. Henry VII centralised his government on the palace at Shene which was rebuilt and named after his Yorkshire earldom of Richmond. Henry’s relations, the Earl of Devon and Charles Somerset, bought estates at Kew, to be close to the seat of power at Richmond.

Tudor Kew had an unusual shaped village green. It was longer than it is today and stretched all the way from the pond to the ferry. The riverside, rather than the green, was, however, the focus for the Tudor mansions; while in the river were the fishing weirs from which the **Westerly Ware** takes its name. Next to Kew Bridge is the Westerly Ware local park.

The Civil War interrupted the gentlemanly pursuit of building up estates at Kew. Brentford, on the opposite side of the River, was the site of one of the battles. Oliver’s Island opposite Strand on the Green, is, according to legend, said to have been involved. Oliver Cromwell either withdrew there briefly to discuss his military plans or escaped there from the Bull’s Head on the north bank via an underground passageway.

Downstream from Kew Green, in Mortlake Manor, **West Hall** was growing as an estate. As a name, West Hall is at least as old as Kew, and dates from the 14th century. The house of West Hall itself was built at the end of the 17th century, at which time the manor covered at least 300 acres. Just to the west of West Hall was an equally substantial house initially called Brick Farm.

The land around these two important houses was let out for grazing and market gardening. The banks of the River at Mortlake and Kew were among the first locations for **market gardens** serving the rapidly growing population of London. Vegetables grown by the market gardeners were taken by cart into London daily. The water meadows were also used to fatten up cattle that were driven from other parts of the country.

The restoration of Charles II also ensured the return of the landed gentry to their Kew estates. **The Capels** were a leading family of the Restoration. The whole Capel family was devoted to the fashionable pursuit of gardening and established the first gardens at Kew.



Willows on the river bank were harvested for basket making.

Royalty returned to Kew with the arrival of the Hanoverian Kings and established the Ormonde Lodge Estate along the river bank from Richmond to Kew ferry. Prince Frederick was the first of the royal gardeners. Although Frederick and the Capel family have a claim to be the founders of the **botanic gardens**, its official foundation date is 1759, when William Alton took charge under the



The first Kew Bridge

overall direction of Lord Bute. Sir Joseph Banks became Director of the botanic garden after Bute's retirement and continued in this role for half a century. During this time he introduced nearly seven thousand exotics to Britain. The botanic gardens were opened to the public in 1841.

The first **toll bridge at Kew**, a wooden structure built by John Barnard, was the only bridge at that time between Fulham and Kingston. It proved incredibly popular and on the first day 3000 people crossed. The wooden structure suffered from chronic problems and was replaced by a stone bridge, designed by James Paine, who had just completed Richmond Bridge.

In the early 1800's the **hamlet of West Hall** was a farming community dominated by a handful of master market gardeners. Dung was brought nightly from the City to a dock built two hundred yards from West Hall on a small inlet, known as Kingston Creek. This site remained as a sewage

works until its current transformation into luxury riverside houses. The dung was used for intensive growing of peas, rhubarb, radishes and asparagus.

In 1869 the **railway came to Kew**. It brought large numbers of visitors to see the gardens and also acted as a catalyst for the transformation of the fields of the market gardens into housing estates for the new rail commuters.

The riverside between Kew and the new bridge had altered significantly by the start of the Second World War. There were fields of vegetables and orchards at Pink's Farm but there were substantial buildings too. The Ministry of Labour had built a **Claims and Records Office** next to the Railway Bridge and the sewage works was sited where once the dung barges had dumped their loads. There was also the tall chimney of the rubbish destructor – known locally as The Dust. Further inland next to Gipsy Corner, Dodge were making cars.

The sewage works site is currently being developed with 472 residential units, comprising a mix of houses and flats (including affordable housing) up to a maximum height of 4 storeys. The development has been set back from the River to provide an area of public open space accessible from the wooded Tow Path. Completion of the Kew Riverside development is expected by 2004.



Fishermen in the late 19th century

Strand on the Green

On the opposite bank of the river, Strand on the Green grew up as a small **fishing village**, and has probably existed since the Bronze Age. Hand axes and flint tools have been found and dredging during the last century curiously revealed a large number of human skulls in the River belonging to people living around 600 BC.

The name "strand" means a waterside path; the original fishermen's cottages backed onto orchards and fields, hence the origin of the name Strand on the Green. Most of the houses and workshops had entrances onto both the riverside path and Back Lane (renamed Thames Road in 1907). A number of historic alleys and passages still link Thames Road with the waterfront.

The opening of **Kew Bridge** in 1759 brought prosperity and importance to the village, and led to the building of several large houses with grand Georgian brick facades, alongside the earlier



The Maria Wood, City of London barge

cottages. Small riverside industries were set up including: malt houses serving the local breweries, boat repair yards, barge builders and one of the largest laundries in London.

The riverside location has always been a favoured location for pubs; in 1860 there were six and Strand on the Green is still famous for its old pubs. The Bull's Head was licensed by 1722, the Bell and Crown by 1751, and the City Barge dates back to 1497.

In the 18th century, the **City Barge** public house was renamed after the last of the City of London's ceremonial barges, the "Maria Wood", which was berthed at Strand on the Green. The City of London's Navigation Committee put up buildings on Oliver's Island in the late 1700's and stationed barges for the collection of tolls. A former tollhouse is still present on the opposite side of the River.

In the early nineteenth century the opening of the **Grand Union Canal** at Brentford diverted freight

and traffic away from Strand on the Green which led to a slow decline in its fortunes, made worse by the Royal family moving from Kew to Windsor. Some industries remained until the 1950's but it has now become predominantly residential.

Johann Zoffany, the court painter to the Hanoverian kings, led an ostentatious lifestyle at Number 65 Strand on the Green, one of the fine Georgian houses, from 1790 to 1810. During this time he painted the Last Supper, using local fishermen to pose for the figures of the Apostles. Distinguished residents of Strand on the Green have included Dylan Thomas and Nancy Mitford.

Grove Park

Downstream from Strand-on-the-Green the riverside path has historically diverted inland to avoid the Grove Estate. A building is known to have stood on the site since 1412. **Grove House** was built in the



Strand on the Green, looking towards Kew Bridge, 1832

early 1700's as a desirable country retreat. It was set within fine grounds, with avenues of walnut trees and sweet chestnuts.

In the 1840's the **Duke of Devonshire**, the owner of nearby Chiswick House, acquired the estate. This increased his land holdings in Chiswick to nearly 50% of the parish. The new Chiswick railway station, opened in 1849, was constructed on his land and in 1867 he publicised plans for a spacious estate between the River and the railway, and built the Grove Park Hotel to attract visitors to the riverside.

Grove House was retained within the proposed development, together with Grove End, a turreted mansion built in 1861. The Duke intended the new residential estate to appeal to rich merchants together with the less wealthy middle classes. He built a range of sports and leisure facilities including boathouses on the River, a golf course and facilities for punting on the lake in the grounds of Grove House. The first houses were built in 1871.

Grove House was demolished in 1928 and houses and flats constructed on its site. The large gothic houses on the riverfront near Strand on the Green were built in the 1870's. The remainder of the other riverside developments were built at different stages during the 20th century. The art deco block of flats, **Hartington Court**, was built in 1938 on the site of Grove End. Thames Village was completed in 1956 and **Chiswick Staithe** in 1965. The houses in **Chiswick Quay**, each with its own mooring, were built around the old lake of Grove House, which was commandeered for barge building in World War 1. The riverside developments are served from

Hartington Road, named after the Dukes oldest son, the Marquis of Hartington.

Character Appraisal

Kew Riverside

The Tow Path from Kew Bridge to Chiswick Bridge is raised about the adjacent land. For the majority of this stretch of the riverbank the Tow Path is enclosed by trees and regenerating shrub. The path passes the **Public Records Office**, the filter beds of the sewage works, the site of the Kew Riverside development, which is currently under construction, a refuse depot and Mortlake Crematorium. These land uses are delineated by a variety of fences and boundary treatments, and on the landside of the Tow Path prevent views. Regenerating ash, sycamore and elder growing out of the revetments on the riverside of the path restrict views across the river to Strand on the Green and could be removed in places to enhance views across the River. There are a number of very large plane and horse chestnut trees which were probably planted as part of a 19th century flood defence scheme.

Next to Kew Bridge is the **Westerly Ware** public garden. This small local park is below the level of the riverside path and the river is not visible from it. A fence and hedge prevent small children straying near the river and protect the park from damage and vandalism, which is evident throughout this stretch of the Tow Path.

The gardens include a First World War Memorial, tennis courts, a children's play area, lawns and

flower beds. With the loss of its park keeper some years ago, there was a rapid deterioration and local residents formed the Westerly Ware Association to try to address the many problems. With much hard work they have managed to raise standards and deal with vandalism.

The play area includes a featureless expanse of tarmac and would benefit from new equipment. River access from Kew Green is parallel to Kew Bridge passing the arches under the bridge, used for small engineering businesses. Their private forecourts are fenced and in poor condition.

The **pier at Kew** is the first scheduled stop for tourist boats from Westminster. It is now privately owned by Westminster Passenger Services Association. The ticket office is an unattractive portacabin, and whilst some improvement works have recently been implemented, the pier is in need of further enhancement. The adjacent seats have recently benefited from the installation of a piece of



Kew Pier ticket office

public art. Just downstream from the pier is the start of a surfaced section of the Thames Path National Trail.

The private Priory Park bowls and tennis club is protected by barbed wire and the allotments are fenced by railings and wire mesh. The parapets of **Kew Rail Bridge** are covered with graffiti, and regenerating ash and sycamore currently conceal the brick abutments. This whole area has a feeling of neglect, which is made worse by illegal tipping.

The five storey **Public Records Office** complex is set back from the river. In front is the riverside development proposed by St George which was approved following a recent public inquiry. This development is set in a hollow dominated by large sycamore and ornamental maples which cast dense shade over the area. Nearby is a rare snail reserve site. Occupation Lane runs parallel to the railway line to the Mortlake Road. The landscaped lake and impressive entrance at the front of the Public Records Office is in contrast to its abandoned rear elevation facing the River.

Kew Bridge

The view downstream from Kew Bridge is an **important panorama** with the row of fine riverside houses and pubs on the northern bank of the River at Strand on the Green looking across to the wooded Tow Path of Kew Riverside. **Oliver's Island** divides the River, and in the background is Kew Railway Bridge. The former importance of this section of the river for transporting people and



Oliver's Island

goods is evident from the barge repair grid and several mooring piles within the River. The pier at Kew continues to provide limited passenger services during the summer months.

The busy traffic junction at **Kew Bridge** is in contrast to the relative tranquillity of the riverside (the area as a whole does, however, suffer from aircraft noise). The scale of the buildings is also very different. The start of the M4 at the Chiswick Roundabout is an important transport hub and a focus for high-rise office development, close to Heathrow Airport. The distinctive blue arches of the Vantage West office building, next to the elevated section of the M4, are clearly visible in views travelling north across Kew Bridge.

The large 18-storey office block built over Gunnersbury Station, now the home of the **British Standards Institution** is also clearly visible from the south bank of the River. A new 90,000 square

feet riverside office development – Kew HQ, is currently under construction next to Kew Bridge, and a former 1960's office building opposite Kew Bridge Station has recently been remodelled and transformed into luxury riverside apartments. This increasing urbanisation of the north bank of the River at Brentford and Kew Bridge continues a trend started in the 1960's which saw the building of the five tower blocks at Brentford, which remain the most visible landmarks.

The tall standpipe tower of the **Kew Bridge Steam Museum** is an important visual and historical reference point looking upstream. The square brick tower, built in 1867, contains pipes 70 metres above ground. The function of these pipes was to receive water from the massive steam-driven beam engines and to maintain pressure in the local mains. This former waterworks helped to deliver West London's water supply for over a century, until the completion of the Thames Water Ring Main in the early 1990's.

Strand on the Green

The approach to Strand on the Green from Kew Bridge is often dominated by cars queuing to get onto the bridge. The Thames Path passes under Kew Bridge linking to the **Waterman's Art Centre** on the riverside at Brentford. This route benefits from new information boards, but the quality of the public realm is variable in the vicinity of Kew Bridge.

The **drawdock** next to Kew Bridge is often strewn with litter and debris left by the tide, and the river wall has been repaired with a rather stark engineering brick parapet. This section of river wall

could be enhanced by adding new timber fenders, mooring posts and rings.

These measures could form part of a comprehensive enhancement programme for this section of the Environment Agency's flood defence, when the existing wall has to be rebuilt.

The **riverside promenade** between the drawdock and the start of Strand on the Green is a valuable amenity, but would benefit from the provision of new street furniture and paving. The large London plane trees along this section of embankment are an important feature of the riverside, contrasting with the fine Georgian houses just downstream. The two-storey brick Pier House, built in 1914, is on the opposite side of the road. The brick flood defence wall is set back next to the pavement and impedes views of the River. The former Steam Packet Hotel is now a busy Café Rouge restaurant. The first regular steam packet service to operate on this stretch of river – from Queenhithe to Twickenham – began in 1824.



Slipway at Strand on the Green, Kew



Strand on the Green

The sequence of grand **Georgian houses** alongside smaller cottages, many with Dutch gables and shutters, combine with the old riverside pubs along the River at Strand on the Green to create one of the most important historic and architectural waterfronts between Kew and Chelsea.

A unique feature of Strand on the Green is that, unlike Barnes or Hammersmith, it remains one of the few residential stretches of the tidal river never to have been embanked although the Chiswick UDC Act 1911 gave approval for a very substantial embankment.

The close relationship between the houses and the River, and the variety of flood defence measures employed to protect the houses is a key element in defining the overall character. The flood defences here are at a very low level and the narrow riverside path often floods. Many of the buildings are entered via steep steps, and have metal flood defence doors and sliding panels for windows. Balconies

are common on the first and second floors. Number 60, **The Dutch House**, has painted blue shutters. The smaller cottages have delightful front gardens with roses and shrubs spilling over brick walls onto the riverside path.

The path varies between 1.5 and 3 metres in width and is mainly surfaced with tarmacadam, except for sections of York stone in front of larger houses, for example No.1 Strand on the Green which also has its own steps leading to the foreshore. Work commenced on the repair of the supporting structure for the public footpath in front of the Bull's Head near Kew Railway Bridge.

The opportunity exists to improve the appearance of the public realm throughout the length of the strand, in association with future flood defence works. A handful of willows grows out of the flood defences and make a valuable contribution to the



The Dutch House



No.1 Strand on the Green and Kew Railway Bridge

townscape. At the turn of the century there were a dozen or more willows. By the 1950's there were about half a dozen willows remaining, and now there are only two good specimens left. It is important that these are protected and retained in any future riverbank improvements.

The **decline in the riverside industries** and wharves along Strand on the Green has seen these former sites infilled or converted for new residential development. Magnolia Wharf is a 1970's development of 2/3 storey flat roofed townhouses with balconies. The former malt houses have also been converted. Number 23 stands out in contrast to the historic houses with its large modern glass windows and balcony. New infill development is under construction next to the Bull's Head.

The **famous riverside pubs** attract considerable numbers of visitors, particularly during the summer months. The riverside path can be thronged with visitors enjoying the view of the River and its

changing tides, Oliver's Island and the wooded Tow Path on the Kew bank. Sadly, the listed Bull's Head is in a semi-derelict state. The Strand on the Green Sailing Club has its own private slipway next to the railway bridge. The small sailing boats contribute to the visual interest and the vitality of the waterfront.

The view up and down the stream from the riverside path is one of the River's outstanding views over the Reach between Kew Bridge and Chiswick Bridge, an area of great natural beauty and one of the finest "green" elements of the River between Kew and Chelsea.

The elegant 1860's **Kew Railway Bridge** designed by W R Galbraith is notable for its round-headed cast-iron piers supporting delicate lattice horizontal girders. The bridge is in need of repainting and the removal of graffiti. The frequent crossing of the District and North London Line



Kew Railway Bridge

trains impacts on the tranquillity of the waterfront. During the autumn of 2000 Railtrack implemented a programme of noise reduction measures which substantially reduced these problems, and which have greatly benefited residents. The elevated view of the waterfront for rail passengers is one of the most enjoyable river crossings in London.

Next to Strand End is the distinctive blue and white former **Chiswick Yacht and Boat Club** which is now derelict and unused and is the subject of a planning application for residential development. The former Marine Services fuelling station is also located on this part of the riverside and extends into the River on a pier. Both these sites originally formed Bason and Arnold's Boatyard. Just upstream of the club is the Strand End slipway, and upstream of that is a small public area with seating and vegetation. Here the river wall must be rebuilt within the next three years, and there is an opportunity for significant enhancement in association with these works. Just downstream are a couple of fine gothic villas built in the 1870's. The gardens of these large houses extend down to the River and contain important mature trees.

Grove Park

At the junction of Hartington Road and Grove Park Road is **Redcliffe Gardens**. This new residential development, on the site of a former college, has been modelled on the design of the former riverside mansions which once stood on this section of River. The layout includes the riverside stretch of the Thames Path, accessible to the public during daylight hours.



Hartington Court Art Deco mansion block

Proposals for a new Grove Park Conservation Area which will include Hartington Court and extend the existing Strand on the Green Conservation Area has been recommended for approval in January 2002. **Hartington Court**, an Art Deco mansion block of flats, forms an important landmark from the river. This is a long building, with a rectangular central tower rising through four storeys of brick, divided by sweeping bands of concrete balconies, which wrap round the curved ends of the building. Next to the flats is the listed University of London Boat House, which was originally part of the Hartington Court development. The spire of St Paul's Church, Grove Park, can just be seen to the side of Hartington Court when viewed from the opposite bank of the River.

Downstream from Hartington Court is a row of large semi-detached houses with generous gardens extending down to the River. There is no public access to the River over this section as far as Chiswick Quay, which includes Chiswick Staithe



Extended terraces and access to the foreshore from Chiswick Staithe

and Thames Village. The houses along this reach of the River have maximised their riverside location by extending terraces out into the river channel and building a collection of summerhouses.

Chiswick Quay is one of the few off-channel marinas or docks between Kew and Chelsea. The development consists of 3-storey townhouses with balconies enclosing the private moorings. Lock gates impound the marina and control the tides. The Thames Path runs from Hartington Road down



Chiswick Quay, formerly Cubitt's Basin

to the River round Chiswick Quay. The terraced townhouses are set back behind open lawns and walled private gardens. Adjacent to Chiswick Quay, served from Ibis Lane, are two club boathouses. They have a terraced hard shingle slipway, which is busy at weekends.

Oliver's Island

Oliver's Island is situated opposite Strand on the Green and is approximately 100 metres long and 20 metres wide. There is no access to the island even at low tide, and unlike Strand on the Green it is rarely flooded. Most of the island is covered with sycamore woodland, together with small groups of Lombardy poplars, horse chestnuts and several willows. The ground flora over most of the island is not particularly rich, and is dominated by nettle, cow parsley, bramble and ivy. The best flora is found on the upper sections of the revetments. Large amounts of purple loosestrife and other species typical of the Thames foreshore grow in the gaps between the stone blocks. A few specimens of pink water speedwell have previously been reported, which is a very rare species in London. The island is a valuable nesting site and refuge for wildfowl. It is also important for cormorant and heron. The island is included within the River Thames and Islands Sites of Metropolitan Importance for Nature Conservation

The management of Oliver's Island has been the subject of debate since the barge repair facilities closed. At one time, the London Wildlife Trust were in discussions with the PLA on management for

nature conservation, and in 1995 the London Ecology Unit produced a detailed Management Brief for the PLA. It was suggested at the time that the Strand on the Green Association take over responsibility for management, but this was beyond their resources and raised issues of public liability. Management issues remain unresolved and are a source of local concern.

Key Issues and Opportunities

Kew Riverside

- The need to clarify responsibilities for the management and maintenance of the wooded Tow Path to ensure effective and integrated management, including the regular removal of litter and graffiti.
- The management of riverside vegetation to improve ecological diversity, and reveal and maintain views to the River and Strand on the Green.
- The conservation and restoration of Kew Railway Bridge, including repainting and the removal of vegetation obscuring the abutments and the possible addition of a pedestrian crossing.
- The potential for short-stay moorings for small private boats at Kew Pier, in particular for visitors to Kew Gardens.
- The poor quality of the signage and visitor information between Kew Pier and Kew Green, and the Royal Botanical Gardens and the need to improve the visual quality of this route.
- The need to liaise with the Westminster Passenger Association about improvements to the ticket office at Kew Pier. Consideration of covered seating and waiting areas, cycle stands and disabled parking
- The feasibility of extending a River Bus service to Kew Pier, given the amount of new housing at Kew Riverside, and Kew Bridge and Brentford.
- The potential to create a direct link into the Public Records Office from the Tow Path, and of signposting it as a visitor attraction. The lack of permeability and connections from the Tow Path into Kew, which could be improved by upgrading the existing path adjacent to the railway line linking to the Mortlake Road.
- The benefits of the Kew Sewage Works/St James Homes development currently under construction and potential benefits in terms of: new public open space, additional surveillance and a financial contribution to the management of the Tow Path.
- The potential impact of proposed development in front of the Public Records Office on the setting of Strand on the Green and its relationship to the River.
- The importance of Occupation Lane and Kew Meadow Path as a 'snail reserve'.
- The need to conserve and re-use the historic steps, slipways, mooring posts, jetties and barge grid.
- The importance of considering the impact of development away from the river on the A4/M4 corridor and Gunnersbury, which has had a negative impact on the skyline and backdrop to the architectural waterfront.
- The enhancement of the raised promenade downstream from Kew Bridge and links upstream to Brentford and the Grand Union Canal.
- The protection and eventual replacement of the riverside willows.
- The semi-derelict state of the Bull's Head public house and the need to promote its refurbishment.
- The future of the disused Marine Services fuelling pier, Chiswick Yacht and Boat Club and associated mid-stream moorings.
- The poor quality of the materials used in the traffic calming scheme introduced a couple of years ago.
- This corner of Chiswick/Brentford does not have a tube service. Regular river commuter transport could be a major asset.

Strand on the Green

- The responsibility for repairing and replacing flood defences, highlighted by the recent collapse of the river wall.
- The need to restore and enhance the public realm, using high quality materials, to create a coherent character.

Grove Park

- The establishment of a separate Conservation Area for Grove Park
- The future of the Hartington Court, an Art Deco mansion block under threat of redevelopment
- The future of the former boatyard at 76 Grove Park Road, which is subject to redevelopment
- The encroachment into the river channel by private jetties/terraces at the rear of the large private gardens along Hartington Road.
- The maintenance of the sloping river walls.
- The importance of protecting and providing for the replacement of the large mature trees within private and communal gardens along the riverbank.
- The sensitive use of signposting to aid continuity of the Thames Path where it is forced to detour along Hartington Road.

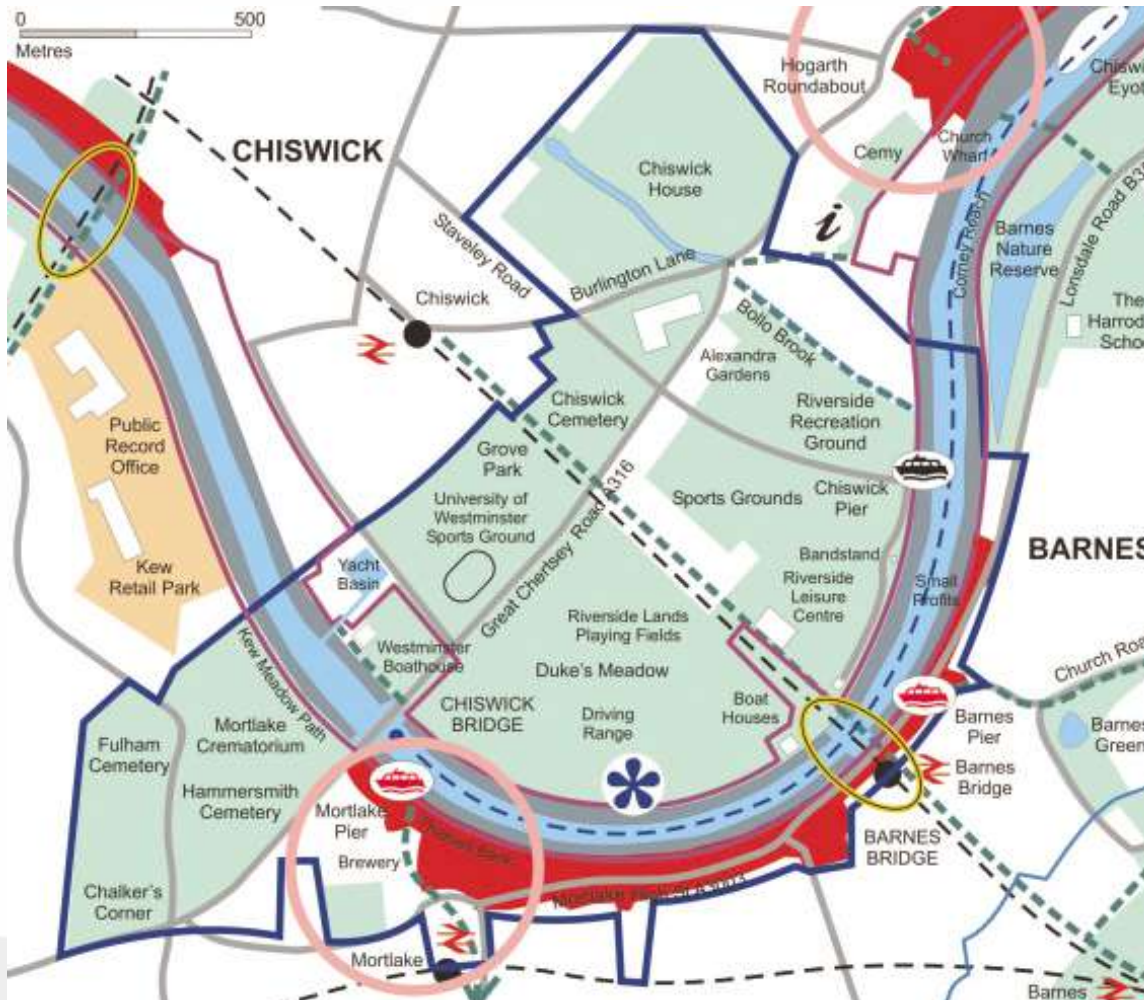
Oliver's Island

- The management of vegetation to reduce the dominance of non-native tree species and increase ecological interest and the need for a management plan.
- The condition of the blockstone flood defences.
- Provision for limited public access.
- Control of Canada geese.

CHARACTER REACH NO.2

MORTLAKE, BARNES AND DUKE'S MEADOW

River Chart Name: Corney Reach - Mortlake Reach



Barnes Terrace



Key Characteristics

This character reach, crossed by two bridges, Chiswick Bridge (road) and Barnes Railway Bridge, is dominated by the fragmented open recreational landscape of Duke's Meadow which faces the historic riverside village of Mortlake. Chiswick House and Gardens are an important reminder of former riverside mansions, although they no longer retain their historic link with the River. To the south of the River, is Mortlake Cemetery, the imposing Stag Brewery, St. Mary's Church, and the historic riverside development of Barnes Terrace.

Key features of Character Reach No.2 may be summarised as follows:

- Chiswick Bridge is an important focal and viewing point;
- St. Mary's Church, Mortlake is a local village landmark;
- Watney's Stag Brewery continues an industrial riverside tradition;
- Historic Chiswick House and Gardens present an opportunity for improved links with the River.
- Duke's Meadow is an example of issues in evolving riverside open space;
- Barnes Railway Bridge presents an opportunity for improved cross-river links;
- The historic riverside of Barnes Terrace is blemished by the existing floodwalls.

Chiswick House and Gardens

Promenade Approach/ Bollo Brook

Great Chertsey Road

Riverside Lands

Duke's Meadow golf course

Stag Brewery



Chiswick Pier

Leg of Mutton Reservoir

Riverside Recreation Ground

Bandstand

Barnes Terrace

Barnes Railway Bridge

Aerial View of Duke's Meadow and Character Reach No.2

Historical Background

Mortlake

Mortlake was already so called in the Domesday Book. The origin of the name is obscure but is probably Saxon or Danish. The wide gravelly foreshore which extends along the western side of the Barnes peninsula would have been an ideal landing place for early settlers.

An **archbishop's palace** or manor house stood on the riverside and the original church and village grew up around it. The manor house had its gatehouse facing Mortlake Green. The manor, which also included Putney and Wimbledon, and possessed certain rights over Barnes, was held by the Archbishop of Canterbury. Several medieval monarchs are known to have visited the archbishops at Mortlake as it was conveniently close to the Royal Palace at Richmond.

During the reign of Henry VIII the church was rebuilt on its present site and the manor house declined in importance and gradually fell into decay.

By the late sixteenth century Mortlake had become a popular residential village, its most celebrated figure being the alchemist Dr John Dee. In 1619 a tapestry works was set up by Flemish weavers. The **Mortlake Tapestries** soon became famous under the patronage of Charles I. After the Civil War the quality of the workshop's products declined, and the weavers began to leave after the Restoration. The Mortlake workshop was closed in 1703.

The Mortlake Tapestry Works served to set the scene for the future industrial character of the riverside. The works were soon followed by a sugar house and by 1703 there were maltings, which were later followed by two small potteries and two small breweries. In 1811 there were five maltings, supplying grain to the many breweries along the river in west London.



Mortlake c.1821, from Thames Bank looking east

The manor house was finally demolished in the 18th century and the site was redeveloped as a brewery, from which the present day **Stag brewery** originates. The brewery expanded rapidly during the 19th century and spread over the whole of the original riverside settlement at Mortlake.

In the eighteenth century, a handful of large houses faced Mortlake High Street at its eastern end with gardens running down to the River. Largest and most impressive of the survivors is **The Limes** (now 123 High Street) built around 1720. In the 1820's J M W Turner painted two pictures of the house and its riverside terrace. The increasing

industrialisation of the riverside and the smell from malting and brewing saw a decline in Mortlake as a fashionable riverside retreat.

St Mary's Parish Church was rebuilt in the mid-19th century. Its unusual brick, stone and flint tower, and cupola is an important landmark throughout Mortlake. The church is the focus of an extensive network of historic passages and footpaths. These paths and their evocative names remain as a poignant record of an ancient settlement, of which only fragments are left.

The slow decline in use of the Thames for commercial freight from the 1850's until the 1960's saw the closure of the **Brewery Wharf** and the **Small Profit** dock at Barnes. The local use of the River for pleasure steamers also declined. From the mid nineteenth century until the First World War, paddle steamers picked up passengers from a wooden jetty at the White Hart. These pleasure boats went as far as Margate.



*The Limes c.1720 (now 123 Mortlake High Street)
painted by JMW Turner*

The widening of Mortlake High Street during the 1960's severed the historic connection between the village and its riverside.



*'The Reminder of Harwich' at Mortlake
Brewery landing stage*

Barnes

Until the early 19th century **Barnes village**, just downstream from Mortlake, was considered remote as the approaches were either from the river or by foot across Barnes Common. The only road led from Mortlake along the River.

The village grew up around **Barnes Green** and is an early settlement, possibly of pre-Conquest origins. It appeared as "Berne" in the Domesday Survey of 1086. The shape of the village centre with its triangular green and pond has remained intact and retains a leafy rural character. The High Street was the route from the Green to the river docking place, mentioned in 1400 as "*le new docke*".



Barnes Terrace c.1827, looking west

The existing terrace of 18th and early 19th century houses overlooking the River at **Barnes Terrace** replaced earlier piecemeal ribbon development. This architecturally important group of buildings has been the residence of a number of famous residents including the composer, Gustav Holst.

Barnes Railway Bridge was designed by Joseph Locke for the London and South Western Railway (LSWR) and opened in 1849. It formed part of the Hounslow Loop linking with the Windsor Line at Feltham. This original slender three-span cast iron bridge was replaced by a larger and more

substantial metal bowstrung bridge built alongside it on the downstream side in 1891-5. The original bridge is now disused. The station at Barnes Bridge was not built until 1916 and was squeezed into a tight site next to The Terrace.

Duke's Meadow

On the north bank opposite Mortlake and Barnes, within the inner loop of the river is **Duke's Meadow**. This large area has predominantly remained as open space throughout its history. Before flood defences and embankments were built to control the river, Duke's Meadow was a low lying area subject to periodic flooding. The fringes of the river were traditionally important for **growing osiers**. The cut willow were used for basket making. The grazed meadows were sub-divided into a series of large fields. Many of these historic boundaries are still visible today.

John Rocque's map of c.1745 shows the meadows and field pattern of Duke's Meadow and the riverside settlements on the opposite side of the River at Mortlake and Barnes. The open fields contrast with the parks and gardens of Chiswick Grove (see Character Reach 1) and Chiswick House. The planned views and vistas framed by avenues are clearly shown on Rocque's map.

Lord Burlington's classic villa, **Chiswick House** is one of a series of villas built as countryside retreats along the upper reaches of the Thames in London, which also includes Horace Walpole's villa at Strawberry Hill and Henrietta Howard's villa at Marble Hill.

Chiswick House was completed in 1729 by the third **Earl of Burlington**. It was modelled on the Villa Rotunda at Vicenza, and has survived as one of the finest examples of English Palladian architecture. The gardens were created by **William Kent** and were the first ambitious design in landscape style. A long narrow lake runs from the north-west to the south-east and divides the gardens into two. The tithe map of 1846 shows the lake continuing into the Thames, but by 1936 this water feature had been covered by the **Promenade Approach Road**.



Chiswick House leading down to the river, c.1750

The lake is believed to have been formed by impounding the **Bollo Brook (or Duke's Ditch)** which flowed through the grounds of **Sutton Court** before entering the grounds of Chiswick House. The outlet of this watercourse is at the end of the Promenade Approach Road. An avenue of lime trees is all that remains today of this historic connection between Chiswick House and the Thames.

On Lord Burlington's death Chiswick House passed into the hands of the dukes of Devonshire. The 5th Duke and his popular wife, Georgiana spent a great

deal of time entertaining their Whig friends at Chiswick.

Duke's Meadow was bought from the **Duke of Devonshire** in 1923 by Chiswick Urban District Council for the purpose of creating a recreational area for the growing residential communities in Chiswick. The meadows were also excavated for the underlying gravels and filled using household waste. This accounts for the poor quality of the soils and drainage on some of the existing sports pitches.

The river frontage was remodelled in the late 1920's as a promenade with a hexagonal **bandstand** and symmetrical shelters looking across the river to the fine Georgian housing at Barnes Terrace. The riverside park was unfortunately bombed during the Second World War, and features such as the ornamental rockery were destroyed.

The Great Chertsey Road (A316) was constructed in the early 1930's as part of the major arterial road building programme, which accompanied the rapid urban growth of London between the First and Second World Wars. The new road divided the remaining open space of Duke's Meadow. The Alexandra Gardens estate was built at the same time on the fields closest to the new road, on its southern edge.

Chiswick Bridge was built to take the new Great Chertsey Road across the River. It was opened in 1933 by the Prince of Wales. Designed by Herbert Baker, it is 700 feet long and faced with Portland stone. The bridge is close to the finishing point of the four mile annual **University Boat Race**.

Character Appraisal

Mortlake

The overall character is green on the north/inside of the bend and built up on the south/outside.

The view downstream from **Chiswick Bridge** highlights the difference in landscape character between the north and south banks of the River. On the north bank are the large expanses of riverside open space provided by the open space of Duke's Meadow, fringed by mature trees. The southern bank of the River is dominated by the view of the large industrial buildings of **Mortlake Brewery**, with the 18th and 19th century houses of Thames Bank in the foreground, at the foot of the bridge.

The river frontage at **Mortlake** is also one of contrasts with the hard urban edge of the brewery, adjacent to fine 18th and 19th century houses, such as the **Italianate Tapestry Court**, with gardens extending down to the towpath. The riverside contains a rich mixture of uses including



View of Chiswick Bridge towards Mortlake

industrial, residential, commercial and rural riverbank which contribute to its robust character.

The gentle curve of the Thames at this point emphasises the panoramic nature of the built frontage in Mortlake, particularly when viewed from Duke's Meadow or the River. The eight storey tower-like 19th century **granary building** is an important local landmark along this elevation and represents its western end.

The variety in the skyline of the riverfront at Mortlake is punctuated by a few key landmark buildings. Now that most of the larger industrial buildings at the brewery have gone, the main buildings on the river front are 2-3 storeys in height. The high walls of the brewery and other industrial sites facing onto the towpath are a characteristic feature of the Mortlake riverside.

The tower and cupola of **St Mary's Church** is another important local landmark particularly when framed in views down the historic alleys and passages which link the towpath to the High Street. Acting as a focal point at the eastern end of the riverside at Mortlake is the domed turret of the **White Hart** public house.

Of negative impact on this riverside conservation area are the large scale advertisements for the brewery and the intrusive residential blocks in the High Street.

A number of **industrial artefacts** remain along the river frontage and are reminders of its rich industrial past. Ancient mooring posts are revealed at low tide. At the former wharves there are the remains of the drawdock, pier and sections of railway track



Stag Brewery, Mortlake

leading out on to the quay from within the brewery compound. There are also old access steps down to the foreshore with fine Victorian railings.

Development proposals have been submitted for a residential scheme on the site of 77, Mortlake High Street.



The White Hart PH, and recent riverside development, Mortlake

Barnes

The view from the footpath across **Barnes Railway Bridge** similarly highlights the contrasting character of the two banks of the River. The bridge provides panoramic views downstream to Chiswick Eyot, and in the foreground is The Terrace at Barnes. The London Eye is also visible from Barnes Bridge. Barnes Railway Bridge is a favoured location for spectators viewing the final section of the Boat Race. As a crossing, Barnes Railway Bridge suffers from a degree of neglect and underuse. The original single track bridge is unused and has been proposed as a major cycle route crossing. The existing pedestrian bridge is in a poor state of repair and needs restoration, in particular the steps at the Duke's Meadow end and existing lighting.

The Terrace has a number of 18th and 19th century buildings of exceptional quality; many are listed or identified as Buildings of Townscape Merit.



Barnes Terrace

It forms part of the Barnes Green Conservation Area. At the junction with Barnes High Street is the Bull's Head. North of the High Street is Lonsdale Road. Barnes High Street leads to the green with its pond and on to the common.

The houses fronting this curved stretch of the River enjoy open views across to Duke's Meadow. The villas along Barnes Terrace have a "seaside" feel about their bow windows and balconies. One carries a blue plaque to record that Gustav Holst lived here from 1908, while he was director of music at St Paul's Girls' School, Hammersmith.

The view from Barnes Terrace to the Thames and the open expanse of Duke's Meadow is protected within the London Borough of Richmond-upon-Thames Unitary Development Plan.

The Terrace has lost much of its past connection with the River as a result of the heavy flow of traffic along the riverside which acts as a barrier with few safe crossing points and the height and design of the river wall.

The **exposed aggregate concrete flood wall** and raised footway along The Terrace and Lonsdale Road unfortunately impede the view of the River. The engineered embankment wall is unattractive and does not contribute to the setting of the listed buildings along The Terrace. The raised footway is protected by metal railings of poor design and colour.

The point where the High Street reaches the River at Barnes should be a 'major event', but at present it fails due to a lack of vitality in the street frontage.

At the north end of Lonsdale Road adjacent to **Small Profits Dock** is an area where the raised concrete ramp meets a stretch of rough grass. Dumping and casual parking, including lorries, block views and access. The adjacent triangular open space is in need of enhancement.

Duke's Meadow

The views of Barnes Terrace from the riverside promenade at Duke's Meadow is partly obscured by the trees which have regenerated on the riverbank. The original 1920's scheme had a series of semi-circular viewpoints, but these have become overgrown.

Either side of the central **band stand**, with its pagoda style roof, are symmetrically positioned timber shelters and semi-circular terraces. Formal steps lead down to the foreshore and are aligned on this central axis. The steps are broken and fenced off. Over the last decade this whole area



Duke's Meadow

has become neglected and the buildings and associated paved areas are in poor condition and unused. Illegal dumping and graffiti contribute to the overall sense of dereliction.

A lime avenue, **Promenade Approach**, associated with nearby Chiswick House, leads from Edensor Road to the River. It has ornamental gates and a pumphouse surrounded by Lombardy poplars near the River. A raised open area next to the River is used for informal play and exercising dogs. This plateau was probably formed by tipping. It was previously the site of the ornamental rockery.

The **Riverside Recreation Ground** has also suffered from a lack of investment which is reflected in the quality of this area. The children's paddling pools are disused and the play equipment is in poor condition.

The remainder of the Duke's Meadow area is a patchwork of sports and playing fields, together with a golf club. The former hedgerow boundaries that sub-divided the area can still be identified, but have been replaced by rows of Lombardy poplars. The proliferation of fences and boundaries between

Foreshore at Duke's Meadow



different sports clubs and facilities contribute to the poor visual quality of the area. At night the floodlights of the golf driving range are intrusive. The hanger like structures of the Riverside indoor tennis centre are visually intrusive. The view of high mast floodlighting is also unattractive.

Duke's Meadow provides a vital green aspect to views across the River from Barnes and Mortlake.

Duke's Hollow

At the foot of the buttressing of Barnes Bridge, next to the railway embankment is Duke's Hollow, a Site of Metropolitan Importance for Nature Conservation. The floor of the "hollow" slopes gently into the Thames and is partly inundated twice a day by the tide.

The ecology of the intertidal zone and the succession of vegetation through herbaceous communities to damp alder and willow makes this a site of particular distinction. Species of the intertidal zone include: jointed rush, soft rush, watercress, hemlock water dropwort and the locally uncommon marsh ragwort.

The relatively undisturbed conditions of Duke's Hollow, its sheltered position and its succession of wetland habitats makes it a valuable site for invertebrates. The extremely rare **two-lipped door snail** can be found here. It is confined to only five locations on the River Thames. The equally rare German hairy snail has also been found here.

The entire riverbank between Barnes Bridge and Chiswick Bridge has been overgrown by **Japanese knotweed**. This extremely invasive and persistent



Duke's Hollow

species has suppressed the native flora. It threatens to spread into Duke's Hollow and further along the River in both directions. The dense stands of knotweed also prevent views of the River from the lower Tow Path.

University Boat Race

Rowing is a popular local sport and there are a number of clubs including: the London, Quintin, Tideway Scullers, Thames Tradesmen, St Paul's and Emanuel Schools. Mortlake is famous as being the finishing post for the annual University Boat Race, which has been rowed from Putney since 1845. The finish is marked by a boundary stone on the riverside at Thames Bank. Commentaries on the race refer to the landmarks on the "Surrey Station" such as Barnes Terrace and the Mortlake Brewery.

The Head of the Rive race is rowed on the same course usually on the weekend before the University Boat Race, and attracts over 400 eights. There are also several local regattas in which local clubs take part.

Key Issues and Opportunities

Mortlake

- It is important that any future redevelopment of the brewery site should strengthen the unique character of the Mortlake riverfront and respect the setting and views of Thamesbank, St Mary's Church, the granary building, and Tapestry Court. In the event of the granary becoming available for development, an appropriate use(s) should be secured which retain the character of the building and add to the vitality of the riverside.
- There are likely to be further pressures on individual sites for redevelopment or conversion of existing buildings. The old Barnes Council Depot building was converted into "The Depot" a popular riverside brasserie, and workspaces. There is a vacant site awaiting development at 77 Mortlake High Street. Any development proposals should take into account the local context and include appropriate provision for river enhancing activities and enhancement of the riverside environment.
- The need to protect and interpret the remnants of Mortlake's industrial heritage and riverside infrastructure, including the slipways and old riverside wharves;
- Repair and restoration of the traditional cobbled sloping revetments and the historic steps that lead to the foreshore and provide safety equipment and information on tides.

- The opportunity exists to enhance the underused Jubilee Gardens on the Mortlake riverside as a contemporary open space.
- Encourage improvements to the visual quality of the existing Stag Brewery, and in particular the control of advertisements.
- The network of historic passages and alleys between the river and Mortlake High Street, such as Bull's Alley, are poorly defined and in need of protection and restoration.
- In conjunction with the repair and replacement of the flood defences, sensitively surface the Thames Path National Trail between Thamesbank and Barnes Terrace, whilst retaining the remnants of its industrial heritage.

Barnes Terrace and Railway Bridge

- The need to maintain the high visual quality and skylines of the architectural waterfront at Barnes Terrace.
- Introduce sensitive traffic management and street scene improvements, to reduce the heavy traffic severing Barnes Terrace from the river, and restore the public realm. Short term measures could include a pedestrian crossing opposite Barnes Bridge Station.
- Protect the view identified in the UDP from Barnes Terrace to the River and Duke's Meadow.
- Investigate opportunities for lowering and replacing the unsympathetic flood defence wall

which detracts from the setting of the listed buildings along Barnes Terrace. The choice of materials and design of the wall and handrails should be sympathetic with the Terrace and include more viewing bays and appropriate tree planting. In the short term consideration could be given to raising sections of the walkway as viewing platforms.

- Selective thinning of riverside vegetation at historically designed viewpoints along Duke's Meadow to open up and frame views to landmarks within Mortlake (St Mary's Church and the granary building), and Barnes Terrace (with suitable screening behind, to protect the views from Barnes).
- Restore and improve the visual appearance of Barnes Railway Bridge, including repainting to a colour scheme agreed with the local community (and English Heritage), repair of the steps at the Duke's Meadow end and improvements to lighting.
- Examine the feasibility of re-opening the upstream older section of Barnes Railway Bridge as a cycle path linking directly into Barnes Bridge Station, with ramped access down the railway embankments at both ends of the bridge.
- Improve and enhance the pedestrian and cycle link from Chiswick Station, across Duke's Meadow, using Barnes Railway Bridge. Signpost connections to the Thames Cycle Route and the Wetland Centre at Barn Elms.

- Enhancement of junction of Barnes High Street and river redevelopment of Barnes Police Station on Lonsdale Road provides the opportunity to replan this area. Consideration should be given to traffic management measures to reduce the impact of traffic in the High Street and appropriate parking controls through the provision of off-street parking. The potential for the creation of a focus of interest such as a pier could be considered, based on the existing access ladders (formerly used by the police).
- The need to restore the Small Profits Dock slipway and adjoining open space on Lonsdale Road.

Duke's Meadow

- There is a need for an integrated approach to the management of both public and private open space at Duke's Meadow, together with the playing fields and sports facilities on the other side of the A316. At the present time there is a lack of investment in public open space and issues relating to maintenance.
- The potential future role of this extensive area of riverside open space needs to be addressed. At the present time investment and management decisions are taken on a piecemeal basis. The area has the potential to act as a Regional Park for south-west London, with the emphasis on watersports and active recreation. The renaissance of the 1920's riverside promenade would be a key element of the overall scheme. A strong landscape

framework based on the historic avenues and hedgerows would provide the overall setting. The Friends of Duke's Meadow have commissioned such a plan, now in its public consultation stage.

- Any schemes for managing or re-landscaping Duke's Meadow should ensure that the tree cover is sufficient to screen the urban elements and retain the green aspect in views across the River.
- The intrusive glare of floodlighting from sports facilities should be minimised by tree screening, modifications to lighting and careful control of the siting of new facilities.
- A consortium of local sports clubs, led by Hounslow Hockey Club, is proposing using Chiswick Boathouse as a "super club house" for all the amateur clubs on Duke's Meadow, together with two all-weather floodlit pitches and the reorganisation and improvement of existing facilities, which raises the question of the appropriateness of such "urbanised" sports activities on MOL. There will be a requirement to examine the potential impact of more intensive recreational facilities and the potential for appropriate mitigation and siting.

Duke's Meadow has an active community group "The Friends of Duke's Meadow". They have been successful in gaining support from the local community, Hounslow Council and the British Trust for Conservation Volunteers (BTCV). The following opportunities for enhancing the landscape, recreation and nature conservation value of the area have been identified:

Landscape

- The renaissance of the 1920's riverside promenade, terraces, bandstand and recreation ground at Duke's Meadow.
- Replant the gaps in the lime avenue (Promenade Approach) linking Chiswick House to the River, and restore the views of the River and the pumping station.
- Screen the large sports buildings associated with the private clubs on Duke's Meadow by tree planting and improved boundary treatment.
- Reduce the visual impact and noise of traffic on Chiswick Bridge Approach by planting, possibly in combination with earthmodelling.
- Selectively thin rows of Lombardy Poplars at Pevral Pier and other locations where they block views of the River.
- Reduce the number of fences within Duke's Meadow and improve their visual appearance. Introduce new tree and shrub planting along boundaries.
- Create new "gateways" at the entrances to the area. Restore the ornamental gates at the entrance to Promenade Approach.

Public Access and Recreation

- Restore the overgrown footpath along the riverside promenade at Duke's Meadow and signpost as the Thames Path National Trail. Cyclists to use Riverside Drive.

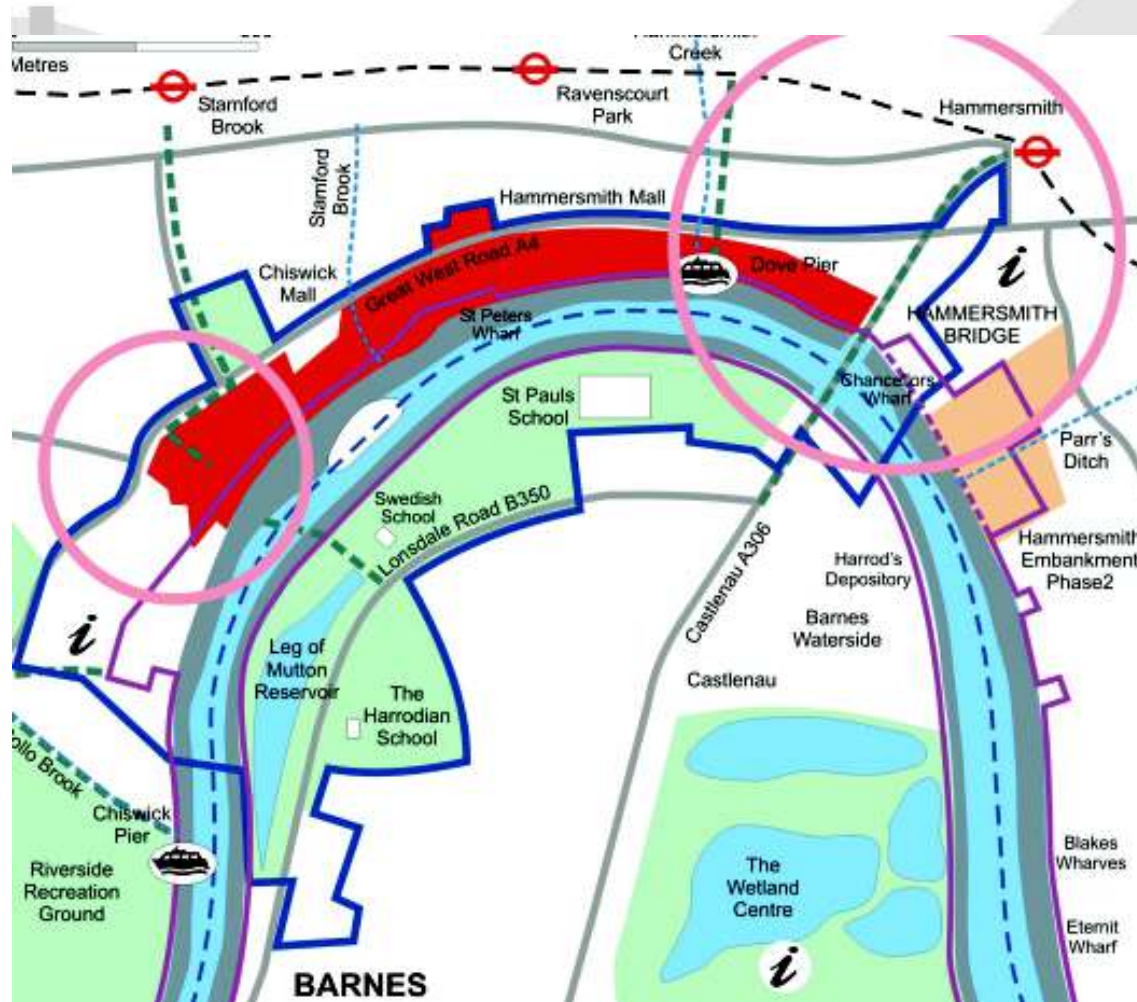
- Open up the remaining arches under Chiswick Bridge to provide a direct connection for the Thames Path, avoiding the busy A316 Chertsey Road. Realign path to follow foot of embankment.
- Examine the feasibility of creating a tunnel through the railway embankment to the north of Duke's Hollow, to provide a direct route for the Thames Path.
- Signpost Chiswick House from the River and vice versa, using the historic avenue along Promenade Approach.
- Maximise the potential of the local authority owned Chiswick Boathouse, possibly as a focus for a wider range of watersports.
- Provide for large numbers of spectators to view the final section of the University Boat Race, which ends at Chiswick Bridge, subject to safety considerations.
- Promote new events and activities, for example the farmers' market in the pavilion area.
- Eradicate the invasive Japanese knotweed which has colonised most of the northern riverbank between Chiswick and Hammersmith Bridges. Establish a long-term management regime for riverbank vegetation.
- Introduce a management regime for the trees along the riverside removing over time the non-native sycamore and Lombardy poplars and replace them with native alder and willow.
- Extend the range of inter-tidal habitats by localised modifications (for example at under-used car parks) to the flood defences, subject to safety considerations, to create retired defences with a succession of wetland habitats.
- The potential exists to create a significant new wetland area on the north bank of the river immediately upstream of Chiswick Bridge. This would involve taking under-used space from the playing fields and creating retired flood defences.

Nature Conservation

- Protect the integrity and ecological value of the mudflats and shingle habitats within the River channel.
- Protect and manage Duke's Hollow as a local nature reserve.
- Examine the feasibility of "rediscovering" the Bollo Brook and opening up its outlet with the Thames

CHARACTER REACH NUMBER 3: CHISWICK, HAMMERSMITH & NORTH BARNES

River Chart Name: Corney Reach/Chiswick Reach



Lower Mall, Hammersmith

	Character reach boundary
	Historic waterfront
	Open space
	Areas in transition
	Thames Foreshore
	Development and regeneration hubs/focal points of activity
	Potential enhancement of railway bridges for pedestrians and cyclists
	New stations
	Existing piers
	Potential piers
	Safeguarded wharves
	Potential river bus service
	Thames Path
	Missing sections of Thames Path
	Strategic links
	Lost rivers
	Potential watersports centres
	Potential discovery centres
	Championship rowing course

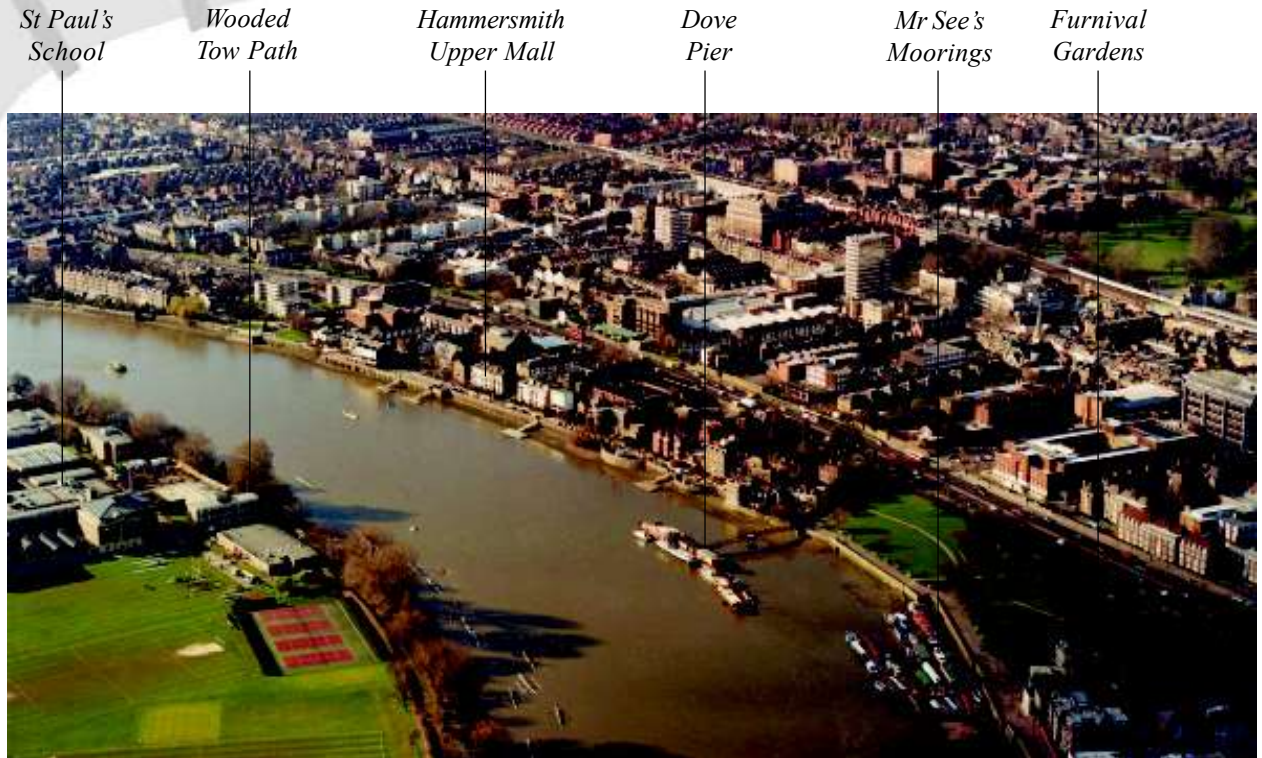
Key Characteristics

This reach is crossed by Sir Joseph Bazalgette’s landmark, the Hammersmith Suspension Bridge. The new riverside development at Corney Reach has provided a pier and is one of the few that allows visitors to berth their boats. Chiswick Eyot, accessible at low tide, together with the Leg of Mutton Reservoir, provide ideal habitats for nature conservation. St. Nicholas Church survives as the feature around which the village of Chiswick developed. The exemplary historic riverside houses and gardens of Chiswick Mall run adjacent to the River. Further east, there is the popular and always busy Hammersmith Upper and Lower Mall, with Furnival Gardens, a number of boating clubs, and permanently moored boats, taking full advantage of their riverside location. To the south of the River, is St Paul’s School.

Key features of Character Reach No. 3 may be summarised as follows:

- Residential development of Corney Reach includes the boating base at Chiswick Pier;
- Chiswick Pier is a model of how to secure the provision of improved river related facilities including moorings and a community building in association with riverside development;
- Lonsdale Road Reservoir and nature reserve show the evolving historic land uses associated with water supply;
- St. Nicholas Church provides a continuing focus of the historic village of Chiswick;

- The exemplary houses and gardens of Chiswick Mall show historic adaptation to riverside living;
- Chiswick Eyot is the last island of rural scale before the increasingly urban riverside downstream ;
- Hammersmith Terrace and Upper and Lower Mall are “strand” developments of grander 18th and 19th century terraces;
- St. Paul’s Church, Hammersmith is a local historic landmark surrounded by 20th century development;
- Furnival Gardens represents an important townscape feature and local amenity;
- The restored Hammersmith Bridge frames the reach.



Aerial view of Character Reach No.3

Historical Background

Chiswick Mall

The earliest settlements in Chiswick and Hammersmith were based along the northern bank of the river. The original village of Chiswick was clustered around the old parish **Church of St Nicholas**, along what is now Church Street and the southern end of Chiswick Lane. The Parish Church is dedicated to St Nicholas, the patron saint of fishermen and sailors.



View of Thames from Chiswick by Charles White

The church is an important visual and historical landmark. William Hogarth, whose house is nearby, is buried in the churchyard and inside the



Hogarth's Tomb, St Nicholas Churchyard

church Lord Burlington is buried in his family vault. His friend and protégé William Kent lies next to him.

Chiswick was an important **fishing village**. The Bishops of London had a salmon fishery extending from Fulham Palace upstream to Chiswick Eyot. The fishing community lived in the small cottages next to the church, in Fisherman's Row, or Slut's Hole as it used to be called. During the 19th century there were more than a dozen eel boats operating from Chiswick. These were known locally as Peter boats. The last of the eel boats was photographed in 1898.

During the 17th century, and perhaps earlier, Chiswick was regarded as a healthy resort to escape from the overcrowding and insanitary conditions in London. Handsome riverside houses began to be built along the River extending from the original fishing village, and along Church Street.

Church Street still retains a village atmosphere with buildings such as Latimer House dating back

to the 16th century. The Old Burlington is a beautiful example of a former Elizabethan inn. It was here that the famous highwayman, Dick Turpin, is supposed to have had his marriage breakfast.



Chiswick, 1745

The **Lamb Brewery**, just behind Church Street, was founded by John Sich in 1733. It was originally the brewhouse of Bedford House. It stayed in the Sich family until sold to the neighbouring Fuller's Brewery in 1923; the premises then became the headquarters of the Standard Yeast Company. Since 1950, this distinctive tall structure has been used as offices.

In 1701 Thomas Mawson bought the brewhouse belonging to Bedford House on Chiswick Mall and founded what was to become the **Fuller's Brewery** by the Hogarth roundabout. In 1816, it acquired its name the Griffin Brewery, and a few years later, John Fuller was invited to join the firm. In 1845, his son took on Henry Smith, a partner in the Romford firm of Ind and Smith, and their head brewer John Turner, forming Fuller, Smith and Turner. The

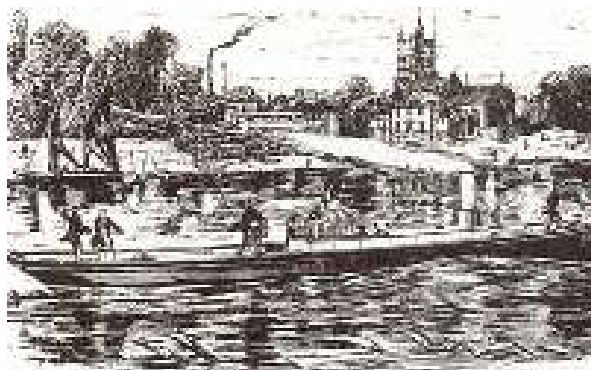
present brewery is still managed by their descendants and remains an important local industry.

The **Hard**, opposite Chiswick Lane, and the drawdock at the bottom of Church Street also provided employment for bargemen and lightermen during the 19th century. At low tide barges unloaded their produce, which included timber, coal, hops and malt for the brewery. Goods loaded included the osiers cut on **Chiswick Eyot**. These were made into baskets for fish and market garden produce. The river still floods into the Mall at the Drawdock and Hard when there are high tides.

The Drawdock was also the boarding point for **the ferry** that crossed the River to Ferry Lane on the opposite side of the Thames in Barnes. The ferry continued in use until the Chiswick Bridge was built in the early 1930's.



Cut Osiers, Chiswick Eyot, 1920



Church Wharf, Chiswick, 1874

Boats, and later barges, were built in Old Chiswick and Strand-on-the-Green from the beginning of the seventeenth century. In 1866 **John Thornycroft** started the shipbuilding yard near the old parish church which grew into a world famous firm, building ships for the British and foreign navies, and which finally transferred to Southampton in 1904, after which the Chiswick yard was gradually run down.



Launch of H.M.S Speedy, 18th May 1893

The Thornycroft sheds were taken over by Gwynne's Works. They made pumps and in World War I aero engines. The original sheds were destroyed by fire from incendiary bombs in World War II. The site of Thornycroft's Works is now occupied by town houses built in the early 1980's.

The Chiswick Press was founded by Charles Whittingham in High House on Chiswick Mall, moving to College House in 1818. The riverside location was chosen because of its proximity to the drawdock, where old ships' ropes from London and other dockyards were unloaded. The hemp fibres were used to make fine paper, and the extracted tar used to manufacture ink.

To the east of Church Street, Chiswick Mall runs along the River to the border with Hammersmith. These imposing riverside mansions appear to date from the 17th century, but it is likely some are older and have been refaced. **Bedford and Eynsham Houses**, not far from the junction with Church Street, were originally one. Red Lion House opposite the drawdock, was the Red Lion Inn until the First World War.

Walpole House is named after the Walpole family. The house is said to have been the home of the Duchess of Cleveland, favourite of Charles II. Later it was a school at which Thackeray was a boarder. It is believed to be the inspiration for Miss Pinkerton's Academy in *Vanity Fair*.

Corney House was a sizeable mansion just upstream of St Nicholas Church, on the site of the Regency Quay development in Pumping Station Road. It was the home of the Russells (the family name of the Earls of Bedford).



Chiswick Mall c.1834 drawn by Havell

During the late nineteenth and early twentieth century the established separate villages of Chiswick Mall, Strand-on-the-Green, and Chiswick High Road were rapidly joined up by new middle class housing developments. The railway made it easier for those who worked in London to return in the evenings to the countryside.

The **Homefield Estate**, between the Chiswick High Road and the Homefield Recreation Ground, was begun in the 1890's but not completed until after the First World War. The Homefield Recreation Ground was cut in two by the new Great West Road. The terraces of Victorian villas which extend south of Chiswick High Road have generally protected the skyline and backdrop of Chiswick Mall from high-rise building.

Further upstream from the site of **Corney House** along Pumping Station Road, Chiswick sewage works was built in 1879, behind the present Edensor Gardens. These were altered and enlarged a few years later, and a pumping station built. They operated until 1936 when the West Middlesex

Sewage Disposal Scheme was introduced and Chiswick's sewerage was transferred to the new central works at Mogden, Isleworth. The site then became a council depot.

The **Corney Reach** residential development was started in 1994 on the site of the old council depot, which adjoins the former pumping station. The redevelopment consists of 325 houses and apartments focused on two central 5-storey apartment blocks and smaller terraces of houses. There is also a café/restaurant, a valued community building, boathouse, a pier with pontoons and permanent moorings for houseboats. It includes facilities for sea cadets, and a canoe club, and is shortly to become a River Lifeboat Station.

The pier and pier house are managed by the Chiswick Pier Trust which is committed to the creation of an active waterfront and the provision of access to the River for all.

Hammersmith Mall

The heart of early Hammersmith was the area around **the Creek** between Upper and Lower Mall. By the seventeenth century a small dock had been developed to supply the Cromwell brewery nearby, and to take the produce from the Hammersmith market gardens to the City markets. The Creek was navigable by barges as far as Cromwell's brewery in King Street. A 1929 photograph shows the outlet of the Creek with sailing barges and the brewery oasthouses. By 1936 the Creek was filled in, the water channelled through a culvert into the Thames at the west end of Furnival Gardens. This

former congested dockside area was known as **Little Wapping**.

Queen Catherine, widow of Charles II, was among the first to appreciate the charm of the Hammersmith riverside with views over open countryside. In 1687 she took the house that was to be known as **Rivercourt**. She planted three elm trees on the embankment as a memorial to her late husband; these survived until the late 1950's. During the second half of the eighteenth century, a number of substantial houses were built along the River. The south facing river bend and rural setting were regarded as healthy, and also attracted educational establishments for this reason.

The riverside at Hammersmith has had a large number of celebrated residents and visitors. The most illustrious of those who made the riverside their home was **William Morris**, who started a studio in **Kelmscott House** in 1878. This connection with printing and engraving has since been maintained by a series of residents. Other notables include Sir Nigel Playfair, doyen of the early years of Hammersmith Lyric Theatre.



Hammersmith Creek



The “Queen’s Elms” on Upper Mall.

The first bridge across the River at Hammersmith was designed by William Tierney Clark and opened in 1827. In 1887 Clark’s bridge was replaced by the present structure designed by **Joseph Bazalgette**. The bridge improved communications with Barnes, Richmond and Kingston and attracted new residents, but it also made the area more attractive to industry which was already creeping along the north bank of the river from Fulham. Early in the 19th century the **West Middlesex Water Company** had established a pumping station on a three-acre waterfront site. This was linked to the new reservoirs established on the opposite side of the river at Barnes by a 30-inch main. The pumping station is included in the Local List of Buildings and Structures of Merit and it is considered that the site

may provide the potential for reuse/redevelopment in the future.

The 20th century has seen significant changes to the urban fabric brought about by the building and then widening of the **Great West Road**, together with wartime bomb damage. The street pattern historically linked King Street and the Chiswick High Road to the River. The A4 has severed these connections both physically and socially. Post-war developments have not been of a uniformly high standard, which has inevitably led to a dilution of the character and scale of the area.

A number of other landmarks and features contribute to the character of the River and riverside in this location, including the listed Hammersmith Town Hall overlooking Furnival Gardens, the Dove Pier and residential houseboats at Hammersmith Pier.

The Hammersmith skyline behind the riverside is dominated by a number of large buildings, including the Vencourt Hotel on King Street, the Novotel 640-



The Rutland in Lower Mall with a temporary grandstand for the Boat Race on the roof

bedroom hotel by Hammersmith flyover, built in 1973, the London Ark Development designed by Ralph Erskine in 1990 and other buildings in the vicinity of Hammersmith Broadway.

North Barnes and Lonsdale Road

The land within the Barnes Peninsula on the southern bank of the River, remained in agricultural use with large common fields until the nineteenth century. Meadowland by the riverside at Barnes, known as Westmead or Lotmead, was divided into lots and shared among the tenants of Putney. It became known as **“Putney Detached”**, and it was not until 1906 that it was officially designated as part of the parish of Barnes. These former “lots” were purchased by the West Middlesex Water Company for reservoirs.

The Lonsdale Road Reservoir or “Leg of Mutton Reservoir” as it is known locally due to its shape, is a disused reservoir now managed as a nature reserve. The reservoir was built to store water for the local area in 1838 and fulfilled this role until it was decommissioned in 1960. Its embankments are of earth and clay construction. The inner slopes are faced with brick and concrete and are mostly rather steep. Since it was decommissioned water levels have been kept low. The higher levels of past years are marked by lines of fresh-water mussel shell deposits on the inner slopes.

In 1968 **St Paul’s School**, together with its preparatory school Colet Court, relocated from Hammersmith to North Barnes and occupied a former reservoir site in Lonsdale Road. Nearby is the Swedish School.

Character Appraisal

Corney Reach

After leaving the riverside recreation ground in Duke's Meadow (Character Reach No. 2) the character of the Thames Path National Trail abruptly changes as it enters the new waterfront residential development at **Corney Reach**. A promenade has been provided along this length which opens up into a square at Chiswick Pier. Cycling is prohibited along this section, a restriction which is commonly flouted. The design of the riverside walk makes it appear like a private area but the Chiswick Pier Trust is actively promoting the community use of the waterfront in this location. The signposting of the route at Church Street is poorly defined.

Chiswick Pier has permission for eight residential moorings. It is an ideal location on the tidal Thames to arrive by boat to sample the delights of river-based activities and to explore the foreshore.

Chiswick Pier



Chiswick Mall

Chiswick Mall is a succession of elegant 17th and 18th century houses that are separated from their riverside gardens by a road. This section of the river is prone to flooding, so the houses all have flood doors, and their garden walls are topped by 30 centimetres of thick glass, to keep the water back. This is an exemplary riverside development, and shows that the residents are prepared to live with the River, rather than obscuring it behind high flood defence walls.

Most of the gardens next to the River along Chiswick Mall were made over a century ago, when the riverside was embanked. Early 19th century engravings show open land shelving down to the river. The **riverside gardens** are very well maintained, with their own distinct identity.



Chiswick Mall

The series of mansions that form this important architectural waterfront are best appreciated from the river or the towpath on the southern bank. The shared Georgian pediment of **Bedford House** and **Eynsham House** is an important element, together with the 1930's curved glass bow window of The Said House.

Walpole House has features dating back to the sixteenth and seventeenth century. Its garden is on the English Heritage Register of Historic Parks and Gardens. **Strawberry House**, next door to Walpole House was built in the early 1700's. Its attractive cast iron porch is an eighteenth century addition. Other important listed buildings include the late 17th century red brick Woodroffe House, Morton House, and the Old Vicarage on the corner of Church Street. The mature trees in the gardens of these large riverside houses make an important contribution to the overall character.

The public realm along Chiswick Mall is of a high quality with York stone flags used for the footpaths, together with granite kerbs and setts.

Chiswick Eyot

Chiswick Eyot is situated opposite Chiswick Mall on the outside of the large northward loop of the Thames and is accessible at low tide. The island is covered with low-growing willow pollards, originally used in the traditional practice of osier cultivation, a practice which continued until 1935. The willows are still cut every 2-3 years. It also supports an interesting wetland flora and provides nesting habitat for waterfowl. It has been designated as a Local Nature Reserve.

Chiswick Eyot is currently only about half of its size in the early 1900's. In the 1950's the island was disappearing so fast that erosion had to be halted at the western end with balks of timber and many barge loads of shingle. In 1978 Hounslow Council considered removing the entire island

because eroded material was becoming a nuisance to boat-owners. The idea was abandoned and further protection measures implemented.

The island is protected at either end by blockstone embankment, but the majority of banks are still natural. The soft mud and peat of these banks have proved to be an attractive habitat for the non-native Chinese Mitten Crab, which are having a significant physical impact by burrowing, causing vegetation loss and erosion.

Hammersmith Mall

Chiswick Mall extends across the borough boundary into Hammersmith Mall, which continues in a gentle curve up to Hammersmith Bridge. The character of this conservation area is derived from the historic built form and its relationship with the River. This provides an exceptional townscape to the river edge, with three principal groups of buildings: Hammersmith Terrace, Upper Mall and Lower Mall.



Chiswick Mall and Chiswick Eyot with the causeway of Chiswick drawdock in the foreground

Hammersmith Terrace is an elegant row of mid-eighteenth century houses with gardens leading down to the River. These houses form one continuous block of buildings and are favoured with three blue plaques. Of special note is the house where Sir Alan Herbert, 'author, humorist and reformist MP', lived and died by his 'beloved' Thames. His novel 'The Water Gypsies' is set on the River near Hammersmith.

Immediately to the east after Hammersmith Terrace the riverside opens up and the '**Bell**' stairs lead down to the river. The stretch of riverfront eastwards from here was cleared in the 1960's. Lord Napier Place is a modern housing development that extends to the riverfront, on the sites of the former Atlanta and Albert Wharves. The riverside footpath passes beneath the projecting end block.

Linden House (Grade II) is the elegant early Georgian home of the London Corinthian Sailing Club, founded in 1894. Built with a central pediment above the main entrance, it is an important highlight along this stretch of the River. The private



Hammersmith Terrace is an elegant row of mid-eighteenth century houses



Linden House on Chiswick Mall, home of the London Corinthian Sailing Club

forecourt contains three mature trees, which contribute to the setting of the listed building. An elevated signalling box for starting yacht races is, however, an interesting feature.

The signalling box marks the beginning of the **Upper Mall**, the riverside walk that extends up to Furnival Gardens. The riverfront is an attractive mixture of buildings of different periods and styles. **River Court House** dates from 1808 and is now part of Latymer School. Opposite Rivercourt Road the riverfront widens out at the two curved bastions dating from 1650. (The river wall between nos. 20 and 36 is listed Grade II). These bastions give the opportunity for panoramic views both up and downstream, but are unfortunately reserved for private parking. This stretch of the Mall is shared by vehicles and pedestrians and has an asphalt road surface with standard street furniture and a river wall which could have some potential for a lower design.

The Upper Mall open space next to the **Old Ship Inn** has been recently refurbished, with a new play area. On the north side of the Inn a seventeenth century brick porch (listed Grade II) survives from the original building of the Old Ship. This small pocket park enjoys good river views, both upstream and downstream.

The gabled brick houses from Weltje Road to Furnival Gardens form a strong built frontage onto the riverside walk. **Kelmscott House** dating from c1785 is listed Grade II* and is a three storey house, with a bowed addition. **William Morris** lived here from 1877 to his death in 1896 and established his design workshop and printing press on the premises. One of the works produced here was the "Kelmscott Chancer". The William Morris Society occupies the basement. The local authority's Visitor Strategy suggests

possibly developing the William Morris theme into an interior design and arts/crafts museum, promoting both contemporary and historic designs. A previous occupant of Kelmscott House was Sir Francis Ronalds (1788-1873), inventor of the electric telegraph in 1816 who installed eight miles of cable in the garden to demonstrate his machine.

Upper Mall ends at a narrow passage. The path, which curves to the left, is paved with York stone slabs and is visually articulated by the hanging sign for **The Dove** public house, half way along its length. The pub (listed Grade II) which dates to 1790, was originally a coffee house, and forms part of a group of historic properties facing the riverfront. The pub possesses a grapevine covered riverside



*Kelmscott House on Chiswick Mall,
home of William Morris*

terrace and used to be frequented by watermen, when sailing barges unloaded cargo here.

The picturesque narrowness of the passageway space, which opens out dramatically into **Furnival Gardens** to the east, is one of the most important sequence of townscapes along the river between Kew and Chelsea. **Sussex House** (listed Grade II*) is on the northern side of the footpath at the entrance to the gardens.

Furnival Gardens named after Dr Frederick Furnival, known for promoting the sport of rowing, separates Lower Mall from Upper Mall. This was laid out as a sequence of landscaped spaces in the early 1950's after war-time bombing destroyed one of the oldest parts of historic Hammersmith centred on **the Creek**. All that is visible of the former Creek is the outfall to the Thames. The grounds also include an enclosed garden that covers the site of a Quaker burial ground.

The gardens are well used, particularly by office workers at lunchtimes. The open space is affected by the traffic on the adjacent A4 Great West Road, although there is some screening provided by existing vegetation. There are good views along the Thames in both directions. Viewed from the river, the frontage is dominated by the four-storey Riverside Gardens block of flats and the southern elevation of Hammersmith Town Hall. The height of the existing river wall could be reconsidered.

At the south-western corner of Furnival Gardens, **Dove Pier** was constructed by Hammersmith Council in 1951 to celebrate the Festival of Britain. The pier is no longer used for regular river



Dove Pier, Hammersmith

services, but is open to visiting boats for a fee. The owners of the pier have undertaken improvements to the facilities available at the pier and it is understood that they would wish to carry out further enhancement works, including the extension of the pier to increase the number of moorings and the potential for increased use by river services. The **houseboats** moored at Hammersmith Pier provide interest and activity at the water's edge. With Chelsea, this is one of the few places on London's river with permanent residential moorings.

The wide dual carriageway of the A4 Great West Road severs the historic link between Chiswick High Road/King Street and the River. The important link to the river and Farnham Gardens, via the underpasses at Nigel Playfair Avenue and Macbeth Street/Black Lion Lane, could be improved.

Links to Hammersmith Broadway have been improved in recent years. The Broadway is an important **commercial centre and public transport interchange** and a 'gateway' to the Thames. This important connection needs, however, to be reinforced. Pedestrian signage/

interpretation facilities should be provided at the tube and bus station and in the town centre. This could include a local circular trail via Queen Caroline Street to the historic riverside, Hammersmith Mall and Dove Pier.

Lower Mall is the final section of The Mall conservation area and extends up to Hammersmith Bridge. This pedestrianised section is one of the liveliest and most rewarding stretches of the River, although a review of the river wall height is required. The Lower Mall has a long association with rowing and the headquarters of the Amateur Rowing Association is located here.

The **Rutland** and the **Blue Anchor** are famous traditional pubs with outdoor tables overlooking the Thames. There are a number of rowing clubs and boathouses with walkways leading down to

floating pontoons. On Boat Race Day the Lower Mall is packed solid with spectators. A distinguished iron balcony at first floor level continues across the facade of the Rutland and Blue Anchor pubs. **Kent House** (listed Grade II) is part of an attractive group of houses with iron verandas at different heights, and is now used by the Association of Hammersmith Clubs. **Digby Mansions** forms a fitting end to this group, with its Victorian corner dome providing a landmark when viewed from Hammersmith Bridge Road.

The **quality of the public realm** through Lower Mall does not do justice to the setting of the many listed buildings. Improvements could be made to the surfacing of the river walk and associated public spaces in Hammersmith Mall if possible using traditional materials. There remain fragments of



Lower Mall, Hammersmith



Hammersmith Bridge looking upstream

historic paving in Doves Passage, and at the eastern end of Hammersmith Terrace by the Bell Stairs (also known as Black Lion Steps).

Up until the 1950's sections of the **shingle foreshore** in front of Hammersmith and Chiswick Malls were used as beaches. While strong currents in the River make it unsuitable for bathing, the foreshore is used for walking and relaxing. The Upper Mall has sets of steps leading to it. The steps need to be restored and cleaned regularly in order for it to be accessed safely, and tidal information displayed for safety reasons. Suitable arrangements need to be considered for the maintenance and management of steps.

The river wall protecting the historic Chiswick and Hammersmith Malls varies in its age, condition and design. Sections such as in front of Hammersmith Terrace have timber fendering, which adds character and texture to the river wall. The wooden jetties and moorings for houseboats also make an important contribution to the river landscape.

Hammersmith Bridge is an important landmark along this reach of the River and is particularly dominant in views along Lower Mall. The suspension bridge is another fine example of Sir Joseph Bazalgette's work. It replaced the earlier bridge built in 1827, which was the first suspension bridge in London. Bazalgette incorporated the old piers and abutments into his design. The bridge, which is listed Grade II, has decorative cast iron

supporting towers, and has been repainted recently in an original dark green and gold colour scheme.

The Southern Bank and North Barnes

The inside bend of the meander is protected by a vegetated sloping revetment which is constructed using stone sett blocks. In places these have become dislodged and are in need of repair.

The riparian vegetation along this stretch is not particularly well developed. The tree species lining the towpath include ash, sycamore, horse chestnut, grey poplar, white poplar and crack willow. Beneath these, in places, are elm suckers regenerating where mature trees, stricken with Dutch Elm disease were removed in the 1970's.

The Thames Path National Trail on the southern bank of the river, between Lonsdale Road in Barnes to Hammersmith Bridge, has not been surfaced with hoggin as have other sections of the towpath. The route throughout this section is enclosed within a narrow corridor of woodland. The path can become muddy and its northerly aspect and the shade of the trees means it takes time to dry out.

The **Ferry Lane** access to the River from Lonsdale Road is poorly signposted and in need of enhancement. If the ferry could be re-introduced it would allow a direct connection to Chiswick along Verdun Road/Ferry Road, from Barnes, Barnes Common, St Paul's School and the new Wetland Centre at Barn Elms.

The playing fields and buildings of **St. Paul's School** occupy the southern bank of the River opposite Hammersmith Mall. The sports fields are

set behind a narrow strip of woodland which encloses the towpath around the inside bend of the River to Barnes.

In places the school buildings are very close to the Tow Path and the boundary fence is intrusive. The slipway from the school boathouse is also built over the foreshore. The future development plans for the school need to ensure that the setting at the River is properly respected.

From the River and the Tow Path on the southern bank of the Thames, a sequence of views to the historic townscape along the riverside between and Chiswick and Hammersmith unfold:

- The spire of St. Nicholas Church and the tower of the former Lamb Brewery.
- Chiswick Eyot with its pollarded willows.
- The houses along Hammersmith Terrace with their gardens extending down to the River.
- Linden House and the Victorian Pumping Station to the south of the Great West Road.
- Upper Mall including River Court House and to the north the spire of River Court Methodist Church.
- Kelmscott House and the historic group of buildings clustered around The Dove pub.
- Dove Pier and Mr See's Moorings with their collection of houseboats.
- Furnival Gardens which allows views through to the south flank of Hammersmith Town Hall.

- The skyline of Hammersmith Broadway with its modern office blocks and the tower of St. Paul's Church and the distinctive form of The Ark.
- Lower Mall with its two famous pubs The Rutland and Blue Anchor.

Lonsdale Road (Leg of Mutton) Reservoir

There is a **strip of dense woodland** between the reservoir and towpath. Sycamore is the dominant species, with ash, elder and oak present. A line of huge poplars, planted about 150 years ago, runs beside the reservoir and along the Tow- Path to the south; most of these are hybrid black poplars, but at least one is a **native black poplar**, now a rare and declining species.

Despite the artificial banks of the Lonsdale Road Reservoir, there is a considerable amount of marginal vegetation. Conservation volunteers have assisted colonisation by creating shallow, soil-filled berms. There is a small reed bed at the northern end and the southern end has a well-developed marginal zone where watercress, gypsy wort, celery-leaved crowfoot, bur-marigold and the London rarities, bogbean and frog-bit, can all be found.

The reservoir is of considerable **value to waterfowl** throughout the year. Floating rafts have successfully attracted common terns to nest.



Leg of Mutton Reservoir

Much larger numbers of ducks are present in winter, including significant numbers of shoveler, pochard and tufted ducks. Eleven species of mammals have also been recorded, including the declining water vole and three species of bat. The scarce and protected great crested newt is also present, as are green parakeets.

The site was declared a **Local Nature Reserve** in 1990 and a management plan has been written by local community groups who regularly organise refilling from the River by local volunteers. Management work has included thinning of sycamores, footpath maintenance, and tree and hedge planting. The Council has placed interpretation boards and the entrances to the reserve, which is open to the public at all times.

It is an important site for bird watching and educational resource for local school children.

Issues and Opportunities

Chiswick Mall

- The need for the continued conservation and restoration of the surviving fragments of 17th, 18th and 19th century old Chiswick, which includes listed buildings valued for their historic and cultural associations
- Improving the connections to Chiswick House and Gardens and Hogarth House via Church Lane and the Hogarth Roundabout.
- The protection of key views along and across the River to St Nicholas Church, former Lamb Brewery, Chiswick Mall and the Barnes bank.
- The continued traditional pollarding of the willows on Chiswick Eyot to maintain its importance for nature conservation.
- The control or eradication of the Chinese Mitten Crabs which are destroying the soft banks of Chiswick Eyot.
- The promotion of Chiswick Pier as a river bus stop and part of an active community waterfront
- The possible reintroduction of the ferry from Chiswick drawdock to Ferry Lane on Lonsdale Road, if only on a seasonal or weekend basis.

Hammersmith Mall

- The need for the continued conservation and restoration of the 18th and 19th century riverside mansions and terraces, and interpretation of celebrated residents and visitors.

- The protection of key views along and across the river to Hammersmith Terrace, Kelmscott House, Lower Mall, Chiswick Eyot, Putney and the Barnes bank.
- The control of further development which would have a negative impact on the skyline and setting of the riverside conservation area.
- The potential to develop the William Morris Gallery in Kelmscott House into an interior design and arts/crafts museum promoting both contemporary and historic designs.
- The need to restore the quality of the public realm, including the riverside roads, Furnival Gardens, and the pedestrianised section of Lower Mall to provide a coherent character throughout the conservation area.
- Encourage rowers, scullers and sailing clubs to continue to use this reach of the river, consulting and where practical involving clubs in river management programmes.
- The conservation and restoration of the historic river related structures, pontoons, mooring posts, and steps.
- Improved accessibility to the foreshore subject to safety considerations and the promotion of a new leisure hub/area around Becket's wharf and Queen's drawdock as a key part of the visitor strategy assisting the regeneration of Hammersmith.
- Encourage the retention of the residential moorings as a key part of the vitality and interest of the River. Legally enforceable measures and regulations are in place to

minimise problems of pollution on the ecology of the River.

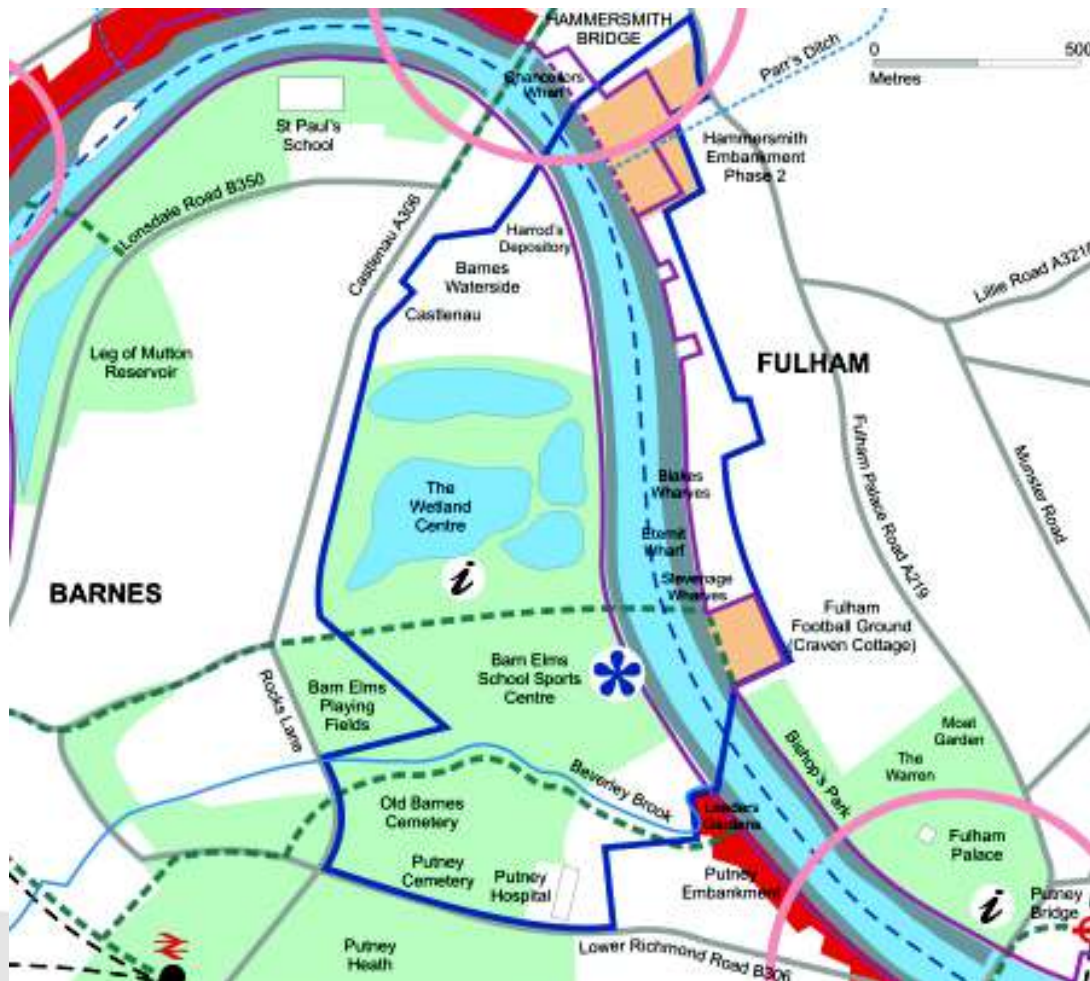
- The increased use of Dove Pier for regular River bus services and linking the services with the public transport interchange at Hammersmith Broadway.
- Enhancement of the Hammersmith Mall Conservation Area through planting a mulberry tree at Mulbery Place and replacing the three 'Queens Elms' outside Riverside House.

North Barnes

- The continued management of the Leg of Mutton reservoir as a nature reserve, working to an agreed management plan.
- The potential exists to extend the former reservoir as an educational resource.
- The protection of the rural tranquil nature of the wooded southern bank and the Tow Path.
- The management of riverbank vegetation to increase ecological diversity and reveal and frame views to landmarks along Chiswick and Hammersmith Malls.
- The enhancement of the boundary to St Paul's School and additional planting to break up and conceal the impact of educational buildings close to the river.
- The protection of key views to Barnes Bridge, Chiswick Eyot and Hammersmith Bridge.
- The conservation and restoration of the cobbled sloping revetment along the inside bend of the river.

CHARACTER REACH NO.4 : FULHAM REACH AND BARN ELMS

River Chart Name: Barn Elms Reach



Harrod's Depository



Key Characteristics

Although this character reach is not crossed by any bridges, it is defined by Hammersmith Bridge and Putney Bridge. As a result the area includes a substantial area of rural open space with no cross-river links. It is now most notable for the newly created Wetland Centre, a haven for birds. This is connected by a series of open green spaces, along the Beverley Brook course, right down to Richmond Park, creating an important green corridor. This area also includes significant pockets of commercial development on the river frontage, notably at Hammersmith Embankment and at Thames Wharf, including the distinctive offices of the Richard Rogers Partnership. To the east of the Thames, there is piecemeal, new strand housing development of variable quality with higher buildings beyond and the riverside Fulham Football Ground at Craven Cottage, with its dominant lighting columns.

Key features of Character Reach No.4 may be summarised as follows:

- Harrod's Depository is a landmark and residential reuse of an historic riverside commercial building;
- The Wetland Centre reuses former arable, market gardening and water storage land at Barn Elms;
- The lack of existing cross-river bridge links increases the severance of south bank communities and attractions;
- Craven Cottage is a riverside landmark and the subject of major development proposals;

- The poor setting of Beverley Brook is a reminder of the diminished role of Thames tributaries;
- The skyline of Hammersmith and Fulham announces the urban nature of adjacent town centres;
- Charing Cross Hospital has a significant impact on views of the River and riverside due to its height and bulk;
- The mixed urban character of the north bank has a piecemeal architectural composition and quality.

Charing Cross Hospital
Hammersmith Bridge
Hammersmith Embankment Phase 1
Castelnau
Harrod's Depository
Barnes Waterside



Aerial view of Character Reach No. 4

Historical Background

“Fulham Reach”

“Fulham Reach” is edged by a narrow corridor of land following the broad outer bend of the river from Hammersmith Bridge down to the Fulham Football Ground at Craven Cottage. The historic boundary between Hammersmith and Fulham is the watercourse known as **Parrs Ditch**, a tributary of the Stamford Brook, which has its outlet to the Thames near the present Riverside Studios. This watercourse is now culverted underground and one of ‘London’s Lost Rivers’.

At low tide there is a high and dry **sandbank** along this stretch of the Thames and there may well have been a ford across the river in earlier times. The area has been occupied since the Neolithic period and until the 19th century there was evidence of pre-Roman earthworks along the riverside.

The boundary between Hammersmith and Fulham also marks the transition between the heavy clays underlying Hammersmith and the rich fertile loams of Fulham. John Rocque’s map of Fulham (1741-1745) shows the large **Fulham Fields** as a sparsely inhabited agricultural and horticultural acreage extending inland from the River.

The River was wider and shallower than it is today and the low lying meadows at Fulham were frequently flooded. The banks were fringed with osiers and reeds.

“Fulham Reach” remained rural in character until the mid-nineteenth century with a series of market

gardens and nurseries interspersed with several grand homes and estates. On the Hammersmith borders with Fulham’s riverside stood **Brandenburgh House**. In 1792 the house came into the possession of the Margrave of Brandenburg and his wife built a Gothic theatre by the river. The house was later occupied by Queen Caroline of Brunswick, wife of George IV. She died there in 1821 and is commemorated by **Queen Caroline Street** which extends from Hammersmith Broadway to the River. Her death also marked the end of Brandenburgh House as one of the most impressive riverside residences in London.

Other important riverside retreats along Fulham Reach were: Dorset Villa, Rosebank and Craven Cottage. Dorset Villa possessed a long terrace walk with landing steps to the Thames and Craven Cottage was an attractive cottage destroyed by fire in 1888. Its name became attached to the later



Rocque’s map of Fulham, 1741-1745



Brandenburgh House c.1810

football ground on the site. To prevent the inundation of the tide, an elevated terrace was built along the river in front of the cottage’s grounds. At the southern end of this embankment a flight of steps, the **Craven Steps** led down into the water and part of these remain today.

During the second half of the 19th century the market gardens and the country houses were replaced by industry. The first and largest of the industrial development schemes was on the site of Brandenburgh House. The **Haig Distillery** was erected in 1857 on part of the former grounds and in 1872 Alexander Manbre built his sugar refinery on the remainder.

Dorset Villa was demolished in 1890 and the grounds built on for the warehouse and wharf of the corn merchants, Hood and Moore. The Anglo-American Oil Company established **Dorset Wharf**. This was the start of a sustained period of wharf construction. Tea Rose Wharf was built soon after

Dorset Wharf, followed by Blakes Wharf, at the end of Stevenage Road just after the turn of the century and Eternit Wharf in 1910.

Between 1870 and 1910 there was a rapid growth in the population of Fulham and new housing developments were built on Fulham Fields and elsewhere to accommodate the workers in the new riverside industries. This stock of late Victorian and Edwardian housing still forms the hinterland to the riverside corridor.



Riverside view of Manbre & Garton factory

The riverside wharves and industries began to decline in the 1970's. The **Manbre and Garton sugar refinery** was closed down in the late 1970's and **Blake's Wharf** was demolished in 1980. As these and other companies left, developers arrived. Industrial development has been replaced in a series of phases by residential and office developments linked by a riverside walkway. **Palace Wharf** remains largely unaltered and has become established as the focus of an artists' complex.

Barn Elms

The former **manor house at Barn Elms** stood on the eastern side of the pronounced bend in the River that encloses the Barnes peninsula. It was part of the demesne estate, which extended to Barnes Common in the south and the road to Chiswick Ferry in the west. The lease of the estate was held by Sir Francis Walsingham, the Secretary of State to Queen Elizabeth 1, between 1579 – 1590. There were two farms on the estate, Home Farm on the east of the peninsula near the house and Windmill Farm to the west.



Former industrial site at Blake's Wharves

In the seventeenth century the most marked change in the area was the growth of **market gardens and orchards** in place of arable farming. The 1838 Tithe Map of Barnes shows only the manor house at Barn Elms, Barn Elm Farm and Mill Farm on the peninsula. The opening of the first **Hammersmith Bridge** in 1827 provided a direct route to London for the fruit and vegetable produce from the market gardens. Each night a steady stream of loaded wagons crossed Hammersmith Bridge bound for Covent Garden. Yet by the end of the nineteenth century, landowners started to sell the market garden enclosures for building land.

The **Hoare family** took over the occupation of the manor house at Barn Elms in the eighteenth century. The formal canal to the west of the house was extended to create a large ornamental lake with a grotto, island and footbridge. The Barn Elms Estate also included a large house called **Elm Grove**, close to the Beverley Brook and Barnes Common. The last member of the Hoare family at Barn Elms, Henry Hugh Hoare, refused to give the Hammersmith Bridge Company permission to build access across his land, and forced the company to buy the entire estate. Following the enforced sale the estate was broken up into parcels for development, the manor house remained however set within 120 acres. Housing developments began around 1840 with large riverside mansions and villas by Hammersmith Bridge. The original developer was Major Charles Boileau of Mortlake, whose ancestral home in France was called **Castelnaud**.

The house and grounds of Barns Elms became the elite and fashionable **Ranelagh Club** from 1894 until 1939. It moved from Ranelagh House in Fulham. There was an eighteen-hole golf course, and open-air theatre, behind which an old domed brick icehouse provided dressing rooms for the performers. In the mid 1930's the freehold of the former manor house was obtained by developers from the Church Commissioners, and agreement reached with the local authority to build flats over most of the grounds. The outbreak of war postponed development and in 1946 the London County Council and Surrey County Council used compulsory purchase orders to acquire the estate for the **Barn Elms playing fields**. The mansion burnt down in a fire in 1954. Only a truncated part of the ornamental lake system and the icehouse provide the slightest reminder of the former grounds.



Barn Elms c.1840

In 1858 Cowan's Soap and Candle Works was built to the east of Castelnau, near to the bridge. It was destroyed in a fire in 1888. **Harrods Furniture Depository** was built on its site. It was built for the customers of the Knightsbridge emporium to store their belongings. The building is reminiscent of the main shop with its cupolas and red terracotta tiles.

The **water storage reservoirs at Barns Elms** were built between 1886 and 1897, and were among the first in London. The roughly square raised reservoir was divided by causeways into four square, concrete-sided basins of approximately equal size. The four basins had surface areas of between 7.4 and 9.8 hectares, with capacities of 280,000 to 380,000 cubic metres. They were designated Metropolitan Open Land (MOL). The reservoirs were decommissioned by Thames Water in 1990 following completion of the London Ring Water Main. The now redundant reservoirs became available for a new use with housing at the north end which part financed a new Wetlands Centre project as part of a legal agreement. The reservoirs had long attracted wintering wildfowl, and following debate, the decision was made to turn the site into a **Wildfowl and Wetlands Trust Centre**, the first created wetland habitat in any capital city, with extensive lagoons, reed beds, grazing marshes and observation hides. The site extends to some 105 acres and has been designated as a Site of Special Scientific Interest. The centre is closely associated with the lifetime work of Sir Peter Scott. The Peter Scott Visitor Centre provides a Discovery Centre, Observatory, lecture theatre, art gallery and restaurant.



The Wetland Centre today

The area to the north of the reservoir, although MOL, has been developed for new housing, **Barnes Waterside**. The total cost of the new Wetland Centre was £16 million of which Thames Water and Berkeley Homes provided £11 million.

Subsequently the Harrods Depository site became surplus to Harrods' requirements and has been partly refurbished/partly redeveloped as enclosed, luxury housing. A small public park has been provided on the Riverside and a footpath/cycle track through the development from the towpath to the land behind, is open during daylight hours. The access to the towpath is gated, and locked during hours of darkness.

Character appraisal

Fulham Reach

Overall character is green on Barnes bank and built-up on Fulham bank. Fulham Reach forms a significant stretch of the Championship Rowing Course and provides important viewing areas for events.

The view from Hammersmith Bridge looking downstream is one of a mix of uses, contrasting scales and heights of development, with a variety of different architectural styles; reflecting the piecemeal nature of re-development over the last thirty years. The riverside is predominantly urban in character, with little vegetation and few open spaces. The floodlights of Fulham Football Ground are a local landmark, and in the distance can be seen the ICL Tower at Putney and the Arndale Centre in Wandsworth.

The urban character of the northern banks of the River, contrasts with the predominantly open nature of the southern bank. The views across the rural south bank and the open expanse of the Wetland Centre are an important element in defining the character of the conservation areas.

There is a drawdock at **Queens Wharf** at the southern end of Queen Caroline Street. This is next to the proposed **Hammersmith Steps**, which were originally conceived by the Architectural Foundation, as part of an overall regeneration strategy for Hammersmith. The proposals are subject to review following public consultation.



Queen's Wharf and Riverside Studios

The Old Kensington Vestry facilities were converted into studios for the BBC and were later converted into the current **Riverside Studio's Arts Complex**. These are a potentially important focus of activity and visitor attraction along the riverfront and present a possible opportunity for extended activities and extension of the riverwalk in this location. Unfortunately the riverside elevation of the studios lacks quality.

The **Chancellors Wharf** mixed use development marks the beginning of the riverside walk. This early 1990's development is characterised by its distinctive brick patterning.

The first phase of the **Hammersmith Embankment** office park is completed and the second phase is approved. The five storey offices are set behind landscaped grass lawns with seating overlooking the River. The vacant Phase 2 site is the subject of a current planning application for further office development, but at present creates a gap in the riverside frontage and allows views to the 900 bed **Charing Cross Hospital**.

Designed in the form of a cross, this 17-storey building dominates views of this reach of the River, particularly the view from the southern bank. The impact of high rise buildings, close to the Hammersmith flyover on the setting of the River is also evident.

The residential element of the overall Hammersmith Embankment development is **King Henry's Reach**. This five-storey development has distinctive triangular metal balconies extending over the riverside walkway. Immediately downstream is **Thames Reach** which consists of three groups of flats designed by the Richard Rogers Partnership, and built between 1985 – 88. This development also abuts directly onto the riverside walk and has white tubular steel balconies and glass curtain walling.



King Henry's Reach/Thames Reach

The former Duckham oil refinery offices at Thames Wharf on Rainville Road were converted by Lifschutz Davidson for the Richard Rogers Partnership. The architectural studios have a barrel vaulted steel roof, and the large semi-circular window is protected from the afternoon sun by green blinds, which unfurl like sails. In the courtyard is the celebrated **River Café**, which is set behind an attractive open space, which includes pots of fresh herbs and vegetables for the restaurant.

Moving downstream the river walk passes late 1970's council housing, which is generally three storeys in height and built of brick. Between the former **Dorset Wharf** and **Greyhound Wharf** the houses are set back behind communal gardens, separated from the river walk by a change of level and railings. The Thames Path National Trail returns to Rainville Road to pass round the former Rathbone Works at Palace Wharf and the Crabtree drawdock next to the **Crabtree Public House**. There are two willow trees growing on the shingle foreshore at this point, which is also an historical ferry crossing. The riverside inn provided refreshment for the basket makers in the osier beds of **Roseberry Mead**, and the workers in the nearby orchards.

The 1970's residential development continues with Adam Walk and Wheatsheaf Lane on the sites of the former Crabtree and Wheatsheaf Wharves. The **Rosebank Tower** is in contrast to the remainder of the housing over this section. The residential development is clearly visible from Hammersmith Bridge and the southern bank of the river and lacks architectural interest.

The bases of the former oil tanks in front of the **Queens Manor School** have been incorporated into a small park known as Rowberry Mead. This small but welcome open space allows open views to the river from Rainville Road, but unfortunately is the target of graffiti and vandalism.

The former oil depot at **William Cory Wharf** has recently been developed for housing. Industrial artefacts have been incorporated into the walkway, together with an interpretation panel.

The **Old Stevenage Wharf** site was one of the first developments of luxury riverside flats, River Gardens (built between 1974 – 77) along the River between Kew and Chelsea. The distinctive dark brick balconied flats are grouped in clusters, around mature private gardens.

The derelict thatched Craven Cottage was acquired by **Fulham Football Club** in 1896 and the 'cottage' pavilion type office building and the iron-framed ground stand (both listed Grade II) were designed by the Glasgow engineer Archibald Leitch. The later stands do not contribute to the



River Gardens and Fulham Football Club

setting of the river, with a blank elevation extending almost directly from the river wall. Planning permission has recently been granted for a new 30,000 capacity stadium.

The quality of **the links** along Fulham Reach to the riverfront are often not inviting or welcoming to the user. Long narrow alleyways, with a perception of poor safety fail to highlight the riverfront and draw in people to interact with the River. The riverside walkway is often poorly designed in terms of the relationship of buildings to the public realm.



Riverside Walk at River Gardens, Fulham

The **public realm** throughout Fulham Reach lacks continuity and coherence between the different developments. The phased release of the various sites has resulted in different styles of street furniture/lighting and types of paving.

The **river wall** along the north bank reflects the use of the riverbank for wharves and industry and exhibits a variety of treatment. It consists of vertical walls throughout Fulham Reach except for the drawdocks at Queens Wharf and Crabtree Public House. The treatment of the parapet varies between developments. In many cases a new capping beam



Barn Elms Reach

with railings has been added to the walls of the former wharves. The original timber fendering is often in poor condition or has been lost. The crevices between brick/ stone facing provide an important habitat for invertebrates and plant life. A review of the river wall is required, including issues relating to future maintenance.

The foreshore along Fulham Reach is particularly wide with bars of sand, mud and shingle. This allows foreshore walks in some areas at low tide. There are few access points to the foreshore along Fulham Reach, although the existing situation could be improved by the proposals at **Hammersmith Steps** and the restoration of **Craven Steps**, as part of the future redevelopment of Fulham Football Ground. Provision for future access to the foreshore must take into account safety considerations.

Castelnau

The four story red brick riverside mansion blocks along Riverview Gardens, in Castelnau create a strong visual anchor next to Hammersmith Bridge, on the southern bank of the Thames.

The cupolas of **Harrods Furniture Depository** are an important landmark along the river. The distinctive terracotta and cream banding of the original depository have been continued through into the new 5/6 storey luxury apartments behind



Harrods Depository

the original riverside block. The former wharf in front of the depository is derelict and fenced off. The wharf is faced in dressed stone, which contrasts with the sloping revetment elsewhere along the southern bank.

The Harrods Furniture Depository and the associated new residential development occupy a large frontage to the Thames Path, which is fenced off to the general public. This restricts accessibility to the riverside from the wider area, thereby privatising access to this part of the Thames. This reduces the amount of users and thus the vibrancy of this part of the waterfront.

The **Barnes Waterside Development** consists of 321 housing units made up of two large 5 – storey riverside mansion blocks, and large and small townhouses in a neo-Georgian style. The development is served from Trinity Church Road. Large detached houses overlook the northern lagoon within the Wetland Centre. The new planting within the development is still small. The existing vegetation between Hammersmith Bridge and the Wetland Centre is thin and intermittent, there are groups of Lombardy poplars and willows of sufficient stature, but they do not sufficiently integrate the new development with the riverbank.

The **Wetland Centre** retains the earth banks and fencing of the former Thames Water Reservoir, along the boundary with the riverside path. This mound rises four to five metres above the Thames Path National Trail and prevents views into and out of the Wetland Centre. There is a lack of tree planting along this boundary section, in order not to restrict the flight paths of migratory wildfowl.



Barnes Waterside



Queen Elizabeth Walk



Wetland Centre

Even before the creation of “Europe’s largest urban wetland” the former reservoir was of sufficient importance for its wintering waterfowl to be notified as a Site of Special Scientific Interest in 1975. A mosaic of lakes, ponds and marshes extending

over 105 acres have been created, with 27 separately controlled hydrological units, over 300,00 aquatic plants and 27,000 trees planted.

Signage for the Wetland Centre could be improved at the junction with the **Queen Elizabeth Walk**, so that users of the Thames Path National Trail may be made more aware of the Wetland Centre. Similarly, visitors to the Wetland Centre are likely to be unaware of the Thames from within the Centre despite their close relationship. Earlier schemes for the Wetland Centre included closer integration with the river.

The **Barns Elms Playing Fields** are separated from the river, visually and physically, by a 1.8 metre high concrete retaining wall, which forms the riverside perimeter of the sports pitches. The additional security fencing and belt of mature trees reinforces the separation. There is a proliferation of

fences separating the playing fields from the **Beverley Brook** and the Queen Elizabeth Walk. The pitches are intensively used, particularly on Saturday, and there are proposals for additional facilities.

Within the large expanse of playing fields and sports facilities are the remaining fragments of the former grounds of **Barn Elms Manor House** - a small but attractive lake, an icehouse and a rectangular block of woodland. The lake is fringed by large trees including poplar, plane, oak and sycamore. The woodland lying to the south of the lake occupies the site of an old garden as indicated by the presence of exotic shrubs. The woodland is dominated by a single enormous London Plane, one of the first to be planted in Britain, and with a girth at chest height of 10 metres.

Key Issues and Opportunities

Barn Elms

- The poor visual and physical connection between the new Wetland Centre and the River.
- The potential of the new Wetland Centre to fulfil a wider role as a “discovery” centre for the tidal Thames. The potential development of a River Thames discovery and interpretation centre provides the opportunity for strengthening linkages between the Wetlands Centre and Thames Path. This could provide a second point of entry to the Wetland Centre in closer proximity to the River.
- The lack of east-west link to the river between Hammersmith Bridge and the Beverley Brook, with the exception of the Queen Elizabeth Walk and the daytime-only footpath/cycle track through the Harrods Depository development.
- The trees along the riverbank are intermittent and in need of reinforcement with new planting.
- The privatisation of the riverside in front of the new Harrods Estate development, and the inappropriate suburban character of the landscape. Consideration could be given to enhancing the small public garden through providing improved public access and seating areas.

- The future of the derelict wharf in front of the Harrods Depository. This could provide a viewing area.

Barn Elms Playing Fields and Sports Centre

- The lack of any visual or physical connection between the playing fields and the River impeded by a 1.8m concrete retaining wall and security fencing.
- The landscape and visual implications of intensifying activity on the sports fields, by the introduction of all-weather pitches and flood lighting.
- The riverside sports grounds offer considerable scope for improving their landscape and habitat diversity.

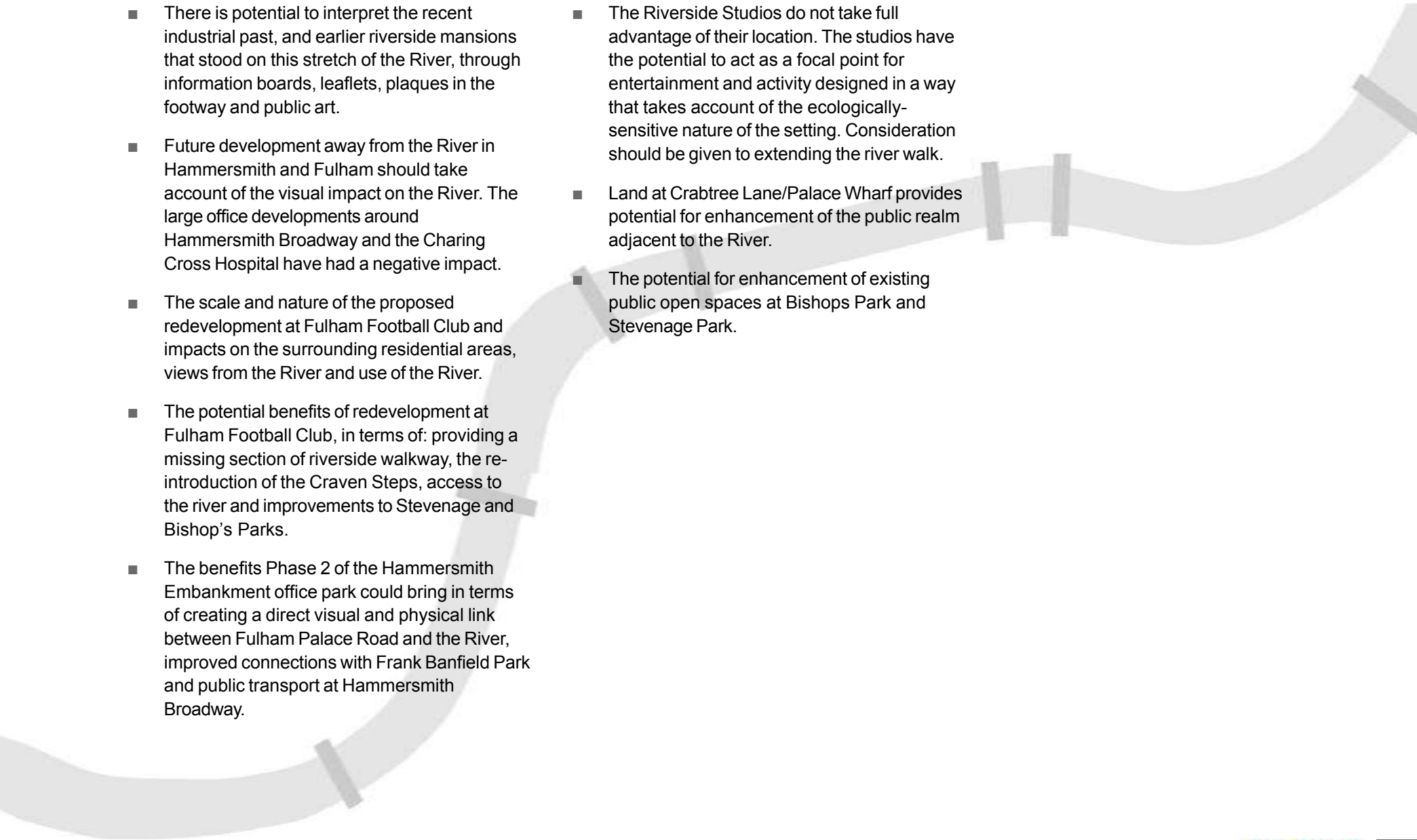
Beverley Brook

- The confluence of the tributary with the Thames is enclosed, and protected by security fencing. It is also dangerous in its present form, unless well fenced.
- The feasibility of removing or modifying the control structures at the mouth of the Brook to create a more natural appearance and range of habitats, and to prevent problems of siltation. Discussions are ongoing between the Environment Agency and Wimbledon and Putney Commons Conservators on the possible removal of the tidal flap at Ashlone Wharf.

- The Brook is part of a “green chain” of open space linking the River to Richmond Park and Wimbledon Common, which requires an integrated approach to landscape management, recreation and nature conservation.

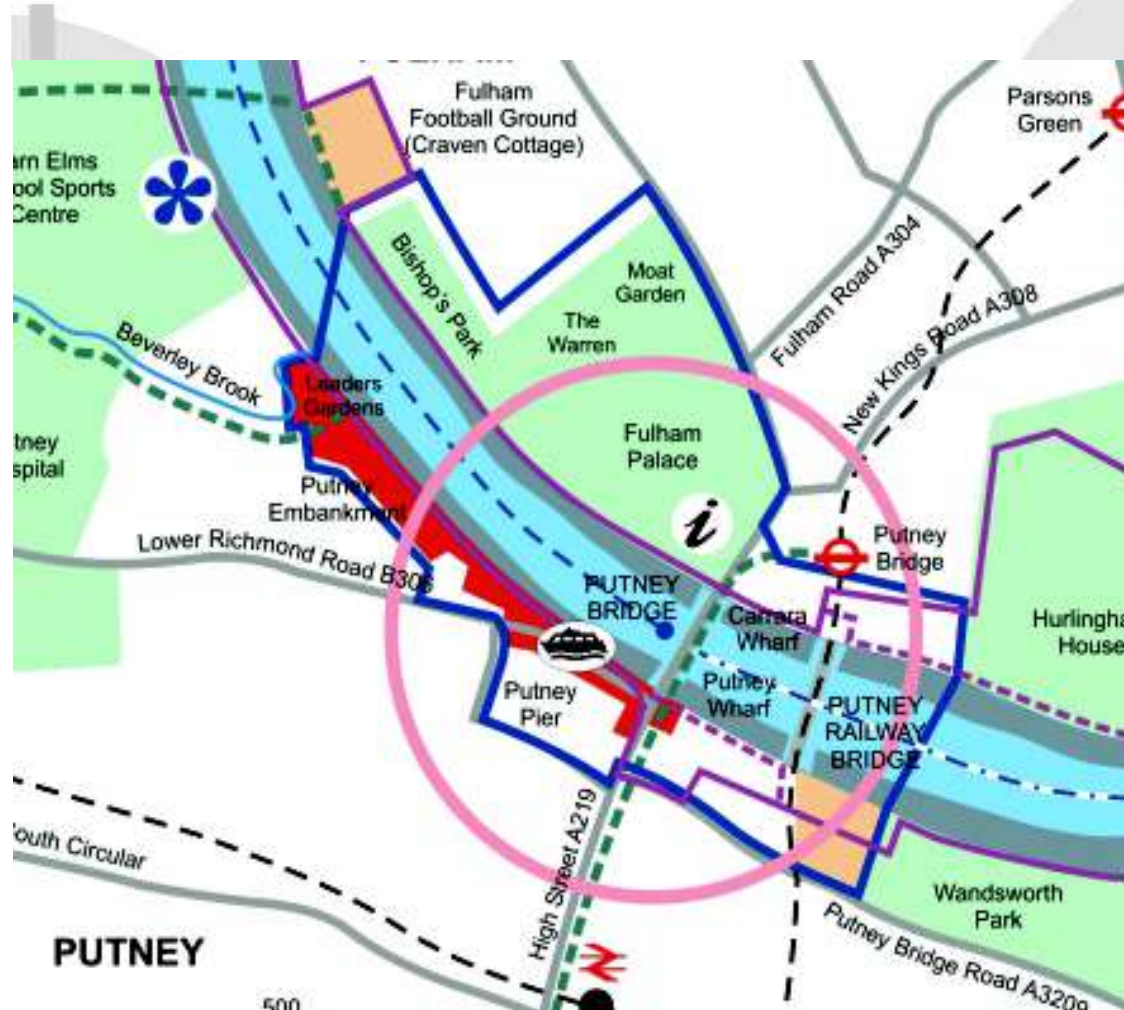
Fulham Bank

- The availability and timing of riverside sites has resulted in incremental development, with little or no relationship between neighbouring sites.
- The view from the southern bank of the River is one of a range of architectural treatment with a pleasing variety of styles, built forms and heights, all relatively low, although the trend is towards increasing height and commensurate visual impact.
- The riverside walkway lacks coherence in terms of materials, street furniture and lighting. There are still missing sections.
- Existing open spaces such as Rowberry Mead provide an important local amenity, but do not take full advantage of the riverside location, and are subject to vandalism and graffiti.
- Access to the River walk through private residential development is not always easily identifiable or welcoming.
- Access to the River is limited. Opportunities for access to the foreshore should be investigated subject to safety considerations.

- 
- There is potential to interpret the recent industrial past, and earlier riverside mansions that stood on this stretch of the River, through information boards, leaflets, plaques in the footway and public art.
 - Future development away from the River in Hammersmith and Fulham should take account of the visual impact on the River. The large office developments around Hammersmith Broadway and the Charing Cross Hospital have had a negative impact.
 - The scale and nature of the proposed redevelopment at Fulham Football Club and impacts on the surrounding residential areas, views from the River and use of the River.
 - The potential benefits of redevelopment at Fulham Football Club, in terms of: providing a missing section of riverside walkway, the re-introduction of the Craven Steps, access to the river and improvements to Stevenage and Bishop's Parks.
 - The benefits Phase 2 of the Hammersmith Embankment office park could bring in terms of creating a direct visual and physical link between Fulham Palace Road and the River, improved connections with Frank Banfield Park and public transport at Hammersmith Broadway.
 - The Riverside Studios do not take full advantage of their location. The studios have the potential to act as a focal point for entertainment and activity designed in a way that takes account of the ecologically-sensitive nature of the setting. Consideration should be given to extending the river walk.
 - Land at Crabtree Lane/Palace Wharf provides potential for enhancement of the public realm adjacent to the River.
 - The potential for enhancement of existing public open spaces at Bishops Park and Stevenage Park.

CHARACTER REACH NUMBER 5: PUTNEY AND FULHAM PALACE

River Chart Name: Barn Elms Reach - Wandsworth Reach



Fulham Palace

	Character reach boundary
	Historic waterfront
	Open space
	Areas in transition
	Thames Foreshore
	Development and regeneration hubs/local points of activity
	Potential enhancement of railway bridges for pedestrians and cyclists
	New stations
	Existing piers
	Potential piers
	Safeguarded wharves
	Potential river bus service
	Thames Path
	Missing sections of Thames Path
	Strategic links
	Lost rivers
	Potential watersports centres
	Potential discovery centres
	Championship rowing course

Key Characteristics

This character reach is crossed in close succession by two bridges - Putney Bridge and Putney Railway Bridge. The Parish Churches of Putney and Fulham face each other across Putney Bridge. The north bank of the River is bounded by a long, tree-lined riverside promenade through Bishops Park and Fulham Palace and Gardens – a well utilised recreational resource. Putney exemplifies the continuing historic relationship with the River, taking full advantage of its riverside location, with slipways, piers and boat clubs and supporting refreshment uses and the vitality of urban character.

Key features of Character Reach No. 5 may be summarised as follows:

- Bishops Park open space is an important resource on the River frontage in need of improvement;
- Fulham Palace and Gardens is an important visitor attraction with an improvement action plan;
- All Saints Church, Fulham is a local landmark of the historic village settlement but the area is now dominated by traffic;
- St. Mary's Church, Putney is an overshadowed local landmark of the historic settlement;
- The impact of the former ICL office adjacent St. Mary's on the River;

- Putney riverside is the 19th century origin of river rowing, exemplified by the annual University Boat Race;
- Putney Bridge is a major river and town centre focal point for the reach;
- Putney Railway Bridge is an important opportunity for improved cross-river links.



Aerial view of Character Reach No. 5

Historical Background

Putney

Putney is one of the few places, between the Strand and Richmond, where higher land formed by gravel terraces touches the River's edge. This provides a flood-free location for settlement as well as a relatively firm approach for a river crossing. There is likely to have been a **ford** at Putney in prehistoric times. A settlement has existed at this important river crossing since the prehistoric period.

There was a possible Bronze Age settlement site near the mouth of the **Beverley Brook**. This location is also the probable site of a late Iron Age defended settlement. On the opposite side of the Thames, the former moat around **Fulham Palace** and associated earthworks may be a similar low-lying fort.

Considerable evidence of **Roman occupation** has been found near the River at Putney, close to the present day Star and Garter and Spring Passage. The Thames was used to link the settlement at Putney with Roman Londinium. It has been suggested that the Romans may have had a wooden bridge here on the line of the ancient trackway from Londinium to the south-west.

The name "Putney" derives from Anglo-Saxon and means "**Putta's landing place**". The first documentary evidence reference is in the Domesday Book, although only a toll from the fishery is mentioned. By this time there may have been a relatively substantial settlement at Putney

supported by farming on fertile soils on the Flood Plain Terrace, fishing and the tolls collected from the **ferry** across the River.

In later centuries the short ferry crossing to Fulham and the route to the long ferry from London to Putney, and then by road into Surrey and towards Portsmouth became increasingly important. Edward I used this route in 1290.

During the Tudor period it became common for London merchants and members of the Court to acquire a '**place in the country**' in convenient riverside parishes like Putney, a fashion which gradually worked its way down the social scale until the mass suburban building of the 19th and 20th centuries.

Putney was a rapidly **expanding and prosperous community** in the 17th century. The increasing influence of London was indicated by the new mansions, the spread of market gardening and the growing traffic by river and road. In the 1660s 40% of the householders working in Putney were watermen making their living from the River.

A church is known to have existed on the site of **St. Mary's Church** since 1291. Parts of the original building may have survived until its rebuilding in 1836. The architect of the new church was Edward Lapidge who had earlier designed St Peter's Hammersmith. In 1973 this church was largely destroyed by fire – it was rebuilt within the old walls.

During the 18th century Putney continued to grow as a fashionable outer suburb and the increase in traffic made a bridge necessary. There was heavy

opposition from the watermen and vested interests in the City of London. In 1729 the ferry was replaced by a 15-arch wooden bridge, known as **Fulham Bridge**. In order that it could connect Fulham and Putney High Streets without a lengthy diagonal course, the approach road curved around the north side of Putney Churchyard.



Putney viewed from the bridge in 1750

The bridge was expensive to build and the costs were recovered through the payment of tolls. Despite which it attracted increased foot and carriage traffic. The tolls were collected at a large covered tollhouse, astride the roadway on the Fulham side and a small tollhouse against the churchyard wall on the Putney bank.

A **tow path** for horses to haul barges was built beside the Thames in 1776-7, westwards from the foot of the new bridge. For the first time it was possible to walk along a substantial part of the Putney foreshore. The barges used the drawdock and slipway next to the present bridge.



Barges at Alchin's Wharf c.1880

Growth continued in the early nineteenth century and **Putney Palace** was the first of the great houses to be demolished for development. Gay and River Street were laid out on part of the site in 1826. In 1846 the Waterloo to Richmond railway arrived, and made Putney even more accessible for Victorian commuters. In 1880 the District Railway arrived in Fulham, giving direct access to the City. The following year the Metropolitan Board of Works purchased Putney Bridge and freed it from tolls, as were Hammersmith and Wandsworth Bridges.

The old bridge was becoming increasingly unsatisfactory both for road and river traffic and the Board decided to build a new one on the line of an aqueduct built by the Chelsea Waterworks Company in the 1850s. This new bridge was designed by **Sir Joseph Bazalgette** who had earlier completed the Thames Embankment. The mains of the former aqueduct were incorporated in the footways of the bridge. The five span bridge is faced in Cornish granite and was opened by the



Putney Bridge soon after construction

Prince of Wales in 1886. It has remained unaltered, except for widening in 1931-3.

The **Putney Railway Bridge** was built immediately after the new road bridge between 1887-9 for the London and South Western Railway, by William Jacomb, Brunel's assistant on the ship, the Great Eastern. It has five spans of lattice girder construction.

The 1880s were the key decade in Putney's development. As well as the two new bridges, **the Embankment** was constructed in 1887-8 and was a great source of pride to the growing town. The last of the great houses along the High Street disappeared at this time and new shops were built. Mansion blocks, such as Kenilworth Court, were built facing the River at the turn of the century.

The London and Westminster Steamboat Company began to serve Putney in 1838 and provided competition to the new railways during the late nineteenth century. However **Steamboat services**

on the Thames ceased in 1909. There have been a number of initiatives since to establish regular services on the River, but without lasting success. The pier at Putney was a stopping point for tourist boats running from Westminster to Hampton Court, until 1999.

Putney was the focus of the boom in **amateur rowing** during the mid-nineteenth century. Organised amateur rowing began in Oxford, Cambridge and the metropolitan Thames in the 1830s. There had been rowing on the Thames by professionals, for example in the annual Doggett's Coat and Badge Race, for much longer. The London Rowing Club, Putney's first, was founded in 1856, with its headquarters in the Star and Garter until its present boathouse was built in 1871. The Thames Rowing Club was founded in 1861 and Putney Rowing Club followed in 1888.

The popularity of rowing provided much needed employment to Putney's watermen and some, notably the Phelps, combined boatbuilding with coaching and directing the amateur crews. The event for which Putney is most famous is the annual **Boat Race** between Oxford and Cambridge Universities. The present course between Putney and Mortlake was adopted in 1845.

The riverside Star and Garter public house benefited from the popularity of rowing and was rebuilt in 1900 as a grand hotel and mansion block, which included a boathouse. The adjacent Dukes Head also had 'club rooms'. A number of other riverside pubs have, however, been lost. The Embankment was a popular venue for bathing up



The London Rowing Club boathouse c.1882

until the 1930s. Professional swimming championships were contested in the late nineteenth century and there were still swimming races in the River in 1922.

Compared to other riverside settlements between Kew and Chelsea, Putney has never had much riverside industry. The longest lasting was brewing, with a brewery close to the river on Brewhouse Lane. The nearby **Douglas Wharf** was the site of William Douglas and Sons Machinery factory. Putney Wharf was also used for the transfer of building materials. The major post-war change to the waterfront at Putney was the building of the 17-storey ICL office block next to St Mary's Church. This was followed by the redevelopment of the ABC cinema and a new police station.



Putney Embankment c.1930

Fulham Palace

The section of riverbank at Fulham and Putney has been a favoured location for a **ford or ferry** since prehistoric times. The initial fording point was located at what is now the south-east corner of the Palace Grounds. **A Saxon settlement** was probably focused near the river crossing, perhaps in the vicinity of All Saints Church. The parish church would have been in existence at this time, with the manorial centre probably next to it.

The manor of Fulham was granted to Waldhere, the fifth Bishop of London around the beginning of the eighth century, when the Bishop of the East Saxons bought the estate of **Fulhanham** from the Bishop of Hereford.

By the time of the Domesday Book, Fulham appears to have been a considerable estate with ample ploughland, meadows, woodland and fishing

rights. The tolls collected from the ferry (ten shillings) were also significant.

The formal delineation of the great moated enclosure partly on the site of earlier earthworks was the work of the 13th century bishops, who also built the new Palace courtyard house. This site is now marked by the eastern courtyard.

The 14th century saw the Bishop's Palace evolve into a coherent whole by creating an enclosed courtyard. In the late 15th and early 16th centuries Tudor bishops built the present day **Great Hall**, a second courtyard and more service accommodation. This rambling Medieval and Tudor complex continued to expand until around 1750 when Bishop Sherlock and later Bishop Terrick remodelled the Palace and reduced it in size. The latter occupant introduced the fashionable new "Strawberry Hill Gothick", a taste acquired during his time as Vicar of Twickenham.

The grounds of Fulham Palace were from the 16th century one of the most important **botanical gardens** in London, which were enriched in the late 17th century with many exotic species. George London, one of the great English formal garden designers, began his career as a gardener here. The layout of the **Great Stuart Gardens** were recorded by John Rocque in his map of 1741 – 45 which shows the palace to have been still surrounded by formal gardens. These were swept away by Bishop Robinson in favour of the fashionable landscape style of the late 1700's. Long walks were created around a great lawn, through shrubberies and along the moat.

The Moat, which surrounded the palace, was one mile in length. It appears in early illustrations as an idyllic stream with water lilies. It relied on the flooding tides to keep it fresh, but there were many times when it was dank and stagnant. This led to complaints and it was finally drained and filled in 1924.

The Thames was used by the Bishops of London as the means of transport from their winter residence close to St Paul's Cathedral to their summer residence at Fulham Palace. This would have been a quicker and more ceremonial way of travelling than by road. The **steps and landing stages** to accommodate the Bishop's boats and barges still remain, but are now unused.



Fulham Palace

The Warren is referred to in the early 18th century as a small park adjoining the gardens. The light gravel soils once supported a rabbit warren and there is evidence of past quarrying for ballast. Part of the redundant inner moat was sectioned off and used as fish ponds in the 17th century. During the First World War it was used as a parade ground to drill troops. At the end of the war it was divided up into allotment plots.

The 20th century has been a period of neglect, low maintenance and deterioration of garden buildings and structures. The Church Commissioners leased Fulham Palace to the then Hammersmith Council for one hundred years in 1975. The garden was opened to the public in 1976. In 1988 a management plan for the site was agreed by the Council but funds were unavailable to implement it. The London Borough of Hammersmith and Fulham has recently prepared a **draft Conservation Plan** as the first step in an overall strategy for the restoration and enhancement of the Palace and its grounds.

The sturdy late Medieval west tower of **All Saints Church** is the only part of the original Medieval Church, which remains. Stone was brought from Kent in 1440 to build the tower, under the direction of the masons, Richard Garald and Piers Chapell. The churchyard contains a number of the tombs of the Bishops of London. Adjacent to the churchyard there used to be a garden, which belonged to the Lord of the Manor; the site of this is now occupied by Sir William Powell's Almshouses.



All Saints Church c.1817

Bishops Park

The demesne meadows along the Thames and to the west of the Palace were embanked and opened to the public as Bishops Park in 1893. The park was enlarged by the extension into **Pryors Bank** (1900), Fielders Meadow (1903) and the opening of Moat Gardens in 1924. The old Pryors Bank house, next to Putney Bridge, was demolished, but its ornamental garden remains largely intact. The house was so ornate with battlements and turreted chimneys that many visitors mistook it for the Palace itself. The Victorian and Edwardian layout of Bishops Park has survived, together with features of the period such as the balustrading and steps down to the landing stages in the embankment. The focus of the park was the paddling pool and boating pond, which in the early years of the last century served as a popular 'seaside resort' for hundreds of local families.



Bishops Park

Putney Bridge

Putney Bridge is the name given to the conservation area between Putney Road and Railway Bridges and bounded by Putney Bridge and Fulham High Street to the west and to the east by the Hurlingham conservation area. Before the construction of the **old Fulham Bridge** over the Thames this was the location of the ferry. The approach to the ferry was over the site of the **Swan Drawdock** to the west of the old wooden bridge.

As a result of the construction of the present Putney Road Bridge, a new rising approach **Putney Bridge Approach** was formed from the High Street at its junction with Church Street. This required the partial removal of the Vicarage Garden close to All Saints Parish Church. Today the Putney Bridge Approach is the main traffic route and the High Street a back lane. **Swan Wharf** adjacent to Putney Bridge was the site of the Swan Maltings built in 1800.

In between the present Putney road and rail bridges, stood an elegant riverside house **Willow Bank** built in the 1750s. It had terraced gardens extending to the river. In 1889 Willow Bank was bought by the District Railway Company and demolished to make way for the new railway bridge, linking with Putney Bridge Station, which was opened in 1880.



Coal barges at Putney Bridge, 1889



Old Fulham Bridge, 1881



Ordnance Survey map of Putney in 1865, showing the alignment of the old Fulham Bridge

Character Appraisal

Important Views

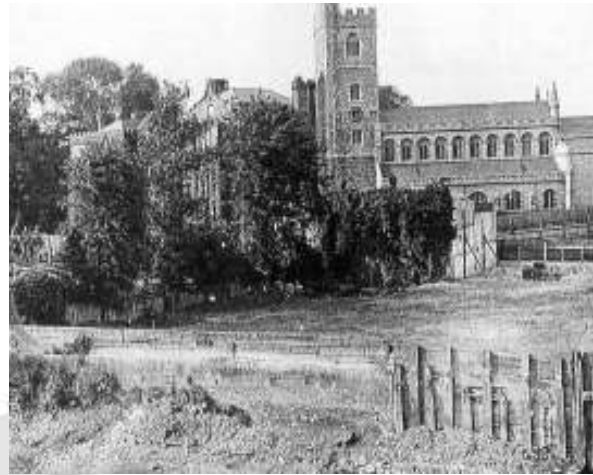
The view upstream from Putney Road Bridge is an important local prospect and highlights the key features that help define this reach of the Thames. It is identified in the London Borough of Hammersmith & Fulham UDP as an important local view.

On the southern bank of the River is Putney Embankment with its five storey, red brick mansion blocks, built at the turn of the last century and dominated by the Star and Garter. In the middle distance are the succession of rowing clubs' boathouses with direct access to the gravel foreshore by means of the continuous 'hard' or slipway. The activity generated by the pubs and boathouses is an important element in creating its "genius loci"

On the northern bank of the Thames the view is of a continuous promenade of mature London Plane trees extending from Pryors' Bank to the grandstands of Fulham Football Club. The Victorian



Putney Pier



All Saints Church, Fulham and Bishop's Park

designed embankment with its masonry detailing and formal steps down to the foreshore is a strong visual feature.

The **Parish Churches of Putney and Fulham** face each other at either end of Putney Bridge. The raised approach roads compromise the settings of both churches, as do post war office blocks. The 17-storey former **ICL tower** (now part of the St George's Homes Putney Wharf development) completely dwarfs the adjacent St Mary's Church. This former office block is most intrusive when viewed at right angles looking downstream from Putney Embankment and from Barn Elms Reach upstream. It is currently being refurbished and converted for predominantly residential use. To a lesser extent the setting of All Saints Church Fulham, is compromised by the seven and half storey tower blocks of Bridge House North and South. The latter has been converted into a hotel.



St Mary's Church and Putney Bridge

The view looking downstream from Putney Bridge is similarly an important local prospect, identified in the Hammersmith & Fulham UDP. The view is dominated by the five lattice girder spans of Putney Railway Bridge. The bridge includes a pedestrian link on its downstream side, which enjoys views to the wooded riverside of the Hurlingham Club and the promenade of mature trees defining Wandsworth Park. In the distance can be seen the Western Riverside Waste Transfer Station and the Arndale Centre in Wandsworth.

In the foreground, on the northern bank the 1980's residential development at Swanbank Court and Carrera Wharf are prominent features and there are glimpses through to the Ranelagh Gardens Mansions. The high rise blocks on Upper Richmond Road impact on the views from the northern bank of the River

Putney Embankment

The former Putney and Douglas Wharves have now fallen into disrepair on the southern bank of the River and together with the broken windows and vandalised ICL tower create an impression of dereliction, which detracts from the **setting of St Mary's Church**. The mature trees and vegetation within the private riverside gardens of the houses fronting on to Deodar Road provide a welcome contrast next to the urban waterfront at Putney Wharf.



Putney Embankment

The enjoyment of the views to the River from Putney Bridge, the Lower Richmond Road and the southern end of the High Street, are heavily influenced by the amount of traffic. Putney Bridge is one of the **busiest of London's river crossings** and there are often tail-backs on the approach roads. The proliferation of road signs and traffic related furniture also generates visual clutter.

Recent traffic management measures and associated street scene improvements have reduced the amount of traffic on Putney Embankment and made it more comfortable and enjoyable for pedestrians and cyclists.

The **Putney Bridge Restaurant**, designed by Paskin, Kyriakides, Sands Architects in 1997 makes an important contribution to the townscape, at the Putney Bridge end of the Embankment. The glazed restaurant overlooks the former slipway and pier, both of which are now underused. This new building, which was recognised with a Civic Trust Award in 1998, successfully occupies a tapering space and helps conceal and reduce the impact of traffic on the Lower Richmond Road. Its clean-cut modern architectural style is in contrast with the adjoining red brick, five storey, decorated mansion blocks, which were built at the turn of the last century. Kenilworth Court built between 1902 – 3 is the largest of these blocks

The embankment in front of the **Dukes Head** is an important focus of activity in the summer months with views across the river to the 300 metre continuous tree lined promenade of Bishops Park. Next to the public house is Winchester House, one of the few buildings kept during the reconstruction of the Embankment in the late 1800's

A walk along the embankment road that separate the boathouses from the river can be full of interest, with eights, fours, sculls and other craft filling the tideway and the sloping shore. The original two and three storey Victorian boathouses have been modified with wide balconies, often enclosed with

large glass windows, where members of the historic rowing and sailing clubs congregate to enjoy the activity.



Putney

Fulham Palace

The value of the **Palace's proximity to the River** has been of paramount importance in the past and remains so today. Views to and from the River have been lost in the course of the 20th century.

English Heritage has confirmed their support for the extensive removal of dense understorey shrub to open up the Long Avenue and create a broad sweep of grass under the mature London Plane trees. Some local concern has been expressed about the loss of screening provided by existing vegetation. Some shrub removal could enhance the visual links between the Thames and Fulham Palace. A gated entrance from Bishop's Meadow with a footbridge across a **reinstated moat**, may

have potential for use as a visitor entrance to the Palace from the Thames Path. This will be considered as part of the Conservation Plan.

The draft Fulham Palace Conservation Plan also recommends that consideration should be given to the reinstatement of the west and south sections of the moat. English Heritage support reinstatement on the basis that some clearance and **re-excavation of the former moat** would improve the visual and physical integrity of the grounds and make better sense historically. Any reinstatement of garden features will need to be preceded by a full archaeological evaluation and will require Scheduled Monument Consent.

The construction of the **HAPA Playground** adjacent to the Butterfield Lodge has proved a visual intrusion into the Palace grounds. The feasibility of re-locating this valuable facility for disabled children, into an archaeologically less sensitive location needs to be considered. The entrance gates, bridge and lodges create an important feature and have significant visual unity. The Lodge is a listed building and is on the Register of Buildings at Risk.

Increased vehicle access to the grounds over the Moat Bridge could cause further damage. It is recognised that a strategy for vehicle access and visitor parking needs to be prepared.

The Conservation Plan also recommends the selective reinstatement of lost garden features, such as the formal knot gardens to the north and south of the Palace building. It also suggests that consideration should be given to developing one or



Bishops Park

more specialist uses for the **walled garden**, which could involve the restoration of the vinery and the development of a herb and sensory garden.

Bishops Park

Due to the mature riverside Plane trees and their dense understorey of shrubs, everything within the main body of Bishops Park is concealed from the southern bank of the River and the riverside walkway on the Fulham side.

The Victorian house at **Pryor's Bank** was once a successful teahouse associated with the adjacent formal gardens. Its current use as offices does not realise its full recreational potential, it could revert to its former use as a café, linked to an improved entrance to Bishops Park and the Palace, from Putney Bridge and the Thames Path.

Bishops Park has five distinct spaces providing a variety of formal and informal recreational activities:

- The central recreational area including: the site of the former theatre and bandstand (now used for rollerblading and skateboarding); a boating lake and paddling pool; sand pit and play areas. The area is enclosed by brick boundary walls with ornamental balustrading.
- Bishops Meadows with its parallel avenues of mature London Planes with their dense understorey of shrubs separating the Palace from the river.
- The open grassed extension with sports pitches on the former Fielders Meadow, south of Fulham Football Ground.
- The tennis courts, pavilion and bowling green on the site of the former Kent Meadows.
- The Moat Gardens to the north and west of the Warren parallel to Bishops Avenue, which forms the principal entrance to the park and the palace from Fulham Palace Road.



Riverside Walk, Bishops Park

The London Plane trees along the riverside were planted at the same time as the construction of the river wall in 1893. The management and long term replacement of the framework of mature trees within Bishops Park and the grounds of the Palace is an important issue.

The decorative metal gates and railings form an impressive entrance into the park and the church, from Putney Bridge Approach. There are areas of original Yorkstone paving and good granite kerbstones, which enhance the setting of the church.

The quality of the paving, lighting and street furniture within Bishops Park is generally poor. The 1970s Macemain furniture and globe lighting look dated and are in need of replacement. The footpaths and circulation areas are generally surfaced in macadam, which has been cracked by tree roots. The original ornamental balustrading is in need of repair and restoration and there is a proliferation of railing and barriers. Despite the lack of recent investment the park is a popular local



Steps at Bishops Park

resource, with 92% of users of Bishops Park, in a recent Council survey mentioning things they like about the park. (Parks and Open Spaces – A survey of residents in Hammersmith and Fulham, May 1998)

Putney Bridge

The quality of the riverside walkway and spaces in front of the 1980's **Swan Bank Court and Carrera Wharf** residential developments is not of the

quality expected within a conservation area. The lack of a continuous Thames Path along the riverside in front Hurlingham and Rivermead Courts and the adjoining Hurlingham Club results in this first section of path downstream from Putney Bridge being underused.

A subway beneath Putney Bridge links Bishops Park to the downstream riverside walk, which extends up to the London Underground Railway Bridge. The path crosses the former **Swan Drawdock** via a footbridge. The vegetated inlet is now separated from the river and is designated and managed as a local nature reserve. At the railway bridge the Thames Path National Trail is forced to detour away from the river and links under a railway arch to the footpath across the railway bridge to Putney. The spaces beneath the bridge have been fenced to prevent vandalism.

The alternative and more direct route to Putney Bridge Station, passes through a sequence of pedestrianised spaces to the south of the former Bridge House (south) office block, now used as a Travel Inn. The historical link with the former **Willow Bank House**, which stood on this site, is continued in the name of this route.

Key Issues and Opportunities

Putney Embankment

- The UDP encourages improvements to the boat clubs and boatyard premises along Putney Embankment, subject to their impact on amenity. It is expected that facilities relying on access to the Thames will not be prejudiced and that the area will maintain its historic association as a location for river sports and activities.
- The potential refurbishment of Ashlone Wharf and establishment of a permanent Discovery/Education Centre and community/youth river related uses.
- The potential for increased use of Putney Pier and the feasibility of introducing a river bus “hopper” service for commuters and tourists.
- The need for further upgrading and introduction of facilities at Putney Pier.
- The conservation and restoration of Putney Hard and the slipways, combined with further streetscene improvements and traffic management measures, in accordance with the London Borough of Wandsworth UDP and improvements for the Conservation Area.
- The visual impact of the former ICL Tower which dominates views from the River, and is out of scale with the neighbouring St Mary’s Church.
- The potential benefits in terms of the provision of a riverside path and square, improved links with Putney High Street, and a possible future

link with the churchyard of St Mary’s Church associated with development at the former wharves.

Fulham Palace

- The archaeological and heritage importance of Fulham Palace, which is listed Grade 1, and its grounds (including The Warren and Moat Garden) which are a Scheduled Ancient Monument
- The untapped potential of the Palace and its grounds as a heritage and visitor attraction. The promotion of the Museum of Fulham Palace. The gardens and grounds are on the English Heritage Register.
- Consideration could be given, subject to Scheduled Monument Consent, to re-excavating the historic moat and enhancing views between the Palace and the River.
- The potential re-creation of the Bishops Stairs landing place facing the Palace, which existed until the late 19th century.
- The possible restoration of lost garden features, including the 19th century vinery.

Bishops Park

- Protection of the strategic view from Richmond Park to St Paul’s Cathedral which crosses Bishops Park.
- The protection of the view of Bishops Park from the River and the opposite bank.
- The protection and long term replacement of the mature London Plane trees along the

riverside and Bishops Walk, which are important in defining the character of the park.

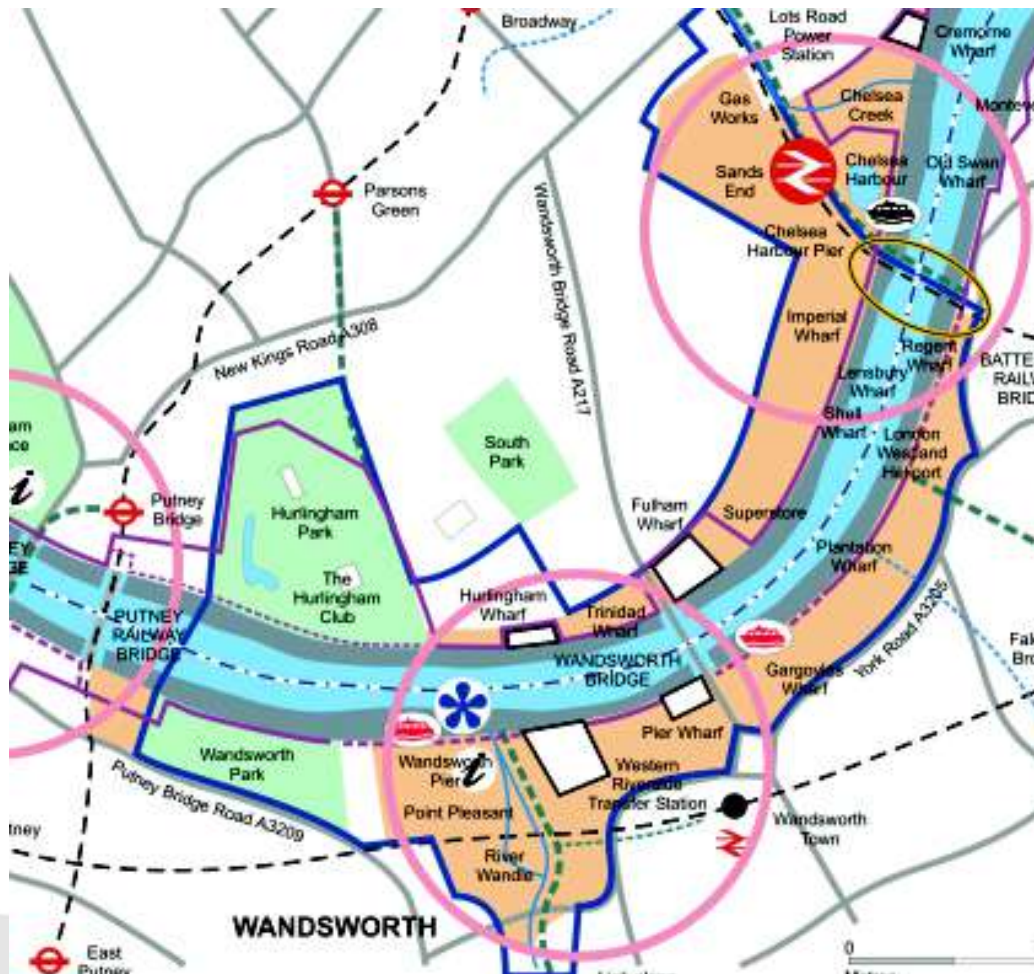
- The possible removal of some of the shrub layer beneath the riverside trees, to open up views of the River and Putney Embankment from within the park, and improve safety and security.
- The restoration and further enhancement of the central area including the site of the theatre and bandstand, pond, playground, boating lake, paddling pool and sand pit.
- Restoring and reopening the wide flight of steps down to the foreshore from the embankment, possibly linked to a new events square, subject to safety considerations.
- The need for a comprehensive renewal of street furniture, lighting and signage.
- The introduction of new, or upgrading of existing, café facilities and toilets, together with play equipment for older children.
- The restoration and enhancement of the old garden of Pryor’s Bank, which was added as an extension to Bishops Park in 1900.
- The restoration and enhancement of the Warren (Fulham Palace Meadow Allotments) which acts as an important buffer to the surrounding urban area, and is part of the Scheduled Ancient Monument.
- The restoration and enhancement of the Vicarage Gardens and the adjacent churchyard, which contribute to the visual setting for All Saints Church.

Putney Bridge

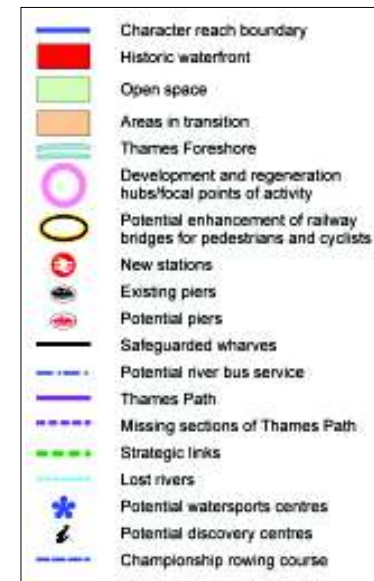
- The negative visual impact of the 1960's and 1970's office blocks (Bridge House North and Bridge House South) on the setting of Fulham Palace and Parish Church, and the River.
- The archaeological importance and potential of the riverside and foreshore. There have been discoveries of remains from the Saxon, Medieval and the early industrial period.
- The conservation and restoration of the late 19th century metal latticed Putney Railway Bridge.
- The enhancement of the pedestrian and cycle links to Putney Bridge Underground Station and bus terminus.
- The enhancement of the footpath from the underground station and bus station to the footbridge.
- The enhancement of the riverside walkway in front of Swan Bank Court and Carrera Wharf.
- The conservation and continued enhancement of Swan Drawdock, which is now a local nature reserve.

CHARACTER REACH NO.6 : WANDSWORTH AND SANDS END

River Chart Name: Wandsworth Reach - Battersea Reach



Mid-stream moorings off Ranelagh Gardens



Key Characteristics

This character reach, bisected by Wandsworth Bridge and framed, downstream by Battersea Railway Bridge, is dominated by industry, softened by the green spaces of Hurlingham House and Park on the north bank, opposite Wandsworth Park on the south bank. The River Wandle joining the Thames via a half-tidal weir and Chelsea Creek have both helped define the historic industrial evolution of the uses and forms along the reach. There are a number of safeguarded wharves within this reach, showing that this area has had a long industrial/working river past. The heliport is well utilised, and helicopters landing and taking off are a frequent sight and sound.

Key features of Character Reach No.6 may be summarised as follows:

- Hurlingham House and Grounds are an evolution of the private 18th century trend of riverside mansions;
- Hurlingham Park provides opportunities for improvements to recreational facilities and pedestrian routes. There is no direct access between Hurlingham Park and the River;
- Wandsworth Park is a formal Victorian public park with opportunities for landscape improvement;
- The Wandle Delta provides a focus for regeneration and presents opportunities for improvements to the Thames Path and riverside;

- Further opportunities to link the riverside to Wandsworth Town Centre and east-west bridging of the Wandle;
- Wandsworth Bridge is dominated by vehicle traffic levels, particularly on the south bank;
- The impact of continued redevelopment of former riverside industrial sites for residential and mixed use schemes;
- The lack of variety in design of recent riverside developments and generally poor integration with the surrounding area;
- The limited provision of river-related facilities;
- The generally poor quality of the riverside walk on the northern bank of the River;
- Battersea Railway Bridge presents an opportunity for improved cross-river links;



Aerial view of Character Reach No.6

Historical Background

Wandsworth

It is thought that a Saxon noble called **Wendle** gave his name to the village of Wandsworth which developed by the River Wandle. There is evidence to suggest that there were settlements at Wandsworth both during the Iron Age and in the Roman period. In Anglo-Saxon times Wandsworth was part of the Battersea Estate. In the Domesday Book there were seven mills recorded as part of the Estate, most of which were probably on the Wandle.



View of Wandsworth c.1750

Wandsworth's position both near to London and on the fast flowing River Wandle – one of the most powerful rivers for driving mills in the country - made its early development as an industrial area inevitable. It was used intensively, originally for milling and later for other industries.

Other industries recorded in the area during this period include hat making, dying, iron and copperware, calico printing, fur making and in the 19th Century, war munitions. Brewing was also well established by the middle of the 16th Century and the **Young's Brewery** is still based in Wandsworth

The fast flow of the Wandle and the many mills made the River unsuitable for navigation, but the many industries needed transport for heavy goods. In 1799 a group of Wandsworth industrialists joined forces and commissioned advice from William Jessop the leading canal engineer, who recommended a railway instead of a canal. The **Surrey Iron Railway**, an eight-mile double track line, the world's first public railway, was constructed between Wandsworth and Croydon and opened in 1802. It was capable of holding 30 barges. All its waggons were horse drawn. Users provided their own horses and waggons and paid a toll per ton carried per mile for use of the track.

Together with the iron railway, goods were mostly transported from the channels round the Wandle's mouth. There were also several wharves on the Thames and a landing place by the Waterman's Arms. An arm of the Wandle east of Sudlow Road was converted into a small dock between 1838 and 1866. From 1805 coal and other commodities were brought from the north and Midlands via the Grand Junction Canal, Brentford Dock and the Thames.

In 1811 a barge builder and lighterman kept 50 lighters, each capable of carrying 60 tons, at Railway Wharf on the Cut. After the iron railway closed the Cut became known as **McMurray's**

canal after one of its owners. However, in 1932 the gas company, which had bought the Cut and needed land, filled it in.

By the end of the 19th Century the importance of the water mills was declining rapidly. Water extraction from the Wandle at Croydon caused falling water levels and other forms of power were being used more widely. But as long-established industries disappeared, new ones took their place.

The most important of these was **the gas works**, which opened on the west side of Fairfield Street in 1835. By 1912 the gas works occupied the whole of the Thames-side between the Cut and the tramway depot, extending inland as far as Worple Way, destroying a large part of historic Wandsworth in the process.

The company's success hinged to a large extent on the efficiency with which it handled the coal which it used to make gas. In 1906 the coal was delivered by collier, rather than the less efficient barges and in 1909 the company commissioned the first of its own **steam colliers** to bring coal direct from Newcastle. In 1907 the company's gas was the cheapest in London.

By 1867, Wandsworth also boasted a paper-making industry, chemical works, colour manufacturers, horsehair suppliers, artificial manure manufacturers and match makers. There were also smaller trades and crafts such as boat building and coach building. There were two fireworks factories. Gas mantles were Wandsworth's main source of factory employment for women.



Wandle Riverbank

Later still, in the 20th Century APV holdings was founded on the east side of **Point Pleasant** and by 1914 was established as a specialist fabricating firm supplying welded vessels such as petrol tanks. It outgrew the Point Pleasant area in 1955 and moved to Crawley.

Other notable new arrivals included Columbia Gramophone, Benham and Sons, the oil terminal, Wandleside Cable Works, Redifon, Airfix and numerous smaller companies. The industrial area spread from the Wandle valley and beside the Thames to Merton Road, Standen Road and the area now known as **Osiers Road**.

The post war years, however, saw industrial decline. At **Prospect Quay** industrial employment has been replaced by residential development and many other Thames-side sites within this character reach are in the process of being developed, such

as Riverside West, Point Pleasant, Imperial Wharf and Gargoyle Wharf.

Wandsworth Bridge was originally a private enterprise intended to be a toll bridge and to provide access to the proposed Hammersmith and City Railway terminus on its northern side. The bridge was opened in 1873 and bought by the Metropolitan Board of Works in 1880.

The bridge was badly constructed, with awkward approaches. It was also too narrow and too weak for heavy traffic. Not surprisingly it was the least popular bridge for traffic in London.



New coal-discharging pier at the gas works in 1934



The first Wandsworth Bridge c.1874

From 1912 demands for the bridge to be rebuilt grew and in 1940 the present bridge was opened. A new southern approach linking the bridge to Trinity Road was opened in 1969.

Wandsworth Park was acquired as an open space by the LCC in 1897, using funding from the LCC, Wandsworth District Board and public subscription. It was then an area occupied by market gardens and rubbish dumps and was one of the few remaining undeveloped areas in the north of the parish. The park, which opened in 1903, was laid out very much as it is today, although the bandstand is no longer there.

Sands End

For centuries, Sands End remained one of the most **rural corners of Fulham**. Running alongside the River south of the Kings Road, between the creek dividing Fulham from Chelsea and the old Peterborough Estate on the west side of Wandsworth Bridge, it was liable to flooding, open and dissected by creeks.

Probably named either from the sandy banks of the outlet of the creek, or after its earliest recorded owner, **John de Saundeford**, in the reign of Edward 1, there is no documentary evidence of settlement until the end of the reign of Queen Elizabeth. Even by the end of the seventeenth century residents were few as the land was marshy and suitable only for grazing.

But by 1900, the waterside fields had been replaced by “a region of poverty and squalor”. During the 1890’s the land had been gradually developed, so that by the time of the publication of the 1916 ordnance survey, it was a fully developed industrial area. Extensive residential areas to the north of Sands End were also completed.

Early in the 18th Century there were plans to construct a two mile canal across the west side of Sands End, to connect the Lord of the Manor of Kensington’s estate to the river, but the idea was eventually abandoned and the land was sold to the West London Railway Company as a route for a new line. This was later extended across the river to connect at Clapham.

In the meantime, development on the opposite side of the Thames in Wandsworth had provided the impetus for similar changes in the Sands End area. Originally, riverside development was concentrated to the east of London, but new towpaths and improved navigation in the late eighteenth century made development as far west as Fulham practicable. The industrial area grew around Townmead and Carnwath Roads which ran parallel to the Thames and had numerous points of access to the River.

Delivery of raw materials by river, particularly coal, became possible, stimulating the development of storage facilities and industries such as Fulham Power Station and a gas works. In 1824 the **Imperial Gas Light and Coke Company** bought the Sandford Manor Estate and built a major gas works next to the river. Although no longer producing gas, there remain historic industrial buildings, including the oldest surviving gas holder in the world, and a dock still partly in water.

Fulham Borough Council built their first **power station** at Sands End in 1901, demolishing it in 1936 and replacing it with an immense structure with three hundred foot high chimneys.

Fifty years ago, the area was still a thriving industrial centre with an enormous gas works and power station, an oil depot and numerous other factories and works. But by the 1970’s it had become an industrial wasteland – the power station unused, the gasometers deflated or demolished and the factories empty.



Fulham Power Station in the 1930s

In the 1980’s the Sands End Conservation Area was established and demolition and clearance of the area began. It was at that time that the power station was demolished and the site redeveloped for housing and a large health club and indoor tennis centre (The Harbour Club). Since then a variety of redevelopment schemes, ranging from a supermarket and sports centre, to riverside flats have brought about the gradual regeneration of Sands End.

Hurlingham

The Putney Rail Bridge defines the western (upstream) boundary for the Hurlingham Conservation Area and its historical development is dominated by Hurlingham House, which was built from 1760, as a villa fronting the Thames. This stretch of riverbank downstream from Fulham Palace was previously part of the demesne estate and was used for nursery garden and osier cultivation.

The **Hurlingham Club** was founded by Frank Heathcote, who became the tenant of Hurlingham House in 1867, to pursue the then popular sport of pigeon shooting. The original house was built in 1760. Polo was introduced from India, where it was popular with the colonial administrators. This expensive sport soon gained an elitist status and was supported by the Royal Family. The Club acquired new land along the river to accommodate new sports activities including; croquet, archery, tennis and golf. It was also a venue for air ballooning and early motor rallies

In 1928 Hurlingham was seriously affected by the great Thames flood and during the last World War, the number 1 polo ground was dug up for allotments. Serious bomb damage was inflicted on the east and west ends of the Club House. The polo playing fields were acquired by London County Council following the war to create **Hurlingham Park**, a sports arena and recreation ground, together with new public housing.

By 1916 the area surrounding the walled Hurlingham Club had been developed with residential terraces. The section of riverside between the railway bridge and the western boundary of the club, was developed at the same time as the extension of the District Railway to Fulham. This was earlier the site of **Ranelagh House and Gardens**, of which nothing remains, except street names. Ranelagh House was used as a country club until demolished in 1892. The



Mid-stream moorings off Wandsworth Park

Ranelagh Club then moved to Barn Elms across the river in Barnes (see Character Reach No.4).

Broom House

Broom House stood on the western corner of Broomhouse Lane. It was described by Feret as “perhaps the most elegant mansion to be found in Fulham”. Built facing the river in nine acres, it was generally occupied in the nineteenth century by members of the British Raj. The house survived until 1911, when it and its grounds were absorbed by the Hurlingham Club.



Mid-stream moorings off Ranelagh Gardens



Hurlingham House circa 1840

Character Appraisal

The sweep of the river from the Hurlingham Club downstream to Battersea Reach is an area in transition. There is a marked contrast between the tree lined frontages of Wandsworth Park and the grounds of the Hurlingham Club and the derelict sites, industrial properties, retail warehouses and recently constructed luxury riverside apartments downstream.



The Old Candle Factory, Battersea

Wandle Delta to Regent's Wharf

The south bank of the River between the Wandle Delta and Regent's Wharf is a focus for new development with the recent approval and construction of projects such as Riverside West, Gargoyle Wharf and Prospect Quay. Other sections of waterfront, for example around Wandsworth Bridge, have experienced considerable pressure for redevelopment.

Helicopter movements associated with the **London Heliport** (now occupied by Metro Business Aviation) generates a stream of helicopters, which add to the noise of traffic with the traffic on the busy York Road.

Development in this character reach exhibits a tendency towards an increasing density and height of buildings and mixed use schemes and the provision of some river related facilities under the terms of recent planning consents.

The Belvedere Tower at **Chelsea Harbour** and the new **Montevetro** Building, designed by Richard Rogers, face each other on opposite sides at the start of the next character reach. These two landmarks are clearly visible downstream from Wandsworth Bridge.

A degree of **siltation** has been observed at the mouth of the Wandle River by the Environment Agency and Wandsworth Borough Council, since the construction of the half tide weir in 1990. The



Chelsea Harbour

gravels at Wandle Mouth, and the associated Bell Lane Creek provide an extremely important nursery ground and refuge area for young smelt and other fish fry. However, since the installation of the weir, the river bed gravels have been predominantly covered by silts.



View towards Battersea Bridge from Prospect Quay

This stretch of the river is one of the major **missing sections of the Thames Path National Trail**. The new pedestrian and cycle bridge linking the east and west banks of the Wandle needs to be linked into a new riverside path around the Point Pleasant development site and Feathers Wharf.

The Thames Path National Trail and the new Riverside Quarter will be linked to Wandsworth Town Centre by the **Wandle Promenade**, an SRB funded pedestrian and cycle route along the banks of the River Wandle. This will form the backbone of a network of routes aimed at improving connections with the Thames.

A series of interlinked public spaces are proposed in the **Wandle Riverbank Improvement Plan** (WS Atkins 1998) to act as focuses of activity and the settings for new development. These include: Feathers Wharf, Point Pleasant and Causeway Island

A range of ecological enhancements are proposed in the 'Riverbank Improvement Plan. These include cutting back the existing wharf edges in places to provide a vegetated riparian fringe, adding timber fendering to sheet piled section of river walls and modifications to the sequence of weirs. The **Causeway Triangle** and **The Spit**, which are both Local Nature Reserves, require new management regimes to enhance habitat diversity.

The future of the local authority owned **Feathers Wharf** at the mouth of the Wandle is strategically important. It is currently used for the temporary storage of containers. It has the potential to provide a high quality promenade/public square, together

with ecological terraces, enjoying excellent views across to the Hurlingham Club. There is scope to include some development on the site, which should fund a major new public space, riverbank improvements and the removal of contamination.

The opportunity exists to **re-excavate McMurrays Canal** to maximise the waterfront setting. The canal, which acted as a terminus for the Surrey Iron Railway, was infilled during the construction of Armoury Way in 1936.

Causeway Island is a central hub. The regeneration of Causeway Island will require the relocation of the Onyx depot which currently occupies the island and the adjoining railway arches. Ground investigations will need to be carried out to establish the measurements required for remediation of ground contamination.

The opportunity exists to re-excavate the **former**

Parish Wharves extension to Bell Lane Creek to form the setting for mixed use development. This would require the relocation of the council owned depot.

The existing **Waste Transfer Station** is also a dominant visual element when viewed from the River. The site has important camp sheds for barges, handling facilities and is a safeguarded wharf.

Sands End

There are few reminders of the former industrial activity at the many wharves along this reach. On the north bank boundary walls, gatehouses, and a few nineteenth century buildings, for example Fulham Wharf Warehouse, are all that now remain.

Most of the industrial and retail development from the twentieth century is single-storey workshops and two-storey warehouses sited along Carnwath



Wandsworth Bridge

Road and Townmead Road. These generally uninspiring developments have not responded to the riverside location, for example **Hurlingham Retail Park**.

Wandsworth Bridge is a key feature providing views along the Thames in both directions. The present bridge was completed in 1939 and was jointly designed by London County Council's engineering and architects departments. The distinctive blue panelling on the side of the bridge is visible throughout much of the riverside. Wandsworth Bridge Road is a busy road and creates bottlenecks on both sides of the River.

The local authority has been successful in achieving a **river walk** along sections of the embankment that have been redeveloped in recent years. This allows access to, and views of, a reach

of the river that was previously hidden behind industrial buildings and storage depots. The detailing of the walk differs between redevelopment schemes. The section between Broomhouse Drawdock and Wandsworth Bridge is in particular need of a coordinated programme of enhancement.

The **Wandsworth Bridge roundabout and underpass** is dominated by a large advertising sculpture. The roundabout should remain as an island of open space.

The **Sainsbury's Supermarket** just downstream of Wandsworth Bridge and Fulham Wharf is a single storey typical early 1990's development with false porticoes and banded brickwork. Its large car park adjoins the River. It is understood that options are currently being considered for the Supermarket to be extended or redeveloped in the future.

The eight-storey residential apartments at **Regent on the River** to the east of William Morris Way stand on the site of the former Fulham Power Station. This bulky development dominates the residential streets behind.

Imperial Wharf is currently being transformed from part of a former gas works into a mix of private, affordable and student riverside accommodation. The development is unusual in providing a local park next to the River in an area deficient in public open space.

The north bank of the River includes three safeguarded wharves - RMC Fulham, Swedish Wharf and Hurlingham Wharf, to be retained within future development for the transportation of freight by water.



View of Regent on the River from Wandsworth Bridge with Chelsea Harbour in the distance

Key Issues and Opportunities

Wandle Delta

- The poor visual and physical connections between Wandle Delta and the surrounding area and public transport facilities.
- The creation of a new riverside “Quarter” in the Delta area, is one of the three main objectives of the Wandsworth Challenge Partnership’s Round Three SRB programme.
- Vegetation is limited, often inappropriate, and in need of reinforcement. A programme of works to create enhancements to the riverbanks including planting is underway.
- The Wandle Delta offers considerable potential for recreation, sport, amenity and the establishment of wetland habitats.
- The area is deficient in green space and there is a need for improved linkages to the wider area and Wandsworth Park. New development could create open space.
- This stretch of the River is one of the major missing sections of the Thames Path National Trail. The new pedestrian and cycle bridge linking the east and west banks of the Wandle needs to be linked into a new riverside path around the Point Pleasant development site and Feathers Wharf.
- The area has a rich industrial heritage which recent development has not reflected.
- A high degree of siltation has been observed by the Environment Agency and Wandsworth Borough Council since the construction of the

half tide weir in 1990 at the mouth of the Wandle River.

- The Western Riverside Transfer Station is London’s largest riverside waste transfer station and should be safeguarded.
- Pier Wharf is considered by the PLA to have capacity to be brought back into port use and should be considered as part of a comprehensive strategy for River freight movement.
- The development of Riverside West and the former Shell Oil Site display a lack of variety both in terms of design and mix. The contextual relationship between these developments and their surrounding area is weak.
- The future use and development of Feathers Wharf is a key issue, which must be considered in the context of an overall masterplan for the Wandle Delta area. When the site becomes available for development, it will be required to provide public space as well as a continuous riverside walk.
- Development of the former Shell Oil Site will improve provision for moorings in this stretch of the River. The potential for additional moorings and a pier should be considered.
- The Wandle Delta should be considered as part of a potential development and regeneration hub focused on Wandsworth Town Centre.
- The provision of a Watersports centre in the vicinity of the Wandle Delta would not be commercially viable. However provision should

be made for access to the water for users such as canoeists.

- Causeway Island is the central hub of the new Riverside Quarter and a recent feasibility has highlighted the suitability of the area for residential moorings.
- The opportunity exists to re-excavate the former Parish Wharves extension to Bell Lane Creek to form the setting for mixed use development. This would require the relocation of the council owned depot.

Eight projects were identified in the Wandle Delta Riverbank Improvement Study (WS Atkins 1998) on land or sections of river within public ownership or not dependant on future redevelopment.

A East-West Link:

The east-west link and the setting of the new footbridge

B Wandsworth High Street Bridge:

The refurbishment of the open space adjoining Wandsworth Bridge in the High Street

C Causeway Triangle

The ecological enhancement of the green triangle and local nature reserve on the eastern side of the Causeway

D Wandle Promenade (Armoury Way to Causeway Triangle)

Environmental improvements to the public domain along the causeway and in channel river bed improvements

E Causeway Island:

A major new public square for Causeway Island

F The Spit:

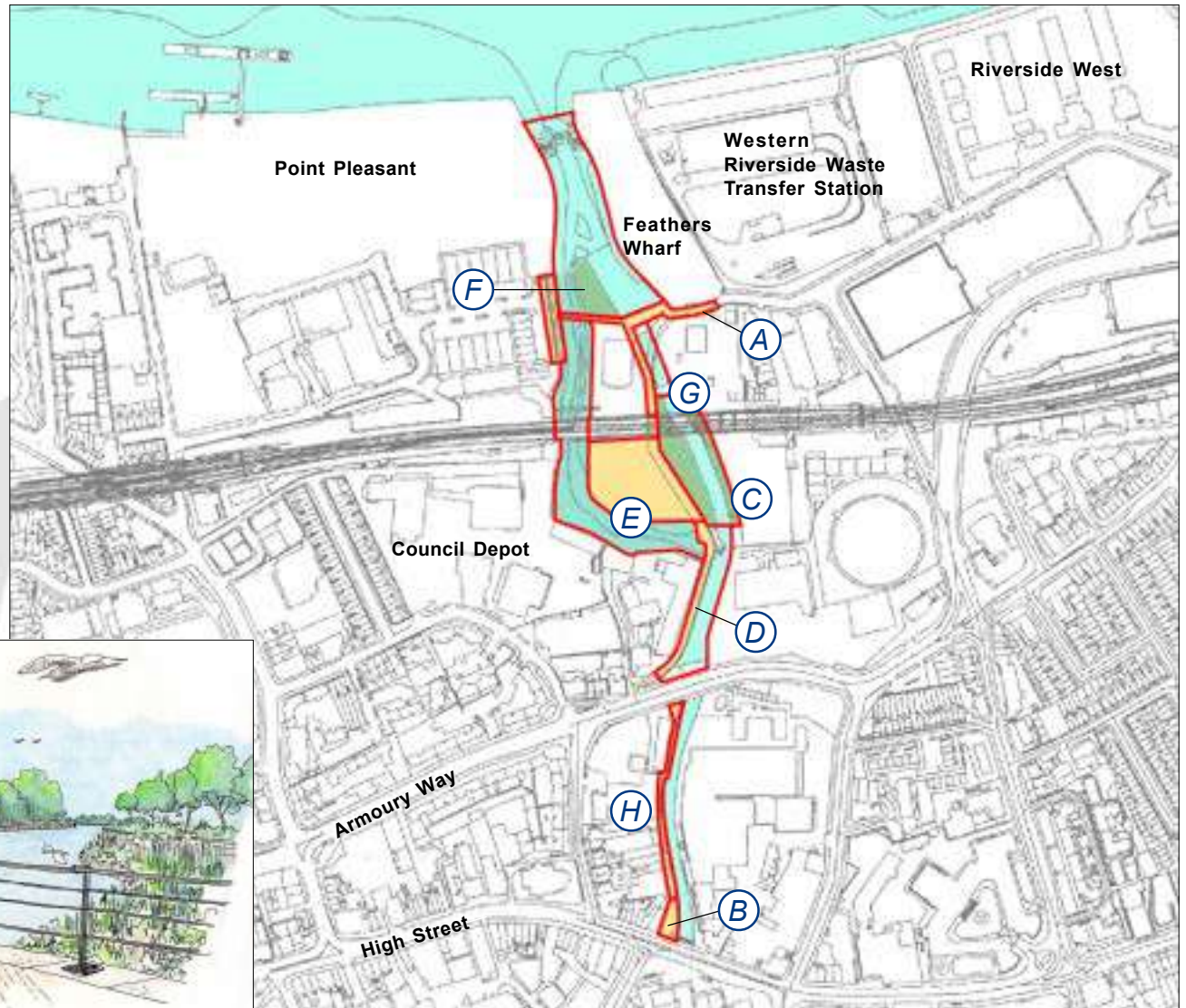
The potential impoundment of Bell Lane Creek and ecological enhancement of the Spit.

G Causeway Bridge (Lower Mill) Weir:

The modification of the stepped weir to the south of the Causeway Bridge

H Wandle Promenade (Armoury Way to High Street)

The provision of a foot/cycle path (The Wandle Promenade) along the western bank of the river between Armoury Way and the High Street.



Potential improvements to East - West Link at Lower Mill Bridge

Priority Riverbank Improvement Projects

Sands End

- The need for a comprehensive “vision” for the area. Recent developments have been designed and planned in isolation.
- The need for improved visual and physical linkages between the river and surrounding area.
- The area is deficient in green space. The new riverside park to be provided as part of the Imperial Wharf development will address this deficiency but should be planned as part of a network of green and public spaces.
- The potential for integrated public transport provision. The proposed provision of a station is critical to improved accessibility to the river and the promotion of river services.
- Swedish Wharf and RMC Wharves are safeguarded for port uses. Development in the area should not prejudice the use of the Wharves and their future role. A comprehensive strategy for river freight movement should be considered.
- Battersea Railway Bridge provides an opportunity for the provision of a cross-river pedestrian linkage which would improve accessibility within the area.
- Vegetation is limited and in need of reinforcement.
- There is a requirement for the preparation of integrated development guidelines for the area with particular attention to be paid to the lack of integration between development sites and the need for improved linkages.

- The riverside walk is in general need of upgrading.
- Sands End should be considered as part of a potential development and regeneration hub focused on Wandsworth Bridge.

Wandsworth Bridge to Regent Wharf

- There are poor visual and physical connections between the River and surrounding area.
- A lack of variety in recent/proposed development in terms of design and mix. The need to review development mix in order to achieve a sustainable form of development.
- The area is deficient in green space and vegetation is limited and in need of reinforcement.
- Retaining the Wandsworth roundabout as open space.
- The area has a rich heritage which has not been reflected in recent development.
- Recent development has not realised the potential of the riverside location in terms of use of the River. Limited provision has been made for moorings and access to the foreshore. There are currently no proposals for provision of a pier in this stretch of the River.
- There will be continued pressures for development of remaining industrial sites on the River. Development of these sites should not be considered in isolation but as part of a comprehensive plan for the area. Redevelopment should include employment uses.

- There is a need for cross-river co-operation in addressing the potential for new pedestrian crossing at Battersea Railway Bridge.
- The riverside walk should be completed and further consideration given to the creation/ improvement of linkages with the surrounding area.

Hurlingham

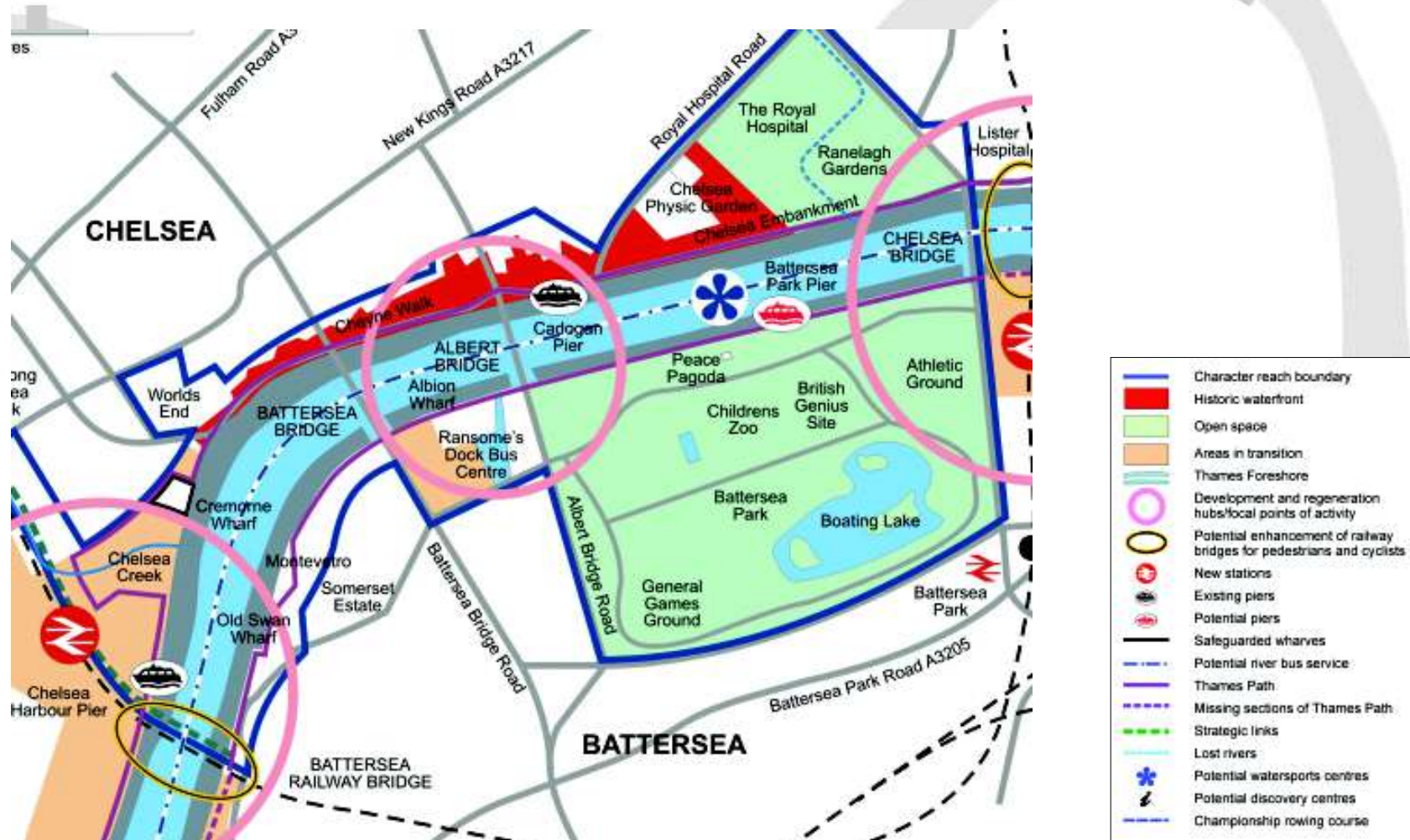
- The importance of the mature trees along the river frontage of the Hurlingham Club in views along the River, and from Wandsworth, and the long term replacement of plane trees with indigenous species
- The break in the continuity of the Thames Path caused by the diversion around the grounds of the Hurlingham Club.
- The nature conservation interest of the southern part of the Club grounds.
- The proposal to demolish the existing 1930's former polo grandstand within Hurlingham Park, and replace it with a modern sports pavilion.
- The opportunity to remove the variety of municipal buildings within Hurlingham Park as part of a comprehensive regeneration programme, focusing on maximising the potential of the park for sport.

Wandsworth Park

- On its anniversary in 2003 some minor improvements are planned in keeping with the park's original Victorian layout.
- The need to plan for the long term replacement of the mature Plane trees along the riverside promenade, to ensure a continuing stock of mature trees for future generations.
- The rejuvenation of the park with new street furniture, lighting, signage, riverside railings and public art.
- The introduction of a café, and an events area to maximise the potential of the riverfront location.
- The opportunity exists to create localised retired defences and steps down to the foreshore. This would, however, require the removal of mature trees.
- Further archaeological investigation of the foreshore; finds of metal work and pottery from the late Bronze Age may indicate a settlement now being eroded there.

CHARACTER REACH NO 7: CHELSEA AND BATTERSEA

River Chart Name: Battersea Reach - Chelsea Reach



Key Characteristics

This reach is framed by Battersea Railway Bridge, upstream and crossed by three bridges – Battersea Bridge, Albert Bridge and Chelsea Bridge. It is one of the most varied reaches. The Belvedere Tower, adjacent to Chelsea Creek, a central feature of the Chelsea Harbour development is a dominant feature on the skyline, along with Lots Road Power Station and Montevetro, the new high rise housing block that dwarfs the adjacent St. Mary's Church. The Buddhist Peace Pagoda is a focal point of Battersea Park, providing both a cultural and recreational facility in this densely built up area.

On the north bank, is the tree-lined Chelsea Embankment that severed many buildings, once fronting the Thames and is now dominated by traffic. Cheyne Walk housed many famous residents in its past and the permanently moored houseboats also add to the character of this area. The Chelsea Physic Garden is a well-hidden jewel, and the grounds of the Royal Hospital and Ranelagh Gardens appear quiet and deserted, except during the week of the Chelsea Flower Show each May.



Aerial View of Character Reach No.7

Key features of Character Reach No.7 may be summarised as follows:

- The Belvedere Tower at Chelsea Harbour is a 1980s example of a landmark residential building;
- Chelsea Harbour illustrates issues of practical public accessibility in large residential developments;
- Chelsea Creek is a major opportunity site for riverside restoration, new uses and improved links;
- St. Mary's Church, Battersea is an historic building diminished by a backdrop of high rise flats;
- Montevetro is a 1990s example of a landmark residential building setting a bulky precedent;
- Lots Road Power Station/Grosvenor Dock are sites planned for adaptation with new mixed uses;
- Battersea Bridge is a focal and viewing point with opportunities for better riverside links at ends;
- Albert Bridge is an outstanding example of an historic suspension bridge framing all river views;
- Cheyne Walk comprises terraces of historic buildings representing important architectural styles;

- The informality of moored houseboats have come to define river living in an urban context;
- The presence of a working boatyard;
- All Saints Church, Chelsea is an important historic reminder of the village origins of Chelsea;
- Chelsea Embankment retains the quality of the Victorian co-ordination of the improved riverside;

- Battersea Park is a major recreational resource with plans for improved river links and restoration;
- Chelsea Physic Garden is an opportunity site for improved visitor appreciation;
- Chelsea Royal Hospital is an historic set piece of architecture and landscape isolated by traffic



St Mary's Church and Montevetro

Historical Background

Chelsea Riverside

Old documents disagree about the origins of the name Chelsea, although it is thought that it might mean **chalk wharf** or **shelf of sand**. Spellings include Chelcheya, Chelched and Chelchythe.

A Synod was held in Chelsea by Offa, King of the Mercians, in AD 787. It is also mentioned in the Domesday Book. The first church was probably built in AD 799, although there is no written record of it until 1157.

In the succeeding centuries, Chelsea is occasionally mentioned in connection with its important inhabitants. Sir Reginald Bray was Lord of the Manor in 1485.

The known history of Chelsea begins in the 16th century when the Lawrence family were Lords of the Manor with the establishment of a number of large houses by the aristocracy. The village of Chelsea, for it was a separate village at that time, was close enough to Westminster to be accessible to the Royal Court at St James. Sir Thomas More and Henry VIII both had houses there as did many of the aristocracy. It became known as a “**village of palaces**”. Sir Thomas More, is commemorated in Chelsea Old Church.

Even before this time however, Chelsea Old Church was already in existence. The Church has been altered many times during its history and was extensively rebuilt after the Second World War. The earliest parts of the Church, however, date from the late 13th century.

The most important of the great houses was Beaufort House, which was built on the site of Sir Thomas More’s mansion. Other notable houses in the area included King Henry VIII’s manor house. The Earl of Shrewsbury’s mansion, the Old Manor House, Danvers House and Gorges House. All of these have long since been demolished and only Lindsay House, the Royal Hospital and Chelsea Old Church remain from this period.

Documentary evidence suggests that there has been a church on the site of **Chelsea Old Church** since 1157, but it was not known as All Saints until 1290. The north chapel, built about 1325 belonged to the lord of the manor. Sir Thomas More rebuilt the south chapel in 1528 for his own private worship. His first wife’s tomb and monuments both to More and to his second wife are in the sanctuary.

In April 1941 the church was struck by a bomb, but the determination of the congregation to rebuild



A view of Chelsea and Chelsea Old Church c.1738

was immediate. Although much of the church, including the tower, had been destroyed by the bomb, the original medieval parts of the church, namely the chancel and the More and Lawrence chapels, remained, damaged but intact.

The apothecaries company founded the **Chelsea Physic Garden**, which is the second oldest in the country, in 1676. Since 1683 when some of the first cedar trees in the country were planted there, plants and seeds have regularly been exchanged with botanic gardens throughout the world.

The garden is also home to a number of “firsts” including the earliest rock garden in the country, built from Tower of London stone and basaltic lava brought from Iceland, as well as the first greenhouse and stove in England built in 1681.

Today, in addition to the herb garden of modern and historical medicinal and culinary plants, the Chelsea Physic Garden boasts many exotic shrubs and trees from all over the world, including an olive tree, at 10 metres the highest in Britain.

The major influence on the development of Chelsea during the 18th and 19th century, was **Sir Hans Sloane**, the famous physician and naturalist, who had been secretary and was to become president, of the Royal Society. Not only did he come to own the majority of Chelsea’s river frontage, but he also instigated much of the redevelopment. He is thought to have owned most of the land west of the present site of Crosby Hall and east of Oakley Street. Noted particularly for his study of medicine and exotic plants, he took a considerable interest in the Physic Garden.

By the late 17th century the section of the river frontage between Oakley Street and Chelsea Old Church, was occupied by Winchester House to the east, Shrewsbury House and the old Manor House.

During the early 18th century, development began on the site of Shrewsbury House. Winchester House was demolished in 1828 and Oakley Street was laid out on the site. House building began in Oakley Street during the 1860's and there is development on the river front which also dates from this period.



A view of Chelsea from the Thames, 1744, by Maurer

The section of **Cheyne Walk** between Cheyne Row and Lawrence Street was developed with terrace buildings by the early 19th century and 50, the "Kings Head and Eight Bells" Public House, dates from this period. The remainder of the site was redeveloped in the late 19th century however, and a residential mansion block, Carlyle Mansions was erected.

Cheyne Walk contains many beautiful **Queen Anne Houses** and takes its name from the Cheyne family who were lords of the manor in Chelsea from 1660 to 1712. Running between Royal Hospital

Road and Cremorne Road, it has been home to many famous people.

Chelsea is also renowned for gathering **intellectuals and artists**. Writers such as Swift, Addison, Carlyle and Leigh Hunt all lived there, as did artists including Whistler and Rossetti.

George Eliot lived at No4; Rossetti, Swinburne and Meredith shared No 16; Henry James lived and died in Carlyle Mansions; Mrs Gaskell was born at No 93; Whistler lived at both 96 and 101; Sir Marc Brunel and his son Isambard lived at No 98; Hilaire Belloc lived at No 104; Philip Wilson Steer lived at No 109; and JMW Turner lived at No 119.

Another interesting feature of Cheyne Walk is its sculpture, including works by P Lindsay Clark, David Wynne, Francis Derwent, Epstein, Gilbert Ledward and Charles Pibworth.

The Chelsea Hospital was inspired by the Hotel des Invalides in Paris, The Paymaster General, Sir Stephen Fox, first suggested the idea of a home for



Parrott's 1841 lithograph of Cheyne Walk

veteran soldiers to Charles 11 in 1681. The next year **Christopher Wren** was appointed architect and in 1689 Chelsea Hospital admitted its first 476 pensioners. The building was finished in 1692.



The building comprises a fine red brick composition centred on the Central Saloon, flanked by the Hall and Chapel of the north block and an infirmary residential west wing (rebuilt after destruction by a landmine in 1941). Alterations were made by **Robert Adam** in 1765 – 82 and stables added by Sir John Soane in 1814. A statue of Charles II by Grinling Gibbons was erected in 1692 at the centre of the South Court and a memorial granite obelisk in the grounds was erected in 1849. The landscaped grounds originally ran to the river edge until the construction of the embankment road and have been used each May since 1913 for the **Chelsea Flower Show**, continuing a recreational tradition established with the former Ranelagh Gardens once on an adjacent site.

Chelsea Embankment runs alongside the River and was built, by the **Metropolitan Board of**

Works, on land recovered from the foreshore. Costing £269,591 between 1871 and 1874, it is just over a mile long and extends from Battersea Bridge to Chelsea Bridge.

Opened by the Duke and Duchess of Edinburgh in May 1874 and designed by **Sir Joseph Bazalgette** (who also designed Battersea Bridge), it is not simply an attractive riverside road, it also covers the main sewer for the area.

The **Metropolitan Board of Works Estate** was built on what was previously the foreshore and land purchase was therefore kept to a minimum. Between the east end of Cheyne Walk and the grounds of the Royal Hospital however, the Metropolitan Board of Works had bought a considerable area of land. The reason for this was to enable them to build roads linking with the Embankment; in the process, however, the completion of the Embankment also left the Board with a large area of land which was now ripe for development.

On Chelsea Embankment, as well as in Tite Street, the Board leased building plots to a variety of builders, most of whom were retained by specific individual purchasers. The development of this estate, therefore, differed from earlier estates in the area in that only a small part of the land was developed speculatively. The Board was keen to ensure that the development of their estate was carried out to the very high standard. Above all they exercised considerable control over the choice of architect for each development. Richard Norman Shaw designed seven houses in the estate, EW

Godwin designed four, while GF Bodley/TN Garner, and Richard Phene Spiers designed one each. The development of the estate began shortly after the completion of the Embankment Road and most of Chelsea Embankment was complete by 1880. Dilke Street was laid out in 1875 and the buildings were completed in 1880's. Embankment Gardens was completed about a decade later.

On the western corner of the crescent Embankment Gardens stands Shelley House, built to the designs of Edmund Warren and now a nurses' residence. It was originally owned by the printer and connoisseur, Charles St John Hornby, who died in 1946.

Albert Bridge is a three span bridge constructed by RM Ordish on his straight link suspension system in 1871-3, which is a hybrid containing elements both of cantilever and suspension

bridges. It was built as a cantilever structure, each half supported by 16 straight wrought iron bars radiating from the top of the highly ornamental cast-iron towers. The side girders of the parapets were hung from vertical steel suspenders.

Thomas Dawson, Baron Dartrey, bought **Chelsea Farm** in West Chelsea near the Thames in the late 1770's. When he became Viscount Cremorne, the house became Cremorne House.

By the 1830s the house was owned by Charles Random de Berenger, who opened it as a sporting club called **Cremorne Stadium**. This venture failed and in the 1840's he reopened the 12 acres of grounds as pleasure gardens with a banqueting hall, a theatre, an American bowling-saloon, an orchestra, grottoes and "delightful lavender bowers" which could accommodate 1500 people.



Albert Bridge

By the 1870s **Cremorne Gardens** had acquired a bad reputation and were condemned as a nursery of every kind of vice. When an application to renew the license for the gardens was rejected in 1877 the gardens were closed and the land put up for sale. Today the site is covered by the Lots Road Power Station and the Worlds End Estate. The name of Cremorne Road remains as the only reminder of the history of the area.

People have been living on boats of different sorts in Battersea Reach since the the end of second world war.

The houseboats are a prominent feature in a river landscape which has been considered “romantic” at least since the days of Whistler. They are a feature in the river scene when viewed from Cheyne Walk, from Battersea Bridge and from the river itself.

By 1900 the river frontage was build up to more or less its present extent. New developments during the 20th century therefore necessitated the redevelopment of existing buildings.

The most interesting of the 20th century buildings in Crosby Hall, which was erected at the junction of Danvers Street and Cheyne Walk in 1910. To describe the building as 20th century is technically inaccurate however, since it was originally built by Sir John Crosby in Bishopsgate, in the City of London in 1466. The Hall remained there until 1908 when the site was bought by the Chartered Bank of India, Australia and China. The bank intended building new offices on the site and eventually agreed to take down the hall carefully and at great expense and transferred the stones to the London

County Council for storage. The re-erection of the Hall on its present site was completed in 1910 under the supervision of the architect Walter Godfrey. The Hall is a particularly fine example of a medieval merchant’s house, its more distinctive features including a stone vaulted oriel and a timber roof.

Many properties were damaged during the war with the most extensive area of damage being the buildings between Danvers Street and Chelsea Old Church.

The restoration of the church began in 1953 under the supervision of the architect Walter Godfrey (who was also responsible for the resiting of Crosby Hall) and his son Emil Godfrey.

Major developments of the 1970’s included the Worlds End development, a housing estate owned by the Royal Borough.

Lots Road is named after the ‘lots’ of ground belonging to Chelsea Manor, where the parishioners had Lammas rights to graze their animals at certain times of the year.

Its main reputation, for many years, was as an area notorious for rough behaviour and fighting, but it was also the site of a medieval-style tournament in 1863 and in 1869 a balloon made several ascents from the lots, an event which gave the name to the Balloon Tavern at No 114.

In 1902, in the face of vociferous opposition, work started on **Lots Road Power Station**, near Chelsea Reach, which was built to provide power for the District Line. The size of the power station

and its two enormous chimneys outraged residents and Punch suggested a statue of Thomas Carlyle should be supported by the chimneys.

The capacity of **Lots Road Power Station** has been increased at various times and by 1990, together with London Transport’s other power station at Greenwich, produced two thirds of the power needed to run the tube network.

In less than a century this most industrialised area of Fulham turned full circle. One after another the works and factories closed, leaving a debris of deteriorating buildings, sheds and wharves until in the 1980s these unpromising acres were chosen for an expensive and highly ambitious development, **Chelsea Harbour**.

Twenty acres of former rail depot and coal yards were bought by P&O and Globe to produce what they described as a “unique world of houses, flats, offices, restaurants and shops”, and a luxury hotel built around a working yacht harbour. The marina occupies the original Chelsea Basin which was used for the transport of coal by River and later infilled and used as part of the goods yard. The basin was excavated as part of the development scheme. There is a vast underground car park, and the central Belvedere Tower is topped by a tidal ball which gauges the height of the tide. The architecture contains a mixture of classical and modernistic styles and motifs, much in the style of Docklands.

Battersea Reach

Originally known as Batrices Edge, or **Badric's Island**, the earliest evidence of settlement at Battersea can be found in stone, bronze and iron objects found in the river and the surrounding area. The Battersea Shield is in the British Museum.

Excavation has confirmed the existence of a **Saxon settlement**, while the earliest written record is a charter of AD 693, granting the area to the Abbess of Barking.

The old village of Battersea was centred on today's **Battersea Square. St Mary's**, to the north east of the square and built in 1777, stands on the site of an earlier church mentioned in 1067. Although the large manor house that stood next to the church was demolished, several other original village buildings remain. Old Battersea House, built in the style of Wren, dates back to about 1699, while the Vicarage and Devonshire House were built in the 18th century. The Raven public house in the square is a Charles II building and remains much as it was 300 years ago.



Battersea Bridge, looking towards Battersea c.1838

Once surrounded by water or marshland, the soil in the area is particularly fertile and market gardening was the chief local occupation until the late 19th century. The local asparagus, sold in '**Battersea bundles**', was famous. Other crops included carrots, melons and lavender.

From the late 17th century, however, although remaining primarily agricultural, Battersea began to develop a more industrial character. A variety of businesses were established including a pottery, copper works, a lime kiln, chemical works, docks, wharves and windmills.

But it was the opening of the **London and Southampton railway** and the terminus at Nine Elms in 1838 that changed the area completely. Between 1801 and 1901 the population grew from 3,000 to 169,000. Railway lines criss-crossed the area, large factories were built including Morgan Crucible Company, and Nine Elms Gas Works. 24,000 new homes were built to accommodate the huge influx of new workers.

The Chelsea Yacht and Boat Company Ltd was actively involved during the Second World War in the production of various types of craft and landing barges for the Normandy Landings. Boatyards have been located on this site in Cheyne Walk for centuries. Today, the Chelsea Yacht and Boat Company is one of the few remaining boat yards on the middle Thames and in addition to moorings, operates dry - docking facilities and workshops.

Battersea Park

Battersea Park was created during this time of great expansion in the 19th century. It is on the site

of part of the **common fields of Battersea**, which can be traced back to the 7th century.

Drained over the years and by the 19th century, one of the most fertile areas near London, the fields were then low marshes intersected by streams and ditches and separated from the river by a narrow raised causeway.

The area had developed a bad reputation. **The Red House Tavern** had an unsavoury clientele, while the fields themselves were used regularly for pigeon and sparrow shooting, Sunday fairs with horse and donkey racing, roundabouts, theatres, comic actors, dancers, conjurors and fortune tellers, gambling, drinking booths and hawkers and vendors. Gypsies camped there regularly. It was even the site of a duel between the Duke of Wellington and Lord Winchelsea. The constant flow of people arriving by boat was another problem.

In the end, in response to public pressure, the government decided to act on suggestions from **Thomas Cubitt** in 1843 to Queen Victoria's Commission for Improving the Metropolis and buy a large part of the area, partly as building land, partly for a new Royal Park. With a budget of £200,000 they bought 320 acres and converted 198 acres of it, laid out under the direction of Sir James Pennethorne into Battersea Park.

Battersea Park was opened in 1853. The lake and the sub tropical gardens were added in the 1860's. In 1885 the Albert Palace from the Dublin Exhibition of 1872 was put at the south end of the park for concerts and art exhibitions, although the idea was a failure and it was demolished in 1894.

Instead, by 1896, Battersea Park had become and remained a favourite for cyclists.

Listening to band concerts prior to the First World War was a popular way of spending Sundays and holiday weekends. The park was often used for political meetings and during the Second World War the bandstand was a platform for speeches.

The **Festival of Britain in 1951** was held to commemorate the 1851 Great Exhibition and to assist Britain out of wartime drudgery. Bedevilled

by strikes of electricians and carpenters, and the opposition of regular users of the park and occupants of the mansions nearby, the pleasure gardens opened in May 1951.

The Festival showboat was built and presented by the Chelsea Yacht and Boat Company Ltd which still operates from Old Ferry Wharf in Cheyne Walk. It was built on wooden piles over the Thames, had a series of tableau displays that included Jonah and the Whale, Atlantis and a display entitled Under the Icecap.

Today Battersea Park houses a children's zoo, a deer park, playing fields, a running track and tennis courts. The Old English Garden has been restored. The stone sculpture Three Standing Figures by Henry Moore and the bronze, Single Form, by Barbara Hepworth are also features of the park.

Battersea Park hosts a variety of events throughout the year, including an annual Easter Parade.

A **Buddhist Peace Pagoda** was the first major monument in Central London to be entirely dedicated to peace. It was a gift to the capital from the late Most Venerable Nichidatsu Fujii, and the Buddhist Order, Nipponzan Myohoji, and was formally presented to the people of London on 14 May 1985. It was located overlooking the river.

Battersea Bridge

Until 1771 the only way to cross the river between Battersea and Chelsea was by ferry. The first bridge, built of wood and designed by Henry Holland, was also the first to be built between Westminster and Putney.

Although it transformed Chelsea from a village into a small town, Battersea remained virtually unchanged. It was also a hazard for river traffic. It was dangerous going under the bridge or "shooting the arches". Many boats crashed into the piers and were wrecked.

The original wooden bridge, replaced in the late 1880's by the present cast iron bridge with five arches, designed by **Sir Joseph Bazalgette**, was immortalised in the misty nocturnes and etchings by Whistler.



Battersea Park 1928



Battersea Bridge

Battersea (or West London) Extension Railway Bridge also crosses the river between Chelsea and Battersea and was built in 1861 by William Baker of the London and North Western Railway to link the West London Railway to Clapham Junction. It is a five span wrought iron bridge very much like Southwark Bridge.

Character Appraisal

This Character Reach represents an outstanding model of historic townscape and landscape, retaining important examples of traditional river land uses, forms, functions and layout sensitivity incorporating 19th and 20th century improvements.

The 17th century Chelsea Hospital and grounds and the 19th century Battersea Park opposite are each outstanding examples of their period and help create a green gateway to the urban Westminster boundary framed by the handsome suspension structure of Chelsea Bridge and beyond the Victoria Rail Bridge.

Chelsea Riverside

The overall impression of the Chelsea riverside is one of diversity, attractive house frontages screened by a nearly continuous line of trees and interspersed with dominant landmarks such as the Royal Hospital, the Physic Garden and Chelsea Old Church and the Worlds End development. Throughout most of the frontage between Ranelagh Gardens and Worlds End, the embankment road provides a physical barrier between the buildings and the river.

There are many impressive views into and out of the riverside. Views across to the south bank can be seen from the entire river frontage, except at the west end where there are high buildings between Lots Road and the river. The best views are of Battersea Park on the eastern half of the frontage.

The best views towards the riverside are obtained from the bridges and the south bank of the river. The features which form the most distinctive parts of the landscape and provide focal points for views, are: major landmarks, building groups, parks,



Worlds End

wooded areas and areas of open space and the houseboats and other marine craft.

The overall view of the embankment from the south is towards the continuous embankment wall with a general back drop of trees and buildings and interspersed with more prominent landmark buildings.

From the Worlds End development eastwards there is a continuous line of trees along the embankment. This provides a contrast to the hard angular outlines of the buildings and results in more variety in the appearance of the river front. Where the belt of trees is thickest - in Embankment Gardens, Chelsea Physic Garden and Royal Hospital Gardens - the appearance of the trees is particularly attractive.

The dominant landmarks along the riverside are the very large buildings: the Royal Hospital, (surrounded by extensive grounds), the Worlds End development and the Lots Road Power Station. Smaller buildings and developments, such as Chelsea Old Church, Crosby Hall and Cremorne



The Royal Hospital

Gardens, as well as building groups such as Lindsay House, 12-26 Cheyne Walk and Embankment Gardens, also form distinctive landmarks.

The bridges are important features of the landscape as well as performing the function of visual frames to sections of the river. Albert Bridge, in particular, is of a very distinctive design.

The Royal Hospital is one of the oldest surviving buildings along this reach (1689), but it is now severed from the river by the heavy traffic along the embankment. The grounds of the Chelsea Hospital are used by the Royal Horticultural Society for the Chelsea Flower Show, which takes place in May every year, the area takes on a different character and becomes more lively and busy.

Along the north bank there is the formal avenue planting of London plane trees along the Chelsea Embankment, small fragments of the Chelsea Embankment Gardens, and the Chelsea Royal Hospital Grounds. These provide a great variety of vegetation and species, with ornamental planting being more dominant in this reach than native species. Many of the trees are now approaching maturity, and little new tree planting has been undertaken.

The **Chelsea Embankment** has historic lighting columns mounted on the embankment wall, and the benches provided at regular intervals are mounted on stone plinths, allowing a view of the Thames, over the solid flood defence wall, even when seated. The dressed stone flood defences are an important visual feature.

Traffic is the dominant issue on the Embankment. The main problems are the sheer volume of traffic travelling along the embankment. Apart from congestion of the road, this also results in parking problems, noise, fumes and vibration. This is unpleasant both for people living in houses fronting the embankment and pedestrians using the adjoining pavements.

The recent introduction of a segregated cyclepath along the Embankment has not respected to the character of the area.

Solutions to traffic congestion on the embankment can really only be made by considering the traffic problem for London as a whole.

It was proposed in the 1980's that one possible method would be to sink the road in a tunnel under its present course. This has already been done elsewhere, notably along the banks of the Seine in Paris.



Chelsea Embankment

To the west of the hospital site, fine houses and mainly 19th century mansion block flats create a continuous rich townscape edge to the riverside.

The buildings facing the riverside between Embankment Gardens and Royal Hospital Road have a coherence and similarity of age and building style. All are late Victorian and Edwardian buildings, built between 1870 and 1913. They are in the distinctive ornamental style of the period - being tall red brick buildings, or yellow brick with red brick dressings. They have decorated gables, steeply pitched roofs with dormer windows of various attractive designs; and mouldings such as cornices and freizes, picked out in Portland stone or red brick. They also have a series of ornate chimneys contributing to the vertical rhythm of the architecture. The houses are generally between four to five stories high with basement and attic floors.

Albert Bridge

The Chelsea reach of the river flanked to the south by Battersea Park is framed by two suspension bridges. The more decorative of the two is Albert Bridge, a spiky and vaguely Gothic structure designed by Rowland Ordish. By day, the pink, white and pale green colour scheme emphasises its delicacy, whilst by night it is lit by thousands of white light bulbs which give it a magical quality. The lighting also enhances the shape of the bridge.

Albert Bridge to the west, like Chelsea Bridge to the east help define this section of river and the park edges with outstanding landmarks acting as visual frames and gateways to the river channel.

Battersea Park

Battersea Park, one of the earliest public parks, takes up the entire south bank of this reach. This is the largest park within the study area. There is a riverside promenade, lined with mature trees, along the entire length of the park. There is a need for replacement planting to ensure a long-term framework of vegetation. The recreational facilities in the park continue to be well utilised, but there are areas of the park that are no longer being used to their full potential. Battersea Park is a very self-contained unit within the landscape and there is potential for creating links between it and the wider landscape.

In February 1999, a multi-disciplinary team led by Halcrow, was appointed by the London Borough of Wandsworth to undertake a four year project to restore Battersea Park. The Heritage Lottery Fund and the London Borough of Wandsworth are providing funding for the project.



Battersea Park

The views from Battersea Park, to the Royal Hospital are of significant importance and should be protected.

Chelsea Harbour and Creek

The Belvedere Tower of Chelsea Harbour is an important landmark defining the start of this character reach. Chelsea Harbour is already an important focus of activity, but its full potential has not been realised. This is partly due to the lack of a coherent network of pedestrian and cycle routes linking it to other visitor attractions and public transport. Redevelopment of the Lots Road Power Station should provide for improved linkages. The two chimneys of the power station are an important landmark.

Chelsea Creek connects by means of a sluice under the railway embankment to the Imperial Gas Works dock, which is partly still filled with water. The remains of this historic dock and industrial



Chelsea Harbour

buildings of heritage value should be conserved in any future redevelopment of the British Gas site. The potential for creating a pedestrian link along the former course of the Chelsea or Counter Creek to Brompton Cemetery should be explored.

Battersea Reach

St Mary's Church has been dwarfed by the new **Montevetro Building** designed by Richard Rogers. The new residential apartments step up from the church and reach 17 storeys on the corner of the bend in the River. This dramatic new building was built on the site of former flour mills. The tower blocks within the Somerset Estate already compromise the setting of the church. The impact of the Montevetro building varies according to the viewpoint; from sections of the Chelsea Embankment it appears as a single tower but when viewed travelling downstream on the River from Wandsworth its full stepped profile is clearly visible. The extensive glazing reflects the prevalent weather conditions.

Key Issues and Opportunities

Cheyne Walk and Chelsea Embankment

- The historic townscape of Cheyne Walk should be protected.
- There is a need for improved interpretation of the history of the area eg. Chelsea Physic Garden. Consideration could be given to improved signage and provision of interpretation boards.
- The working boatyard and residential moorings provide an essential River service and incidentally add to the character of the river and should be protected.
- Many existing trees are reaching maturity and consideration should be given to a programme of replacement. There is potential to enhance existing vegetation.
- Increased use of Cheyne Pier and Cadogan Pier should be considered. There is potential to extend the existing river services as part of the overall strategy.
- The bridges are key landmarks and views should be protected.
- Links to the wider landscape and Battersea Park/Chelsea Royal Hospital should be promoted and encouraged to compensate for the apparent shortage of green space along this stretch of the river.

- There is a need to integrate public spaces adjacent to Battersea Bridge with the surrounding area and to encourage increased public use.

Battersea Park

- Battersea Park provides the potential for increased utilisation of facilities and links into the wider landscape. Consideration should be given to improved linkages and enhancement of river walk.
- The area provides the potential for greater public use/enjoyment of the river, e.g. festivals.
- A new pier has been proposed for a site near to Battersea Park close to the Battersea Power Station, this will be accompanied by improved pedestrian access along the riverside between the Power Station and the Park.
- Connections with the surrounding area and public transport facilities should be improved, including the proposed leisure complex at Battersea Power Station. A new pedestrian link under Chelsea Bridge was approved in December 2000.
- Battersea Park does not at present make the most of its prime riverside location. Redevelopment plans promote its connection with the River.

Chelsea Harbour and Creek

- Development of the remaining land at Chelsea Harbour should seek to improve public access to the river and should make provision for public open space. Development should include provision for enhancement of Chelsea Creek.
- Chelsea Harbour/Imperial Wharf has the potential to become a leisure hub, as part of the overall strategy.
- Consideration should be given to increased use of the existing pier/river services.
- A suitable use should be identified for the vacant yacht club building at Chelsea Harbour.
- Existing vegetation is limited, small scale, and should be reinforced. Species of more appropriate size should be utilised.
- New transport links next to the Lot's Road development may be provided through the Chelsea Harbour new rail proposals and station on the West London line, the Chelsea/Hackney Line could serve this area with links to south west Chelsea.
- Lots Road Power Station is an important landmark and could be retained in any redevelopment proposals. Redevelopment of the Lots Road Power Station should provide for improved public access to the river and

linkages to adjacent areas. A mixed use development planning application is at the time of writing being considered by the local boroughs, a comprehensive travel plan is also being prepared.

- The treatment of the river walk will be an important consideration in the redevelopment of Lots Road Power Station, the final phase of Chelsea Harbour and treatment of Chelsea Creek.
- Planning permission has been granted at Chelsea Wharf to extend the Thames Cycle Path from Cremorne Gardens to Cremorne Wharf. It is hoped that the missing link (at Cremorne Wharf) will be added by the time the Power Station development is completed.
- Key river ecology issues are thrown up by the decommissioning of Lots Road Power Station. The Council is keen to ensure that Chelsea Creek retains its tidal character and that the inter-tidal areas are protected as far as possible.
- The environmental value of Chelsea Creek should be protected and the potential for new wetland habitats investigated. These could form part of a green chain extending up to the Brompton Cemetery. Environmental enhancements form part of the development proposals being considered and include terracing the banks of Chelsea Creek and the timber cladding of river walls to encourage new habitats.

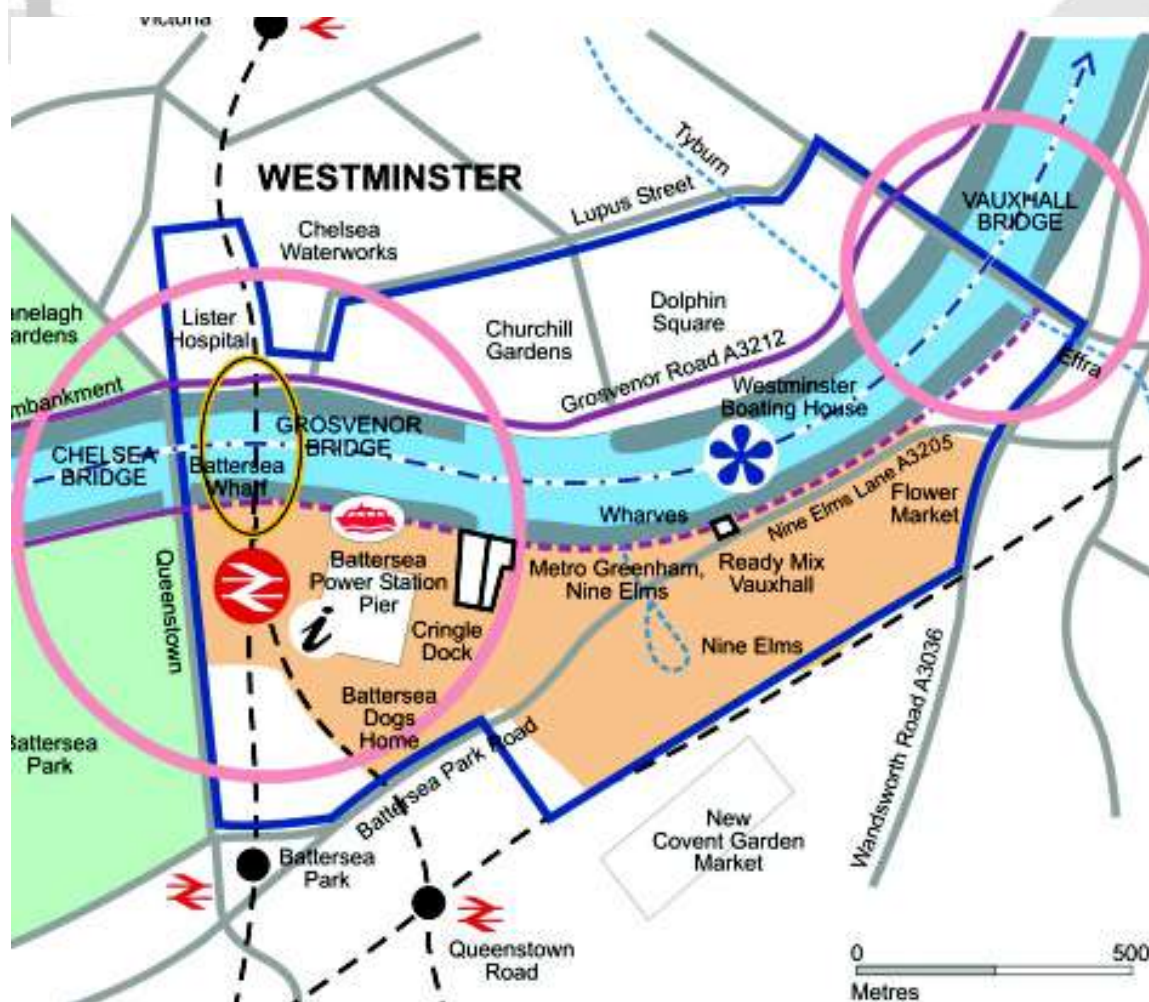
- It is likely that Cremorne Wharf will cease to be needed as a refuse transfer station at the end of 2003. The Council will need to consider whether the site is strategically important for freight, in their deliberations about what to do once it becomes surplus to requirements.

Battersea and Chelsea Bridges

- Feasibility studies for the provision of pedestrian underpasses at Battersea and Chelsea road bridges are needed to improve pedestrian flow and accessibility to and along the Thames
- Pedestrian and cycle routes utilising Battersea Railway Bridge should be provided.

CHARACTER REACH NO 8: NINE ELMS

River Chart Name: Nine Elms Reach



Battersea Power Station

	Character reach boundary
	Historic waterfront
	Open space
	Areas in transition
	Thames Foreshore
	Development and regeneration hubs/local points of activity
	Potential enhancement of railway bridges for pedestrians and cyclists
	New stations
	Existing piers
	Potential piers
	Safeguarded wharves
	Potential river bus service
	Thames Path
	Missing sections of Thames Path
	Strategic links
	Lost rivers
	Potential watersports centres
	Potential discovery centres
	Championship rowing course

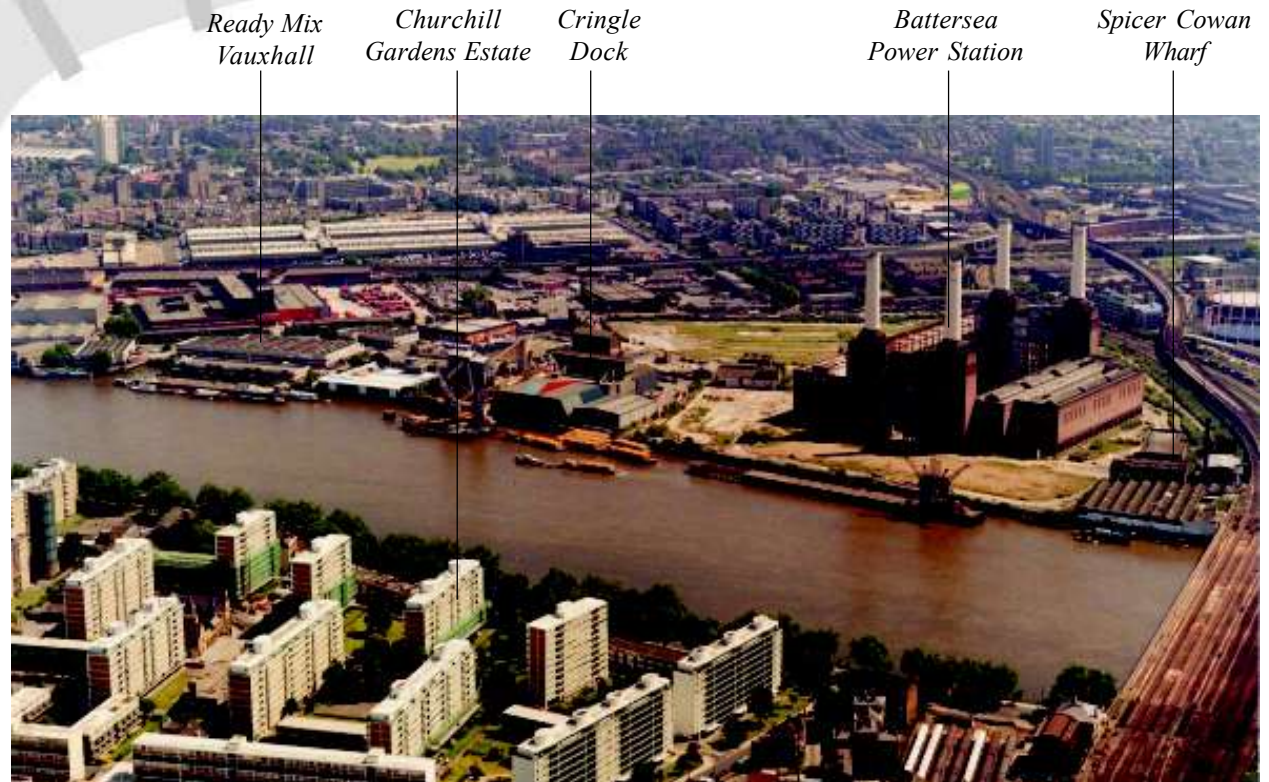
Key Characteristics

Although this character reach includes the area on the north bank between Chelsea Bridge and Vauxhall Bridge, it should be noted that this area is not included within the study area and is not therefore subject to the policy recommendations and proposals set out in this document. There is, however, a requirement for coordination between the Thames Strategy - Kew to Chelsea and the policies applied to the Thames in this area in the City of Westminster UDP. This area is included in the definition of the character reach because of its influence on the facing south bank of the River which forms part of the study area. Character reach No.8 also includes an area within the London Borough of Lambeth immediately to the west of Vauxhall Bridge.

The four tall chimneys of Battersea Power Station dominate this area, and the two disused cranes in front of the building are a reminder of its industrial heritage. The historic brick tower of the Western Pumping Station adjacent to Grosvenor Dock on the north bank is a prominent feature, as are the railway lines that merge to cross over Grosvenor Bridge. New Covent Garden Market is a hub of activity in undistinguished buildings and a generally uninspiring urban landscape.

Key characteristics of Character Reach No. 8 may be summarised as follows:

- Existing riverside uses from Battersea Park to Vauxhall interrupt the continuity of the riverside walk;
- The Churchill Gardens Estate residential blocks form a post war architectural landmark;
- The north bank of the River is generally residential in character. Grosvenor Road is affected by high volumes of traffic;
- Grosvenor Bridge provides a potential opportunity for improved shuttle rail and footbridge cross-river links;
- New Covent Garden Market and the Nine Elms river frontage is in need of improvement/ environmental enhancement;
- The development of land to the south of Vauxhall Bridge provides an opportunity for improved pedestrian links.



Aerial view of Character Reach No.8

Historical Background

Nine Elms

Until the mid 19th century, much of the Nine Elms area remained rural. Named in 1645 after a row of trees bordering the road, windmills lined the riverbank, surrounded by fields and osier beds. St George's Church, later in Nine Elms Lane and destroyed during the war, was named St George's in the Fields when it was built in 1829.

But over time Nine Elms became an industrial centre for brewing, lime kilns, potteries, woodyards and timber docks. By the end of the 19th century the fields were covered by industry, railways and Southwark and Vauxhall reservoirs, where the power station was later built. The **Nine Elms gas works** also occupied 17 acres.

Nine Elms station opened in 1838 as the London terminus of the **London and South Western Railway Co.** Then in 1848 Waterloo was opened and Nine Elms was left as a goods yard, although notables like Queen Victoria and Garibaldi still used the station occasionally. Rail lines crossing Nine Elms Lane to riverside wharfs had also to cross over tramlines and a man with a flag had to lead wagons across the road. The station was demolished in 1968. The flower section of the New Covent Garden Market is where the station used to be.

The goods yards and works covered many acres. Together with the gasworks, established in 1833 and the waterworks, they created many new jobs and brought thousands of workers to the area. To

accommodate them the expansion of **Battersea New Town**, begun in 1790, became a flood as new homes were built throughout the area.

After the war, however, Nine Elms became neglected. The railway yards and many factories closed down. Then in 1974 the **New Covent Garden Market** opened, moving from its traditional home in the centre of London, followed, after further years of dereliction, by new factories, making Nine Elms again the industrial heart of Battersea.

Battersea Power Station

Battersea Power Station was designed by **Sir Giles Gilbert Scott**, architect of Liverpool Anglican Cathedral, Bankside Power Station, Waterloo Bridge and the red telephone box, for the London Power Company. Station A opened in 1933 after years of opposition and protest.



Battersea Power Station decommissioned

Questions were raised in parliament about pollution which might harm the paintings in the nearby Tate Gallery and the parks and “noble buildings of London”.

In 1925 the government had recommended that electricity should be generated by a single unified system, under public ownership and from fewer, larger power stations. It was another 30 years before electricity supply was nationalised, but Battersea was the first super station, producing 400,000 kilowatts and supplying a large part of London with electricity.

Battersea is really two power stations, the original building was long, with a 300ft high fluted chimney at each end. After World War 11 it was doubled in size, with the, now familiar, two chimneys at each end. The **largest brick building in Europe**, it has a steel girder frame and exterior brick cladding. With a total capacity of 509 megawatts it was then the third largest power station in the UK, producing a fifth of all London's electricity. Station B began operation in 1948, though the building was not completed until 1953. The vapour issuing from the four chimneys was white, having been separated from sulphur and other impurities by smoke-washing apparatus.

Station A ceased production in 1975 and Station B in 1983. The building was listed Grade II in 1983. Since then a variety of plans for the preservation and/or redevelopment of the power station have been put forward and abandoned. In recent years it has been used as a stadium for pop concerts.

Now, after 20 years of uncertainty, Battersea power station looks set for redevelopment. Detailed planning permission and listed building consent were granted in September 2000 for mixed use development of the 14ha area around the power station. The owner of the site, Taiwanese-owned property developer Parkview International, plans to convert the power station itself into a 5,000 sq m interactive sports “infotainment venue”, plus a theatre, shops, cinemas, bars, restaurants and a 16 screen multiplex cinema. The surrounding area will house hotels, residential accommodation a theatre and a new rail terminus. Planning consent was granted in September 2000.

Planning permission has been granted for a mixed use development on the adjacent Chelsea Bridge Wharf comprising 680 residential units, a 200 bedroom hotel and office, retail and restaurant/leisure development.

Chelsea Waterworks

Chelsea Waterworks Company was incorporated in 1723 ‘for the better supplying the City and Liberties of Westminster and parts adjacent with water’. There were 2,000 shares of £20 each and the tide-mill works were established near the Thames on a site now covered by the Churchill Gardens Estate.

The low-lying canals were filled at high tide and the water retained until low tide by sluice gates. Later these were opened to run a water-mill that in turn ran the pumps. By 1726 the waterworks supplied reservoirs in Hyde Park and Green Park and preparations were being made to lay pipes ‘through all Westminster including Grosvenor



Chelsea Waterworks in 1725

Square, Hanover Square and all places adjacent’. A horse mill pumped the water to the higher ground near Grosvenor Square.

Over the following years the company expanded to provide water in other parts of London. By 1835 the company was supplying two million gallons daily to 13,000 houses, from Chelsea Waterworks. From 1856 the waterworks were supplied by three new reservoirs at Putney Heath and in 1876 the water came from five miles upstream near Walton.

In 1746 the company introduced the first iron main in London. Two atmospheric engines were installed in 1741-2, although they were supported by the tide-mill until at least 1775. Then in 1829 Chelsea Waterworks Company became the first to introduce slow sand filtration to purify the water they took from the river.

Planning Consent was granted in July 1999/March 2000 for the redevelopment of the Western Pumping Station and Grosvenor Dock to comprise a total of 478 residential units, a childrens resource

centre and play area, a retail unit and two cafes/restaurants, 10 houseboat moorings, riverside gardens and dockside walks. The existing dock is designated as being of Metropolitan Importance for Nature Conservation and the developers are working with the Environment Agency to enhance the existing vegetation and to diversify existing habitats. The development ranges from four to nine storeys in height away from the river. The development is to incorporate public art to create a special identity unique to the development and historic features are to be retained.

Churchill Gardens

Churchill Gardens is an award-winning post-war development of flats and maisonettes for 6,500 people designed by A.J.P Powell and J.H. Moya (1950-62) for Westminster City Council. The rooms were heated from waste hot water pumped under the river from Battersea Power Station. A covered shopping centre, a restaurant, four public houses and an underground car park were included in the 30-acre site.

Character Appraisal

Battersea Power Station, with its four large, fluted chimneys is an extremely dominant feature on the skyline of the southern bank, visible from a great distance. This coal-powered station closed in 1983, and plans for converting it in to a leisure complex failed, with work ceasing in 1989 when the developers ran out of money.

Parkview's plans for it, which were submitted to Wandsworth Borough Council for full planning permission in April 2000, include mixed use, retail/leisure. The two large cranes in front of the power station, which used to unload coal from barges, as they arrived at the power station, form a strong sculptural feature, and should be retained, whatever the future use of the power station, as a reminder of the working river. Current plans (submitted December 2000) show their retention.

Two bridges cross this reach. Grosvenor Railway Bridge and Chelsea Bridge are very close to each other (180 metres), much closer than any of the other bridges between Kew and Chelsea. Chelsea Bridge is a suspension bridge, designed in 1934 by Rendel, Palmer and Tritton.

The tower of the former Chelsea Waterworks is an important landmark. Looking downstream the view is increasingly of high rise office blocks and apartments, including the new St. George Wharf apartments. The Millennium Wheel also comes fully into view.

The embankment along Grosvenor Road on the Westminster side of the River is dominated by

heavy traffic, and the quality of the public realm is not as high as elsewhere along the Chelsea and Victoria Embankments.

The mix of industrial activities along the Nine Elms bank of the River creates a very mixed impression. **Cringle Dock** is clearly visible from the opposite side of the river and contrasts with the new **St George's Wharf** apartments. This development attracts attention by the peculiar hinged wings on the penthouse apartments. It also has the same distinctive blue glass as the Vauxhall Cross MI6 building on the other side of Vauxhall Bridge.

The Thames Path National Trail is partly completed along the Nine Elms bank of the river. At present users are forced to detour onto the main road network. The character of this new section of path is a key issue, for example, should it be tree-lined to reflect the embankment on the opposite side of the River?

The **Westminster Boating Base** provides a welcome water-based recreation resource close to central London.



MI6 Building, Vauxhall



St George's Wharf, Vauxhall

Key Issues and Opportunities

Key Issues

- Battersea Power Station dereliction dominates existing area.
- The development of Battersea Power Station will change the character of this area and provide a major leisure/regeneration hub.
- Lack of public access to Battersea Power Stations site and adjacent areas.
- The area on south bank between the rail crossing and Chelsea Bridge is under-utilised and in need of improved public access.
- Access to the area will be a key consideration and an integrated approach is required to public transport provision and pedestrian/cycle linkages.

Development Proposals and Pressures

- The safeguarded wharves must be considered as part of an overall strategy and should not be prejudiced by other developments in the area.
- Other development pressures are likely to arise in the area as a result of increased development activity in this stretch of the river. Development of existing industrial sites should be sustainable and include a significant element of employment uses.

- The heritage of this area should be reflected in new development proposals, e.g. interpretation facilities, retention of industrial artefacts.
- Need for improved pedestrian access to River and public safety around site.
- Need for high quality Battersea Power Station site development and river frontage.
- Potential traffic congestion and access issues for circulating vehicles and pedestrian visitors to Battersea Power Station.

Future Opportunities

- Opportunity to improve pedestrian access to Battersea Power Station site from north bank riverside as part of new rail link bridge works.
- Opportunity for significantly improved architectural setting to south bank of riverside, better lighting of landmark buildings and structures.
- The potential for a new pedestrian crossing should be fully explored.
- Links to Battersea Park and the wider landscape should be explored and promoted.



St Pauls Primary School, Hammersmith

PART 5 : DELIVERY AND MANAGEMENT

CONTEXT

The tidal River Thames is covered by a myriad of acts, regulations and responsibilities but has no independent statutory existence or identity of its own. Within the study area, the River flows through 5 riparian local authorities, is directly affected by at least 10 Agencies with statutory responsibilities and is directly and indirectly regulated by a significant number of Parliamentary Acts.

The emergence of Strategic Planning Guidance for the Thames was a response to the need for greater clarity and to overcome incremental decision making and provide for more stringent protection of the River Thames. In particular, the Strategic Guidance emphasises the need for a “clear strategic framework for planning decisions along the River” and highlights the importance of “a consistent and coherent approach, based on common objectives”.

The key stakeholders with interests in the delivery of the Thames Strategy can be categorised into two distinct groups:

- Those living, working and visiting the area and their representatives and local bodies with responsibility for planning, management and the delivery of services;
- Strategic bodies with an interest/responsibility for planning, the delivery of services, environmental protection and enhancement and navigation and riparian management at both the Londonwide and local levels.

The first group includes the local authorities in the area, the riparian owners, the providers of public services and business and community representatives and the second includes the Greater London Authority, Port of London Authority, Environment Agency, English Heritage, the providers of funding programmes such as Sport London, government departments and the European Union.

Each of these groups of stakeholders will have important roles to play in the preparation, resourcing, funding and delivery of the Thames Strategy.

The following agencies have responsibilities in relation to the River Thames within the study area:

- **Department of the Environment, Food and Rural Affairs**
- **Department of Transport, Local Government and the Regions**
- **English Heritage**
- **English Nature**
- **Port of London Authority**
- **Environment Agency**
- **Government Office for London**
- **Greater London Authority**
- **London Development Agency**
- **Transport for London**
- **Local Planning Authorities**

- **The Crown Estate**
- **Countryside Agency**
- **Metropolitan Police**
- **Port Health Authority**
- **Health Authorities**

There is no single agency with clear powers and accompanying duties for the planning or management of the Thames although the GLA is designed to provide citywide strategic government for London.

There are two different water space management regimes operating in this stretch of the River. The Port of London Authority (PLA) has responsibility for the regulation of navigation, conservancy of the Thames and pollution control in respect of oil on the tidal Thames. The PLA owns the majority of the bed and foreshore of the River to the mean high water mark and is responsible for the formal consenting of works involving the erection/alteration/repair of structures “in, over or under” the River. The Environment Agency (EA) is responsible for the licensing of any structures that could obstruct or impede flow and any works within 16m of the tidal defences and any such works must have the EA’s prior written approval. The EA also has responsibility for flood defences, fisheries and pollution (other than oil) of the tidal and non-tidal Thames and wide ranging conservation responsibilities. The EA is a statutory consultee under the Town & Country Planning Acts but the Port of London Authority is not.

In addition to these organisations, there are a number of organisations with statutory and non-statutory

responsibilities relating to the use of the River. This affects the potential for effective strategic planning in relation to the River. Consultation undertaken during preparation of the Draft Strategy indicates that there is a requirement to clarify existing responsibilities. There would also appear to be the potential for more co-ordinated strategic planning.

The establishment of the GLA and election of the Mayor provides the potential to promote a more strategic approach to matters relating to the planning and use of the River. The role of the Mayor and preparation of the The London Plan (LP) will have particular implications for the study area, notably in terms of the location and form of future development and in the delivery of transport programmes. The River has been identified as one of the core strategic policy areas for the LP and the LP will include policies for promoting and enhancing the strategic functions of the River. The proposed designation of the Thames as part of a Blue Ribbon Network is intended to create a common focus for ensuring the sustainable use and regeneration of the Thames and riverside areas.

Strategic planning guidance (RPG 3B/9B) currently stresses the importance of the co-ordination of policies relating to the River by adjoining authorities and the benefits of promoting closer cross-boundary working arrangements. There is a requirement for the closer co-ordination of activities and decision making in relation to the River to provide an effective framework for Strategy implementation and to maximise the opportunities for securing funding for project delivery.

Policy Recommendation DM1: The roles and responsibilities of statutory and non-statutory bodies concerned with the River should be clarified for the benefit of river and riverside users and where appropriate consideration should be given to new working arrangements which provide the basis for more co-ordinated strategic planning.

Policy Recommendation DM2: Agencies concerned with the River should identify common objectives and where appropriate should seek to develop a more co-ordinated and consistent approach to policy formulation and project identification taking into account statutory responsibilities.

Policy Recommendation DM3: The Thames Strategy - Kew to Chelsea should be adopted as riparian Supplementary Planning Guidance by the five local riparian planning authorities and should be a material consideration in the determination of planning applications within the study area. It should be incorporated into Unitary Development Plans as they are reviewed and inform the preparation of the Mayor's The London Plan, in particular the strategies relating to the Thames and London Waterways.

MECHANISMS FOR IMPLEMENTATION

The strategic planning guidance for the River Thames promotes the development of co-ordinated approaches to policy formulation and implementation and highlights the benefits of co-operation between Thames-side planning authorities and other bodies in promoting common objectives related to the River.

The approach to management and implementation of the Thames Strategy - Kew to Chelsea must take into account existing statutory responsibilities and possible future roles of a range of bodies and the importance of avoiding duplication with existing partnership initiatives in the area. It should seek to complement the work of statutory and other bodies and organisations and promote greater co-operation, policy and project co-ordination.

Roles and Responsibilities

There is a requirement to co-ordinate the work of the public, private and voluntary sector and local communities within the study area. Potential roles of different bodies and organisations in promoting the objectives set out in the Thames Strategy - Kew to Chelsea are summarised below.

National and Regional Agencies

A number of projects within the Strategy are likely to overlap with government agency remits and national and regional agencies such as English Heritage, the Environment Agency, Port of London

Authority and Sport London. Agencies could continue to take or consider the following actions:

- Ensure issues concerning the tidal Thames are fully considered in polcity development;
- Work together to encourage co-ordinated and integrated local delivery of national and regional policies;
- Incorporate principles for action and projects into regional and local programmes and business plans;
- Provide funding for appropriate projects;
- Provide advice, guidance and data on issues relating to the River.

GLA, London Development Agency, Transport for London and Local Authorities

It is fundamental to the future success of the Strategy that its principles and proposals are supported by the GLA, its associated and functional bodies such as Transport for London and the London Development Agency and the riparian local authorities. These organisations could:

- Incorporate the proposals and principles of the Strategy into the London Plan and Unitary Development Plan policies;
- Implement the principles of the Strategy through development control practice;
- Provide staff time/resources to aid implementation of projects in the Strategy;

- Ensure that a consistent approach to the River is adopted with adjacent authorities and authorities on the facing bank of the River;
- Adopt a corporate approach to the River across departmental and committee responsibilities.

The Private Sector

The private sector (including local businesses, land/ property owners and developers) has a major role to play within the study area. There is a requirement to encourage the private sector's involvement in promoting the objectives of the Strategy. Actions to be taken by the private sector could include the following:

- Consider the principles for action within their work programmes, development proposals, business and management plans;
- Provide funding for projects identified in the Strategy or facilitate the implementation of projects;
- Provide data on issues concerning the River;
- Collaborate with local planning authorities in the preparation of master plans for development and activity hubs.

The Voluntary Sector

Collectively, voluntary groups have a substantial stake in the management of the River and project implementation. Voluntary organisations active in the area include amenity societies, nature

conservation organisations, archaeological and history groups, charitable trusts and sports clubs and their governing bodies. Actions to be taken by voluntary groups could include the following:

- Incorporate principles for action and projects identified in the Strategy into their work programmes;
- Seek outside funding for specific projects;
- Help to conserve and manage the River through practical action;
- Promote new Charitable Trusts.

Local Communities

The study area is home to many people and an important employment location and destination for many visitors. The involvement of local communities in the future planning and management of the River and in project implementation should be encouraged. Local communities could take a variety of actions:

- Active involvement in promotion and implementation of projects identified in the Strategy;
- Organisation of talks, walks and interpretative information;
- Undertake practical conservation and management projects;
- Participate in surveying and monitoring programmes.

ALTERNATIVE APPROACHES

In order to take forward the work of the Strategy, it will be necessary to prepare an **Action Plan** and for the Thames Strategy - Kew to Chelsea Steering Group to give further consideration to the most appropriate mechanism for promoting its objectives taking into account the availability of resources, the opportunity to build on current initiatives and the potential for a strategic partnership to oversee River-related issues beyond the preparation of the The London Plan.

Priority should be placed on the early preparation of an Action Plan which would provide a co-ordinated framework for planning and project implementation and which would be monitored and reviewed in relation to funding availability. The principles of the Action Plan are considered in further detail in Section 6. Beyond the preparation of an Action Plan, the following alternative approaches to implementation of objectives and proposals set out in the Strategy could be considered.

Option 1: Single Entity Implementation

At the present time, individual stakeholders undertake projects within their defined area of responsibility on a project by project basis. It is intended that the Strategy will be taken into account in future UDP reviews and in the preparation of the London Plan and that it could be adopted as Supplementary Planning Guidance by local authorities within the study area. This will promote a greater degree of co-ordination in policy

formulation and project identification. The preparation of an Action Plan would further assist co-ordination between stakeholders although the primary responsibility for policy formulation and project implementation would remain with individual organisations. This approach would enable a partnership approach to be adopted where this was considered to be appropriate on a project by project basis. It would be possible to consider a continuing role for the Thames Strategy - Kew to Chelsea Steering Committee in promoting closer working arrangements in the future.

Option 2: Co-ordination of Actions through Existing Initiatives and Partnerships

The objectives of the Strategy could be promoted through building on the work of existing initiatives in or adjoining the study area such as the Thames Landscape Strategy: Hampton to Kew, the Wandsworth Challenge Partnership, Putney Town Centre Partnership and East Battersea Partnership.

There may be benefits in considering the potential to extend the coverage of the **Thames Landscape Strategy** to incorporate other areas within the London Boroughs of Hounslow and Richmond since these authorities are already participants in the existing partnership arrangement. This would, however, have resource implications due to the management and delivery of an expanded workload and additional funding would be required. It should also be noted that the Port of London Authority is not an active participant in the Thames Landscape

Strategy but is a member of the Thames Strategy - Kew to Chelsea Steering Group.

Other partnerships in the area are more localised and specialised in their scope and coverage and have generally been established with the benefit of Single Regeneration Budget (SRB) funding. The **Wandsworth Challenge Partnership** was established to promote the revival of Wandsworth Town Centre and the area around the mouth of the River Wandle through the construction of a new riverside quarter. The Partnership, comprising public, private, voluntary sector and community representatives, has successfully implemented a number of projects which have enhanced the riverside environment and provided improved linkages between the River and surrounding area. It is considered that the Wandsworth Challenge Partnership is unlikely to complete the proposed riverbank enhancement works within the remaining lifespan of the SRB programme and consideration is currently being given to an appropriate exit strategy, including the possible establishment of a Development Trust to take the objectives of the Partnership forward.

The **East Battersea Partnership** was established to ensure that the most deprived groups within the surrounding community would benefit from the redevelopment of Battersea Power Station. SRB funding has been secured for a package of projects to equip the local community with the skills and knowledge to take advantage of the opportunities arising from the redevelopment of this key site, including the creation of a local employment

initiative and a full range of education and training projects. The Partnership has developed the concept of The Power House to ensure proper co-ordination with employers on all education, training and employment issues and the delivery of integrated services for the community. The Partnership has secured £2.6 million under the SRB Challenge Fund and is now into the fourth year of a six year programme focusing on up-skilling, young people at risk, literacy and construction training. The future work of the East Battersea partnership will be linked to the timescale for redevelopment of the Power Station and proposals are being formulated for the establishment of a Local Strategic partnership under the Government's new initiatives for neighbourhood renewal. A Local Strategic Partnership would bring together at the local level the public, private, voluntary and community sectors and neighbourhood management. The East Battersea Partnership or a possible future Local Strategic Partnership could provide an effective basis for promoting some of the objectives of the Strategy in the eastern part of the study area and for facilitating future partnership initiatives in this reach of the River.

The Putney Partnership is a further example of an area based initiative which brings together the public, private and voluntary sectors. Whilst not a recipient of SRB funding, the Partnership is able to harness funding from a variety of sources to promote its objectives for improving the vitality and viability of the town centre and its links to the River. The aim of the Putney Partnership Board is "to operate an effective partnership which ensures that Putney is a

destination that people put first for living, visiting and investing, now and in the future". The objectives of the business plan are based on a number of areas of town centre management which the Board and Town Centre Manager are expected to deliver against, namely partnership development, environmental improvements, safety and cleanliness, communication and promotion, annual events and training and development. Projects are supported by a process of match funding between individual private businesses and Wandsworth Borough Council's Town Centre Improvement Scheme, which is a programme of grants and loans. The Putney Partnership Board has confirmed its full support for the strategy and the preliminary projects identified in Part 6.

A number of other area based initiatives have been established through the work of the voluntary sector and community groups such as the Chiswick Pier Trust and Friends of Duke's Meadow. Initiatives of this type provide the potential to promote the objectives of the Strategy and project implementation throughout the study area.

Consideration could also be given to strengthening the remit and representation of existing consultative groups such as the **River Users Group** as part of a broader framework for implementation of the objectives of the Strategy. This Group is sponsored by the Environment Agency and covers the Tideway as far as Tower Bridge, although the issues of concern are understood to relate principally to the Reaches between Kew and Chelsea. The focus of the Rivers Users Group interests at the present time is on leisure and recreation.

Option 3: Establishment of a New Partnership

A new partnership arrangement could bring together the public, private and voluntary sectors and the local community in the planning, management and implementation of the Strategy and in the promotion of common objectives.

The Cross River Partnership, the Thames Landscape Strategy and the Thames Estuary Partnership are examples of partnership arrangements which have been established to address River-related issues and provide useful models of beneficial co-operation for consideration in strategy development and in the identification of a management and delivery mechanism appropriate to the study area.

The success of any new partnership will be dependent on the relevant organisations, agencies and individuals working together to implement the principles and project proposals identified in the Strategy. It should not seek to duplicate the work of statutory bodies with responsibilities for the study area but to complement it and to provide the opportunity of achieving the sustainable enhancement of the study area.

The experience of other River-related partnerships highlights a number of important issues which should be considered in examining the potential for the establishment of an area based partnership covering the Kew to Chelsea area:

- The availability of revenue and capital funding to manage the partnership and to implement the Action Plan, particularly given that opportunities for SRB and other regeneration funding are likely to be limited in most parts of the study area;

- The need to work with existing organisations and to build upon current initiatives in the study area;
- The requirement for dedicated and experienced staff to provide a longer-term secretariat to the partnership, to facilitate and co-ordinate the Action Plan and project implementation and to identify funding sources;
- The need to develop an appropriate structure for community involvement;
- The importance of adopting a realistic Action Plan which can be monitored and reviewed on an annual basis in relation to funding availability.

Any future partnership arrangement should seek to provide a strategic and co-ordinating role and could in principle include the following representation:

- Representatives of the GLA and riparian Boroughs;
- Strategic and local transport providers including Railtrack and Transport for London;
- Statutory bodies with responsibility for management of the River, notably the Environment Agency and Port of London Authority;
- Local resident and business representatives.

An area based partnership could co-ordinate strategic transport, landscape and natural and built environment, economic and social proposals and projects affecting the length of the River within the study area.

Potential Partners for the Kew to Chelsea section of the Thames could include:

- The Greater London Authority
- The five Riparian Boroughs
- Port of London Authority
- English Heritage
- English Nature
- Countryside Agency (Thames Path)
- Environment Agency
- Railtrack
- Transport for London
- London Tourist Board
- Relevant Local Training and Skills Councils (LRCs);
- Amateur Rowing Association/ Thames Rowing Council/ Regional Yachting Association
- Business community
- Local communities

The form of the partnership should be considered in relation to the particular requirements of the study area. It will be necessary to consider the following issues in the identification of an appropriate partnership arrangement:

- Resources – the requirement for dedicated staff and/or secondments from consultancy organisations;

- Management structure;
- Funding;
- Possible roles and membership;
- Consultation Structure;
- Procedures for monitoring and review.

The availability of revenue and capital funding (including funding for project implementation) and staff resources will be particularly critical in the identification of an appropriate partnership arrangement. The Partnership should have a simple and transparent structure which can be easily identified with.

The structure of any Partnership will require further detailed consideration by the potential partners in relation to the likely availability of resources and funding but could in principle include the following:

- A **Partnership Board** comprising senior representatives of the relevant statutory agencies, local authorities and other partners and a representative of the Community Group;
- A **Steering Group** of technical officers representing the partners;
- A **Co-ordinator/ secretariat**;
- A **Community Group** comprising representatives of local interest groups, landowners and business interests;

- Specialist **Working Groups** to implement, monitor and evaluate priority actions, for example transport and access, economic and community benefit, tourism, sport and recreation planning and environment and education.

It would be appropriate for regular meetings to be held between co-ordinators of the Thames Strategy Kew to Chelsea, the Thames Landscape Strategy - Hampton to Kew, Cross River Partnership and the Thames Estuary Partnership to promote coordination and to learn from each other.

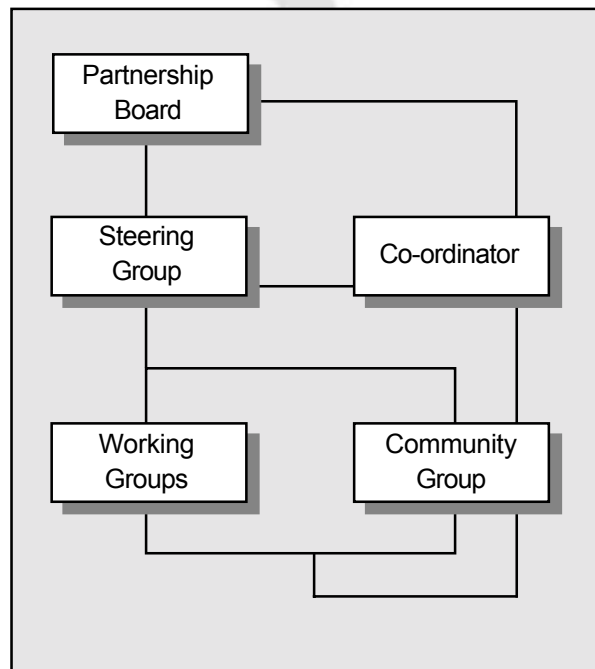


Figure 5.1 Possible Structure of Partnership

As an alternative to a new partnership structure covering the whole of the study area, consideration could be given to the establishment of **area-based partnerships** covering one or more of the character reaches. This could assist in addressing local issues and opportunities but would be less effective in promoting the common strategic policy objectives of the Strategy and could have significant resource implications.

Other forms of partnership arrangements could be considered such as the **Thames Ahead Partnership** initiative which is being promoted by the Environment Agency, Thames Region in respect of the non-tidal Thames. This initiative aims to bring together all the interests along the non-tidal river including national agencies, clubs, businesses, local authorities, residents' associations and charities, to develop for the first time a co-ordinated and continuous planning process for the future leisure use of and investment in the River.

The Thames Ahead initiative is a response to concerns about the lack of integrated and co-ordinated planning for the River. Three priorities have been identified by the Advisory Group:

- The need to raise revenue to improve the infrastructure of the River for all leisure users;
- The need to promote greater use of the River;
- The need to increase partnership activity to improve leisure provision.

A Thames Ahead Business Development Manager has been appointed to take the project forward and a specialist leisure and marketing agency has been

appointed to improve promotion of and information about the River, including the launch of a joint promotion with the Southern Tourist Board and the Countryside Agency 'Discover the Thames and its Path', the preparation of leaflets and the launch of a new website. Agreement has been reached with The Waterways Trust to appoint a dedicated fundraiser. The Environment Agency is also recruiting a new senior level waterways manager to provide a single focus for the Management and promotion of the River.

The Environment Agency are currently formulating their approach to partnerships and external funding and assessing the benefits which could be secured from partnership working. A possible approach could be the recasting of Local Environment Action Plan (LEAP) officers as partnership and external funding officers.

Option 4: Establishment of a Strategic Partnership

A number of the issues facing the utilisation and enhancement of the River between Kew and Chelsea are similar to those experienced along the rest of the Thames within Greater London. The formation of a strategic partnership to promote strategic policy objectives could facilitate the process of River-wide enhancement.

The potential for the establishment of a **Strategic Partnership** will become clearer through the work currently being undertaken by the GLA in the development of the The London Plan which is due to be published for consultation purposes in early summer 2002. As part of its work in preparing the

London Plan, the GLA has established three Forums relating to the River and Waterways comprising the following memberships:

- A political level **Steering Group** comprising elected members and representatives and statutory agencies;
- A **Working Group** of technical officers involved in management and decision making which has a number of small focus groups relating to such matters as safety, freight, passenger transport, leisure and the built environment. This Working Group will advise members of the Steering Group on strategy development;
- **Stakeholders' Forum** (open to all with an interest in the rivers and waterways) which will meet 2-3 times a year.

A Strategic Partnership could potentially be developed on the basis of this structure to oversee River-related issues of a strategic nature beyond the preparation of the London Plan. There would, however, be a requirement to ensure that duplication between a strategic partnership and any local arrangements would be avoided.

Policy Recommendation DM4: Further consideration should be given to the potential for the establishment of a Strategic Partnership to allow policy issues and projects of strategic significance relating to the River Thames to be addressed on a London-wide basis. This should take into account the continuing work of the GLA in preparing the London Plan.

Policy Recommendation DM5: Further consideration should be given to the alternative mechanisms for promoting the policies and proposals contained in the Thames Strategy - Kew to Chelsea. Any new Partnership arrangement should include the riparian local authorities, relevant statutory and non-statutory agencies and representatives of the private and voluntary sectors with interests in the River and riverside. The local community should be involved in the work of any Partnership and in the implementation of projects.

Policy Recommendation DM6: The Steering Committee should prepare an action plan for taking forward the project and management proposals in the Thames Strategy - Kew to Chelsea.

Proposal DM7: The Thames Strategy - Kew to Chelsea Steering Committee and any future partnership should investigate the full range of opportunities for funding.

POTENTIAL FUNDING SOURCES

Delivery of the Thames Strategy will draw funding from a cocktail of potential funding sources which are available to the partners. It will be necessary for the partners to seek to maximise funding to promote projects and initiatives identified in the London Plan and to co-ordinate fund raising activities. The potential funding sources which

could be sought for different types of projects and programmes which may be identified in the London Plan and any subsequent Action Plans are considered in further detail in Section 6.

Greater London Authority

The River Thames has been identified by the GLA as an important focus for social, economic, environmental, leisure and cultural activities. However, the current budget available to the GLA may restrict potential funding for the delivery of new projects and programmes within the study area. Congestion charging could generate more than £200 million in revenue per year to be spent on transport improvements but the main priority will be the delivery of public transport improvements in the short term within the restricted areas of central London.

The London Development Agency

The priorities of the London Development Agency (LDA) suggest that the organisation will be targeting areas of social and economic deprivation and that the potential for funding projects within the study area may be limited. However, the LDA may be interested in participating in the delivery of flagship or larger scale development projects which would provide strategic labour market access improvements or deliver regeneration objectives. The LDA also funds Partnership regeneration initiatives throughout London via SRB. Whilst most schemes relate to areas outside the Kew-Chelsea/area study, SRB funding has been allocated for regeneration programmes in Wandsworth and East Battersea.

Local Authorities

Local authorities could provide in-kind contributions to the delivery of the Strategy (for example in the form of staff resources) and it will be important to monitor this involvement. Some local authority funding of the Strategy may also be available under revenue expenditure programmes.

The availability of finance will depend on the priorities of each Council which will vary depending on the areas concerned and between different local authorities.

There is the potential for local authorities to secure funding to promote the objectives of the strategy through the negotiation of Section 106 Agreements with the developers of sites in the study area and through partnership arrangements.

Regeneration Programmes

The emphasis of current Government policy is on the regeneration of the most deprived areas through a new holistic approach to neighbourhood renewal which focuses not only on housing and the physical fabric of neighbourhoods but also on social and economic issues such as crime and the quality of public services. The National Strategy Plan for Neighbourhood Renewal (January 2001) seeks to co-ordinate the spending programmes of key Government Departments rather than rely on one-off regeneration spending and to empower residents to work in partnership with the public, private and voluntary sectors in neighbourhood renewal initiatives and projects. The document sets

out a raft of commitments to policies, resources and targets to generate better services, new jobs and a new culture of enterprise. The Government is supporting regeneration in the 88 most deprived local authority districts with an £800 million Neighbourhood Renewal Fund. In addition, communities in the most deprived districts will receive in the region of £400,000 over 3 years to help them participate in Local Strategic partnerships through the Community Empowerment Fund and Community Chests will fund small grant schemes to enable communities to run their own projects.

The continued use of regeneration funding in parts of the Kew to Chelsea stretch should be considered (particularly in the Wandsworth and East Battersea Areas which are already recipients of SRB funding). However, whilst significant amounts of SRB funding have been made available for regeneration initiatives further downstream (eg: Cross River Partnership alone has been allocated over £50 million of SRB which has already or will lever in more than twice that amount of matching public and private sector funding in the area between Vauxhall Bridge and Tower Bridge), it is likely that the opportunities for regeneration funding in other parts of the Kew - Chelsea stretch of the River will generally be limited given local conditions and comparative deprivation indicators.

European Union

European funding through the Structural Fund Objective 3 (European Social Fund) Programme aimed at active labour market policies; projects to enhance social inclusion and equal opportunities;

lifelong learning programmes; schemes aimed at adaptability and entrepreneurship development; and gender equality could be available on a limited basis in the study area.

European Funding through EC LIFE aimed at the integration of environmental considerations into land use development and planning; the promotion of sustainable management of groundwater and surface water; the minimisation of environmental impact of economic activities and the prevention, recycling and sound management of water streams is a potential source of funding.

Statutory Bodies – Transport

The new funding opportunities which may be available through Transport for London will be important for the study area, in particular, the proposed hypothecated congestion charging fund which could be targeted for public transport and pedestrian access improvements. The revenues are currently estimated to be in the region of £200million per year but as detailed previously, the priorities for transport improvements are likely to be focussed in Central London.

Lottery Funding

The New Opportunities Fund: Green Spaces and Sustainable Communities programme provides a potential source of funding for the study area. The fund is aimed at projects which will improve the quality of life for individuals and communities; promote social inclusion; encourage community involvement; and complement and enhance relevant national,

regional and local strategies. Programmes could potentially be targeted to finance a series of projects.

The Green spaces and sustainable communities initiative has £125 million to support projects designed to help urban and rural communities understand, improve or care for their natural and living environment. There are seven award partner schemes:

Royal Society for Nature Conservation (RSNC)

The RSNA is the lead partner in a consortium to deliver the SEED programme. Grants can be awarded to sustainable development projects including environmental education and sustainable transport projects. There is a particular emphasis on application for projects that will help disadvantaged communities. Large grants of up to £100,000 are available.

The Countryside Agency

The Doorstep Greens Scheme will help 200 communities to create their own new green spaces or to transform old ones to meet their needs. Grants of over £10,000 will be considered.

Barnardo's and The Childrens Play Council

The better plan scheme will allow grants to be awarded to children's play projects that are distinctive and innovative and applications are encouraged from organisations wishing to develop local play strategies. Grants can range from a minimum of £2000 up to a maximum of £100,000.

BTCV

The People Places Programme is in partnership with English Nature and supported by Rio Tinto. The objective of the grant is to support the creation and renovation of green spaces across England. Projects involving the local community are particularly encouraged. BTCV offers guidance and training alongside the 1,000 grant awards.

English Nature

The Wildspace Scheme will involve local communities in the improvement, care and enjoyment of their local environment. Applications are invited from organisations involved in or interested in managing and developing Local Nature Reserves, particularly those in disadvantaged areas that lack access to natural open spaces. Grants are available for project costs, for the employment of the community and for the purchase of land.

Sports England - Umbrella Scheme

The Playing Fields and Community Green Spaces Scheme encourages projects that help communities to gain access to playing fields, green spaces, school playgrounds and community play areas. Playing fields and green spaces will be improved and protected with support from a variety of private and public partners/organisations. Schools will be offered funding for playgrounds in partnership with learning through landscape. A number of projects for community care for children and young people will also be supported.

Sustrans - Umbrella Scheme

The Green Routes, Safe Routes Scheme will seek to deliver sustainable transport projects targeted at disadvantaged areas across England. It will produce Social, economic and environmental benefits through creating Green Transport Corridors, Safe Routes to Stations, Safe Routes to Schools and Home Zones.

The remaining three lottery funding streams, namely heritage, arts, and sports will also provide potential opportunities for heritage, arts and sports related projects.

Developer Contributions

Developer contributions will continue to be an extremely important source of funding in terms of infrastructure provision and community benefits. A study undertaken on behalf of LPAC (Chris Blandford Associates, March 2000), for example, identified that over 70% of recent open space projects in London were secured through developer contributions under Section 106 Agreements. Recent planning consents granted in respect of riverside development sites have included a package of community benefits including affordable housing, riverside walk and open space provision. Experience suggests that a larger package and range of community benefits can be secured in relation to larger development schemes such as Imperial Wharf and Battersea Power Station. There is also potential for developer contributions to be "pooled" in order to fund comprehensive improvements in the identified development and activity hubs.

Section 106 Agreements could potentially include greater provision for the retention or provision of river-related facilities such as river access and facilities for sport, recreation and education and enhancement of the River and riverside. The successful application of section 106 funding will be dependent upon specifying these requirements and opportunities at an early stage in the planning process and incorporating them into UDPs and Development Briefs.

Voluntary Organisations and Charitable Trusts

The important role of voluntary organisations and charitable trusts is already evident in the study area. The most significant intervention by a charitable trust has been the development of the Wetland Centre in Barnes on the site of the former Thames Water reservoirs at Barn Elms. Whilst this development was facilitated by substantial developer contributions, the role of the Wetland Trust in the management of the centre is of great importance in the study area. Other important examples of Charitable Trusts which have been established to provide facilities to promote public use and enjoyment of the River are the Chiswick Pier Trust and the Westminster Boating Base.

Community Trusts could be considered as a mechanism to promote the objectives of the Strategy and to manage community facilities such as areas of open space in the future.

Voluntary organisations play an important role in project implementation and management. A survey on behalf of LPAC/GLA (2000) concluded that some 10% of recent open space projects in London had been implemented through community initiatives. Bodies such as the British Trust for Conservation Volunteers and the Friends of Duke's Meadow are active in open space management.

The Groundwork Trust are extending their operations to cover the Wandle Delta and have expressed an interest in increasing their involvement in projects relating to the River.

Sponsorship

Sponsorship provides an important potential source of funding and an effective means of engaging local businesses in the Strategy and in particular, in events focussing on the river. At present, the number of public events which take place on or by the river which could attract sponsorship is relatively limited.

There are a number of established businesses in the study area including three breweries who could be targeted for sponsorship to fund events and appropriate projects within the local area.

Fundraising

There are many active community organisations in the study area and fundraising activities have been an effective source of funding for community based projects in the past. There is potential to further develop this potential source of funding.

A number of sources of funding are potentially available to undertake projects within the study

area. However, whilst existing budgets could provide some core funding, it is likely that new projects identified in the Strategy will require additional funding. The role of developer contributions particularly in relation to larger riverside development schemes in funding projects and the contribution of voluntary and community organisations in organising and implementing projects will be of particular importance.

There will be a requirement to combine existing and traditional funding structures with new and emerging opportunities and to consider the potential for broadening the application of legal agreements in respect of the public realm and revenue funding for projects. The potential for sponsorship will be related to the development of a broader programme of events in the study area.

Proposal DM8: Statutory and non-statutory bodies and other agencies concerned with the Thames should investigate all potential funding sources for the delivery of projects identified in the Thames Strategy- Kew to Chelsea and seek to develop a co-ordinated funding programme.

Proposal DM9: The GLA and its associated functional bodies such as the London Development Agency and Transport for London should work with the Port of London Authority and others to encourage businesses to re-use freight handling facilities and promote the re-use of wharves for freight handling purposes where this is viable taking into account the criteria applied by the Port of London Authority.

Policy Proposal DM10: New sources of funding such as the New Opportunities Fund and EC LIFE should be investigated to finance environmental and socio-economic projects in the study area.

Proposal DM11: Public- Private sector partnerships should be developed where appropriate to promote the objectives of the Strategy and to implement project proposals and sponsorship should be encouraged.

Proposal DM12: Local planning authorities should seek to secure the retention or appropriate provision of river-related facilities and support services for river-related uses such as river access, piers, moorings and facilities for river-related sport, recreation and education, and enhancement of the River and riverside by entering into Section 106 Agreements with the developers of riverside sites.

Policy Proposal DM13: Voluntary organisations should be encouraged to participate in project implementation and management. Schemes such as the Adopt-a-River Scheme managed by Thames 21 should be supported to involve local businesses and communities in promoting the objectives of the strategy.

MONITORING AND EVALUATION

A monitoring process should be established to identify and report the progress and main outputs of the Thames Strategy. Monitoring indicators should be established to assess the effectiveness of the Partnership.

Guidelines should be established for a structured process of review, such as the review of the Action Plan and an annual audit of implementation progress.

The focus of the evaluation will be on the success in attaining target outputs, the reasons for exceeding or falling short of target, and the lessons to be taken forward in further implementation of the Strategy.

Proposal DM13: The Strategy should be monitored and updated every 5 years to coincide with the review of UDPs.

CONSULTATION

The establishment of a permanent consultation structure will be an important element of Strategy delivery. A wide range of organisations from the public, private and voluntary sector and the local community should be brought together in any future partnership structure. Particular consideration should be given to the involvement of local schools and community groups in the practical implementation of projects. In considering the structure of any

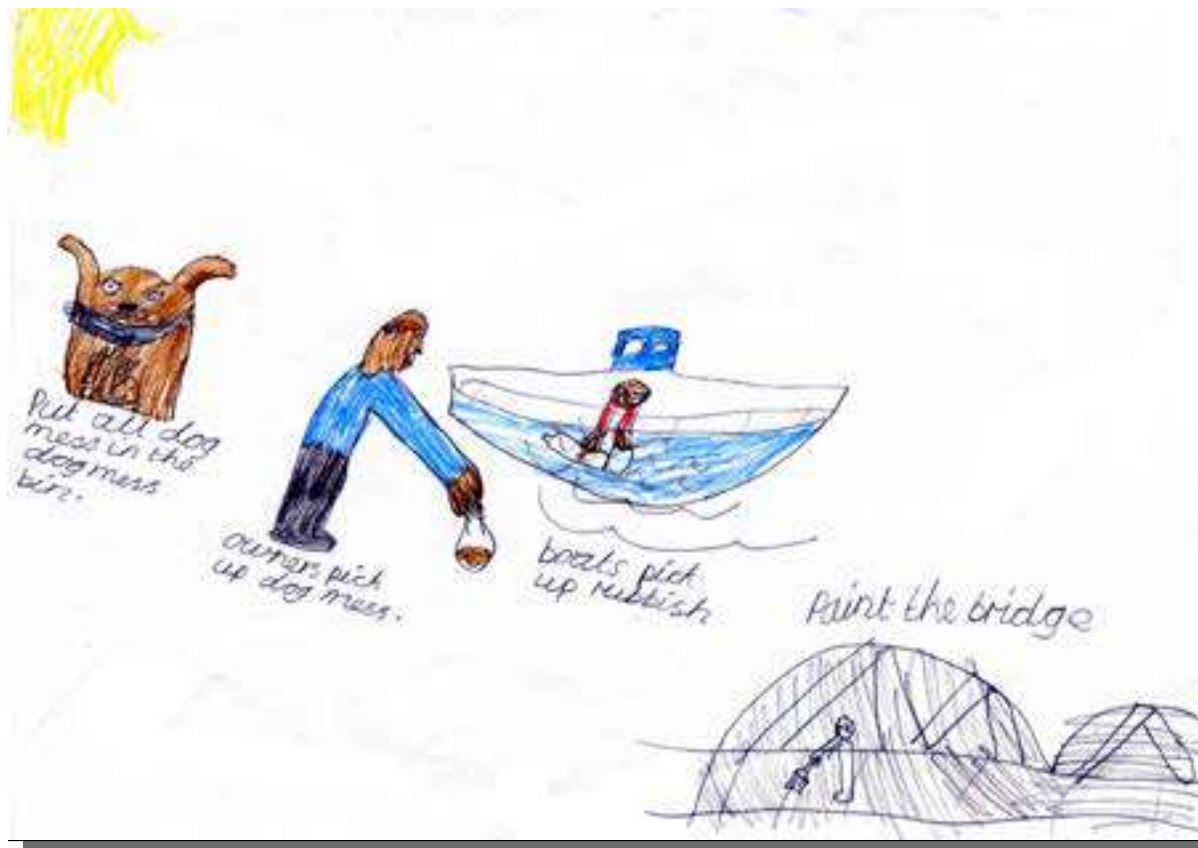


Thames Strategy - Kew to Chelsea Riverside Forum

Partnership body, full consideration should be given to maximising the involvement of the voluntary sector in organising and implementing projects.

Proposal DM15: A strategy should be developed for involving local community interest groups in the ownership, implementation and management of projects and for keeping local communities informed about the progress of project implementation.

Proposal DM16: The establishment of an education initiative should be supported to increase understanding and awareness of the River and the development of educational resources such as teaching packs for use in local schools.



Westfields Primary School, Mortlake

PART 6: PRINCIPLES OF ACTION PLAN AND IDENTIFICATION OF POTENTIAL PROJECTS

Introduction

Implementation of the objectives and proposals set out in the Strategy will require the preparation of an Action Plan, which provides an agenda for co-ordinated action in the future, and which will be subject to regular monitoring and review. The purpose of the Action Plan will be to set out how the objectives of the Strategy will be achieved, and to establish a programme of action to be promoted. Preparation of the Action Plan will initially be the responsibility of the Thames Strategy - Kew to Chelsea Steering Committee.

The Action Plan should set out the programme of priorities, activities and targets for the Strategy. The key areas of work will include:

- **Identification of Appropriate Delivery Mechanism:** In the first year of the Action Plan it will be necessary to give further consideration to alternative delivery mechanisms and to identify the preferred approach for taking forward the objectives of the Strategy.
- **Co-ordination of strategic projects to promote the objectives of the Strategy:** These are likely to focus on specific subject areas such as transport or recreation and key geographic areas within the study area. The Strategy can be used as a vehicle to obtain funding for project implementation.
- **Promotion of local projects:** The Strategy will encourage and support local projects which will promote the objectives of the Strategy and provide advice on project implementation.

- **Facilitation of new projects and forums for joint working:** Promotion of integrated planning and management of the River and in the future, the possible establishment of forums for addressing issues of mutual interest relating to the River and riverside such as recreation and education.
- **Strategy Management:** Establishment of an information and communication network and production of promotional tools and marketing information such as a web site and newsletter.
- **Fund-raising:** Preparation of a strategy for fund raising including business sponsorship, European funding, local and national sources and funding partners.
- **Workshops and events:** Organisation of events and workshops to promote the objectives of the Strategy and greater co-ordination of initiatives and to exchange experience and knowledge.

A preliminary list of projects and actions has been identified through consultation with members of the Strategy Steering Committee, private landowners and developers and representatives of local organisations. It does not represent an exhaustive list of potential projects but is considered to be indicative of the range of projects which would assist in promoting the objectives of the Strategy and which will require the co-operation of a number of partners in project implementation.

The project list should be monitored and updated as part of the Action Plan review.

The indicative projects are divided into strategic projects and local projects which are identified by individual character reach.

Strategic Projects and Actions

Strategic projects and actions for possible future implementation in the study area are summarised in Table 6.1.

KEY TO FOLLOWING TABLES

BTCV	British Trust for Conservation Volunteers
CA	Countryside Agency
EA	Environment Agency
EH	English Heritage
EN	English Nature
GLA	Greater London Authority
H&FHBG	Hammersmith and Fulham Historic Buildings Group
LBH	London Borough of Hounslow
LBHF	London Borough of Hammersmith & Fulham
LBRuT	London Borough of Richmond upon Thames
LBW	London Borough of Wandsworth
PLA	Port of London Authority
RBKC	Royal Borough of Kensington and Chelsea
TfL	Transport for London

TABLE 6.1 Strategic Projects List

Ref	Project Description	Stakeholders	Potential Funding Sources	Potential Priority Projects	Status
1	Thames Path National Trail – completion of missing links, clarification of sections legally available for cycling, access for those with mobility impairment, co-ordinated and consistent interpretation and signage. Encouraging more sensitive design solutions that respect local character.	Countryside Agency Local Authorities TfL	CA Developer contribution	✓	Accessibility and signage projects in progress.
2	Riverbus Services – the potential of introducing new passenger services and securing use of piers as part of an integrated public transport system for London.	Transport for London	TfL Private operators	✓	Will form part of emerging strategy. TfL has issued preliminary proposals for consultation.
3	Use of the River for freight transport – promoting the use of the River for freight transport, based on an understanding of cargo markets and land use pressures.	Transport for London PLA Freight operators LDA	LDA PLA TfL Freight operators		The PLA has commissioned research on the provision of boatyards and a survey of wharves for cargo handling
4	Steps and Stairs Project – established definitive location of all access points on the tidal Thames and began to define condition and appropriate level of use.	PLA, EA Local Organisations	EA Local organisations		Preliminary project completed in 1996
5	Access to the Foreshore – a strategic evaluation and risk assessment is needed to identify areas where the foreshore is amenable for public access and the legal and safety implications of encouraging access.	PLA, EA	PLA, EA		
6	River Structures – bridges, jetties, piers, steps, wharves, drawdocks, barge-beds, docks, hards and slipways form part of the river infrastructure. Many are of historic significance, but few benefit from a protective mechanism and are threatened by closure, eradication and neglect. The conservation and restoration of river structures could form a major bid to the HLF.	Riparian owners Thames Archaeology Steering Committee Heritage Lottery Fund	PLA, EA, EH, HLF Riparian owners Developer contribution		
7	Education Action Plan – establishment of an Education Working Group, web site to link schools, involvement of local community organisations in projects with local schools and the further development of educational resources and programmes.	Local authorities Schools Thames Explorer Trust Hammersmith & Fulham Urban Studies Centres Thames 21	Local Education Authorities Developer Contributions/Sponsorship		Preparation of Action Plan including resource packs, training courses, projects
8	Strategic Links – improvements in walking and cycling links to the Thames Path and National Cycle Route No.4 from public transport and town centres.	GLA, Countryside Agency London Walking Forum Local Authorities Sustrans London Cycling Campaign	CA Local Transport Plans Sustrans TfL	✓	London Walking Forum has a number of initiatives.
9	Circular Walks – the promotion of waymarked circular recreational walks based on river tributaries, canals and public open space.	Countryside Agency London Walking Forum Ramblers Association	Local commercial sponsorship		Local groups of Ramblers Association have prepared guides.
10	Green Chains and Corridors – protect, create and manage “green chains and corridors” linking areas of landscape, recreational and ecological value and extending outside the study area, for example along the Beverley Brook to Richmond Park.	GLA – Open Space Forum Local authorities Countryside Agency English Nature	CA EN Local authorities		The Countryside Agency supports Green Chains and Corridors through its ‘Countryside on Your Doorstep Initiative’

TABLE 6.1 Strategic Projects List (continued)

Ref	Project Description	Stakeholders	Potential Funding Sources	Potential Priority Projects	Status
11	Retired Flood Defences – the implementation of the riverbank design guidance contained within the EA document <i>Partnership in Planning</i> and the promotion of flood defences set back from the river.	EA, PLA, EN, GLA, Riparian owners	EA Developer contribution EU LIFE Programme		Riverbank Design Guidance document prepared by EA 1997
12	Tidal Thames – Upstream Embayment Studies – looking at justification for continuing to maintain and review as necessary flood defences, leading to the identification of individual frontages that need work.	EA, PLA	EA	✓	Next stage of tidal Thames flood defence project.
13	Lost Rivers – the “rediscovery” and interpretation of lost rivers and tributaries. Many of these remain culverted right up to their confluence with the Thames.	EA, PLA, EN Local authorities Local organisations	EA EN		
14	Tidal Thames Habitat Action Plan – the drawing together of information on existing ecological habitats and areas of sensitivity to establish one comprehensive database.	EA, PLA, GLA London Biodiversity Partnership Thames Estuary Partnership	EA	✓	Now complete
15	Thames Festival and other public events – An annual festival would allow Londoners to re-establish a relationship with their river, encourage awareness and wider appreciation of the Thames and bring the river into the urban experience of the city. The festival could help to channel resources into environmental improvements and enhancement of public amenity.	GLA, EA, Local Authorities, Riparian owners	GLA, EA Sponsorship	✓	Potential to showcase Thames Strategy as part of London String of Pearls Golden Jubilee Festival
16	Visitor Information –Integrated visitor information and interpretation together with cross-promotion and marketing of visitor attractions/destinations.	Local Authorities London Tourist Board Visitor attractions	Local Authorities London Tourist Board		
17	Discovery Centres – establishment of a local discovery centre(s) east and south of the river to mirror the Thames Explorer Trust and Hammersmith & Fulham Urban Studies Centre.	Local Authorities Local organisations	Lottery funding EC Life		Potential to link with Wetland Centre
18	Thames Kew Chelsea On-Line – the establishment of a co-ordinated portal web site.	All partners	Core funding		
19	Recreation Study - including distribution and location of community boat houses and visitor moorings	Local authorities Sport London Thames Rowing Council Amateur Rowing Association	Local Authorities Sport London Lottery funding		Preparation of integrated strategy for promotion of use of River for recreation.
20	Coordination of Archaeological Data - developing frameworks and standards for the co-ordination and assimilation of archaeological data, and producing a manual detailing it. Develop techniques to interpret archaeological data	EH, Museum of London, Institute of Archaeology, London Boroughs	Heritage lottery funding		Greater London Sites and Monuments provides a database service. Various data standards exist, though these are not specific to the archaeological resource of the study area.
21	Industrial Heritage - identify industrial archaeology of area and update GLSMR. Develop techniques to interpret the industrial heritage, to raise awareness and break down barriers to access.	Association for Industrial Archaeology, HLF, EH, GLIAS, Hammersmith & Fulham Historic Buildings Group	Heritage lottery funding		Hammersmith and Fulham Historic Buildings Group have undertaken an audit of industrial sites and buildings. The TS archaeological GIS map was disseminated to attendees at the focus group for annotation and information about additional sites.

Local Projects

Indicative projects for possible implementation in each of the character reaches are set out in Tables 6.2 - 6.9.

Implementation of the projects identified in these schedules will principally be dependent on the availability of funding and where appropriate, securing the necessary planning permission and other consents in respect of the proposed works. The following categories of projects have been identified as potential priority projects:

- **Category 1:** Projects for which funding has been identified and work can be expected to commence within the next 1-2 years (subject to necessary consents being granted). These include River-related and River-enhancing projects associated with committed and proposed development schemes on the riverside (Project Refs: 1.2, 1.6, 2.7, 3.7, 3.8, 4.2, 5.2, 5.5, 6.1, 6.2, 6.6, 6.7, 6.9, 6.11, 6.13, 7.2, 7.3, 7.4, 7.5, 7.11, 7.12, 8.1, 8.2.);
- **Category 2:** Projects which have been defined and stakeholder support secured but which require additional funding. These projects have the potential to be implemented within 2-3 years subject to the identification of necessary funding and required consents. (Project Refs: 1.3, 1.7, 2.6, 2.8, 2.14, 4.1, 4.7, 4.9, 5.1, 5.6, 5.7, 6.5, 6.10, 6.11, 6.14, 7.10, 8.4);



The foreshore below Hammersmith Bridge

- **Category 3:** Projects with community support but which require wider support from other stakeholders, the preparation of more detailed proposals and the identification of funding. These projects have the potential to be implemented within 2-5 years subject to the identification of necessary funding and the required consents. (Project Refs: 1.4, 1.5, 1.10, 2.1, 2.2, 2.3, 2.4, 2.9, 3.3, 3.4, 3.5, 3.9, 3.11, 3.14, 4.3, 4.6, 5.3, 5.4, 6.4, 6.8, 6.15, 7.4).

Potential priority projects are identified in Tables 6.2-6.9. The identification of potential local priority projects does not preclude other projects being brought forward for implementation within the first 5 years of the Action Plan subject to funding and the necessary consents and approvals.

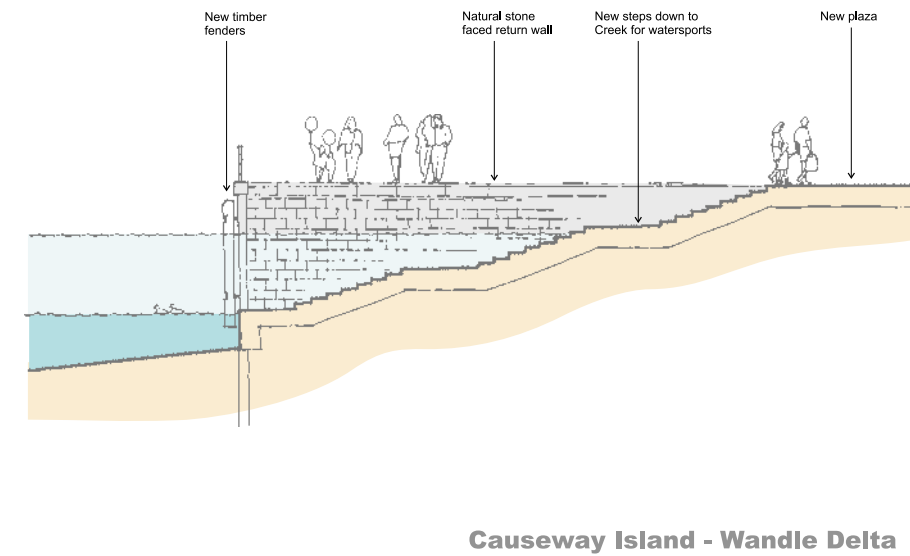
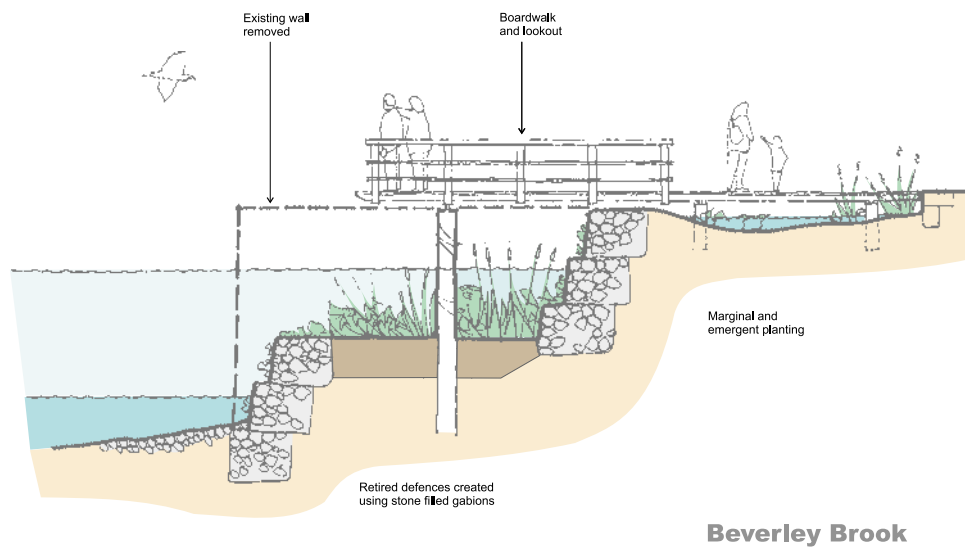
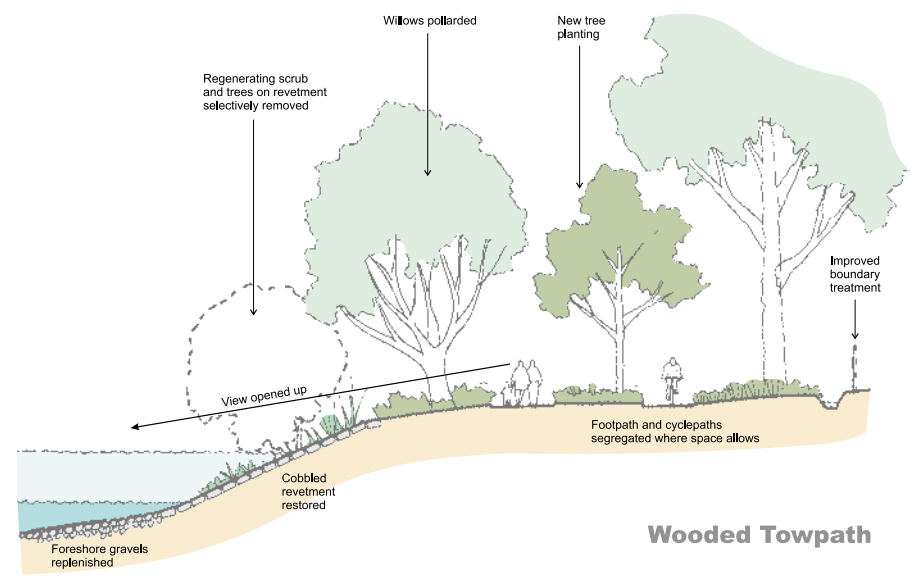
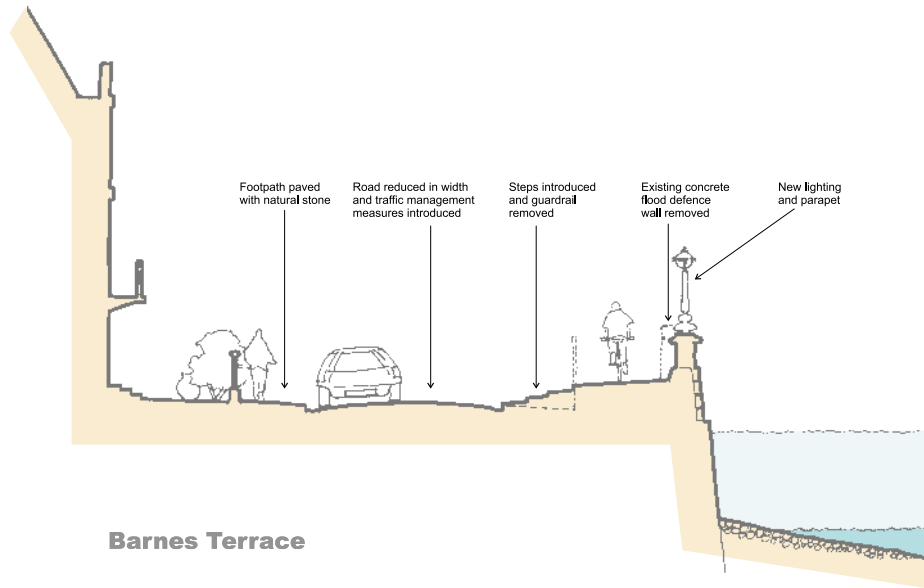


Outside the Old Ship, Hammersmith

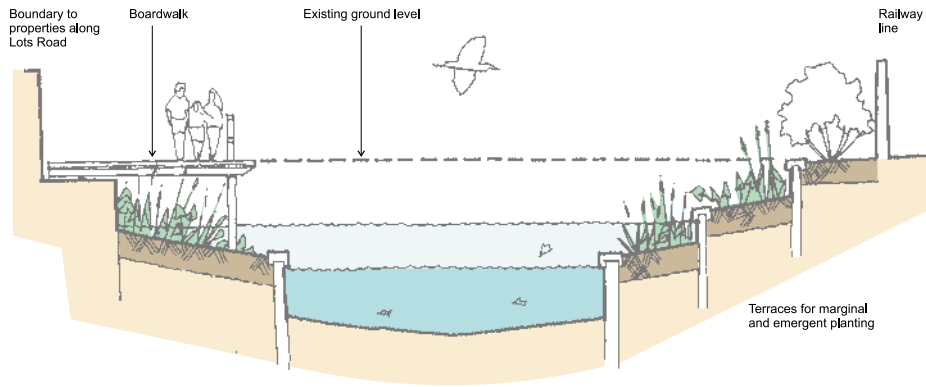
Possible Approaches to Riverbank Design

A number of the indicative local projects involve riverbank restoration and enhancement. These projects are capable of being implemented on publicly owned land and provide the potential for enhancing the appearance of the riverside and supporting the local ecology, landscape and recreation as well as providing effective flood defence.

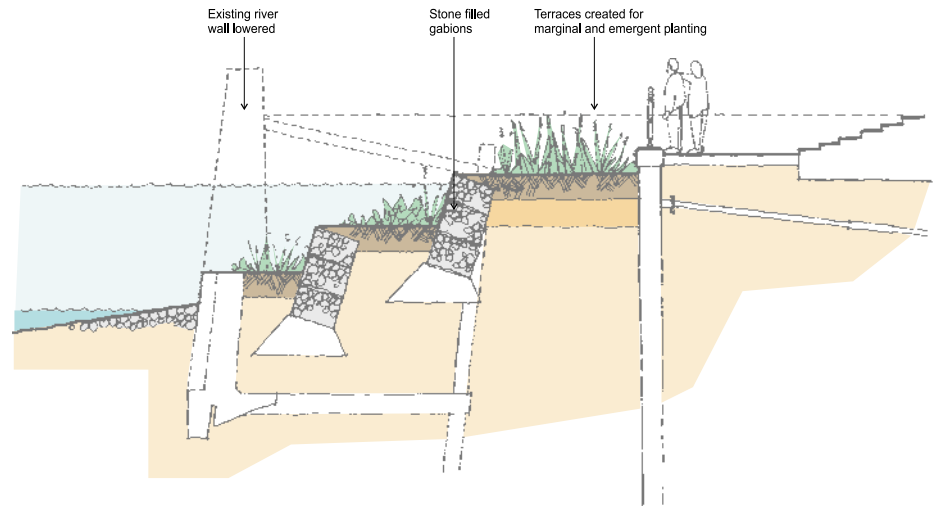
The following illustrative designs relate to individual sites as identified in the preliminary project lists but the principles applied can be adapted to other parts of the study area.



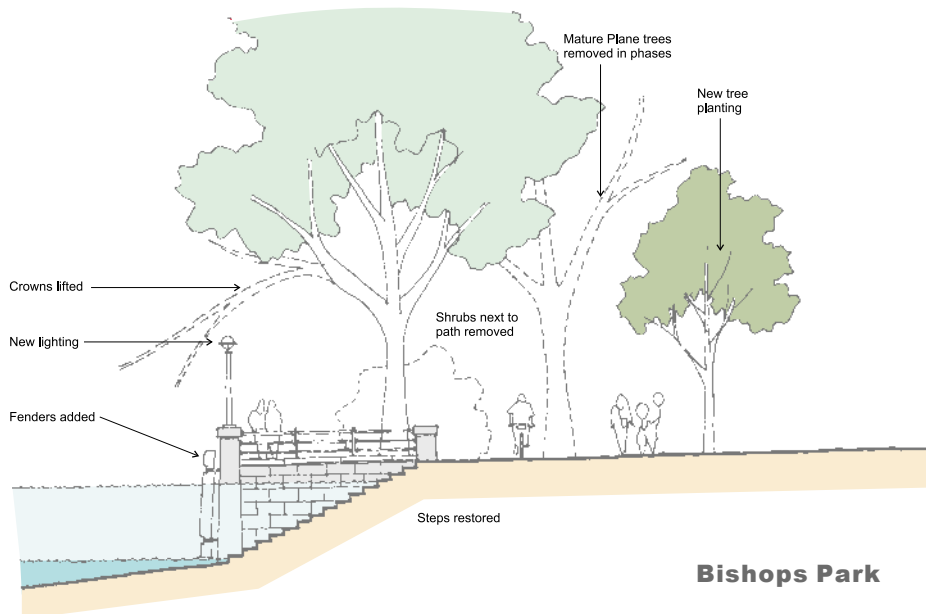
Part 6: Principles of Action Plan and Identification of Potential Projects



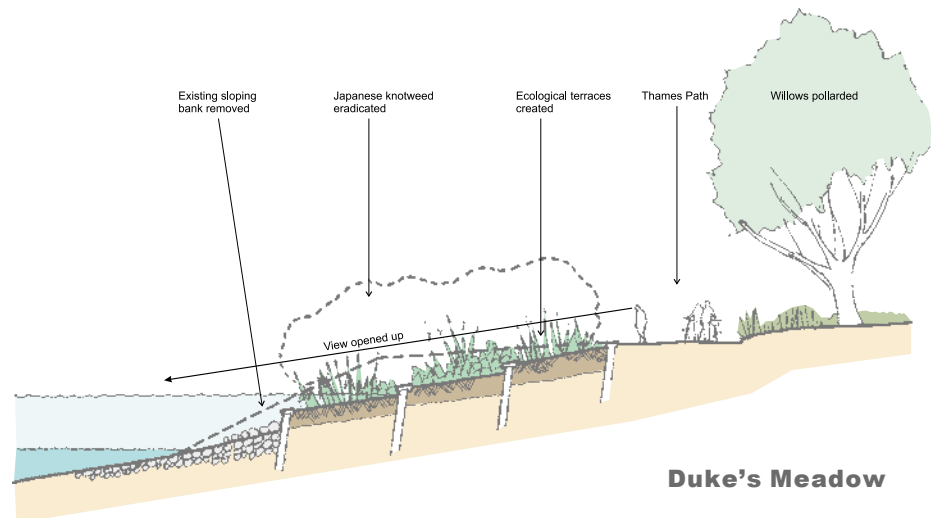
Chelsea Creek



Battersea Park



Bishops Park



Duke's Meadow

TABLE 6.2 Character Reach No.1 : Kew and Strand on the Green - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Projects	Local Interest Groups
1.1	Kew Pier – bring River Bus service to restored pier, with improved passenger facilities, new visitor moorings and better quality signage to Kew Gardens	TfL, Westminster Passenger Services Association, PLA, LBRuT,		Linked to overall TfL Strategy. See Strategic Project 2.		Kew Society, Kew Residents Association, Strand on the Green Association, Mortlake with East Sheen Society, Chiswick Protection Group, Grove Park Group, Environmental Trust for Richmond upon Thames and Tow Path Group Westerley Ware Association, Kew Society, Kew Residents Association, Strand on the Green Association, Mortlake with East Sheen Society, Chiswick Protection Group Strand on the Green Association, Grove Park Group, Chiswick Protection Group, Kew Society
1.2	Kew Riverside development – new public open space and S.106 commitments	LBRuT, Developers - St James St. George	Developer contribution		✓	
1.3	Preparation of management plan for the wooded Tow Path, including revetments, steps and stairs	Tow Path Group, LBRuT, PLA, EA, Developers, BTCV, Community Groups	Developer contributions pooled into Charitable Trust	The Tow Path Group were formed in July 2001 to conserve and restore the Tow Path between Kew Bridge & Beverley Brook	✓	
1.4	Restoration of Westerley Ware Park to include upgrading of play equipment, paving and furniture	LBRuT, Westerley Ware Association		Westerley Ware Association have already undertaken improvements and are preparing a strategy for its enhancement	✓	
1.5	Oliver's Island management plan	PLA , LBH, EA, BTCV, Thames 21		Management Plan in place to be reviewed		
1.6	Strand on the Green : Repair and restoration of river wall (highway support and/or flood defence), upgrade Kew Bridge and Strand End drawlocks	LBH, EA, PLA, EH, Riparian owners	LBH, EA	Subject of Court Order, for Completion end 2003. LBH/EA Project Agreement in draft for finalisation end April.	✓	
1.7	Strand on the Green, environmental improvements related to 1.6 (eg: Landscaping draw docks and seating areas, replanting willows etc)	EA , LBH, PLA, EH Riparian owners	LBH, EA, Strand on the Green Association, Developer Contributions	Dependent on Project 1-6. Strand on the Green Association has prepared plans for raising river wall and re-landscaping in draw dock areas.	✓	
1.8	Restoration of Kew Railway Bridge and feasibility of pedestrian and cycle link from Occupation Lane to Strand on the Green	Railtrack, LBRuT, LBH, EH, TfL, Victorian Society	Railtrack	Maintenance work on Kew Railway Bridge, already undertaken by Railtrack		
1.9	Restoration and reuse of river structures (e.g: bridge grid, midstream moorings, Sailing Club ramps, old Bason & Arnold's Boatyard Jetty	PLA, EH, LBRuT, LBH, PLA River Works Licensees, river users, planning applicants	Developer/operator Contributions			
1.10	Creation of dog-free zone in riverside parks	LBH, Strand on the Green Association	LBH, Strand on the Green Association	Preliminary ideas prepared by Strand on the Green Association	✓	
1.11	Preserve and enhance SOTG Conservation Area by replacing inappropriate pavings and street furniture introduced by earlier traffic calming scheme	LBH, Strand on the Green Association	LBH, Strand on the Green Association	Identified by Strand on the Green Association		

TABLE 6.3 Character Reach No.2 : Mortlake, Barnes and Duke's Meadow - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Projects	Local Interest Groups
2.1	Mortlake riverside – replacement of flood defences, restoration of Tow Path and historic passages, environmental enhancement	EA, LBRuT, PLA, EH, CA, Stag Brewery, Riparian owners	Stag Brewery, EA Developer Contributions	Identified in LBRuT Conservation Area Study		Mortlake with East Sheen Society, Friends of Duke's Meadow, Mortlake Network Tow Path Group
2.2	Enhancement of Jubilee Gardens and sub-station and access to riverside	LBRuT, Powergen, London Electricity	New Opportunities Fund	Identified in LBRuT Conservation Area Study		Mortlake with East Sheen Society, Friends of Duke's Meadow, Mortlake Network Tow Path Group
2.3	Enhancement of Bull Alley/Draw Dock and improvements to Tow Path between Barnes Bridge and Mortlake Brewery	LBRuT Community Groups Developers	New Opportunities Fund, Developer Contributions	Identified in LBRuT Conservation Area Study		Mortlake with East Sheen Society, BTCV, Mortlake Network Tow Path Group
2.4	Barnes Railway Bridge – restoration and access improvements using redundant old bridge for segregated cycleway	Railtrack, EH, TfL, LBRuT, LBH, Sustrans	Railtrack, TfL Sustrans,	Link to National Cycle Route No.4	✓	Barnes Community Association Friends of Duke's Meadow
2.5	Barnes Terrace/Lonsdale Road river wall and public realm traffic management improvements	LBRuT, TfL, EA, PLA, EH	Developer contribution	Identified in LBRuT Conservation Area Study		Barnes Community Association, Friends of Duke's Meadow
2.6	Duke's Meadow integrated land management plan and comprehensive project area	LBH/ CIP, GLA, Friends of Duke's Meadow, Sports Clubs,EA	Sports Council Youth Sports Trust	Commitment to Management Plan in LB Hounslow UDP	✓	Barnes Community Association Friends of Duke's Meadow
2.7	Duke's Meadow riverbank improvements (where safety is not compromised re access to the River) including localised retired defences, eradication of Japanese knotweed and mitten crabs	EA, PLA, LBH, EN, CA, Thames 21	Developer contribution EA	Feasibility Study being undertaken	✓	Barnes Community Association Friends of Duke's Meadow
2.8	Duke's Meadow Landscape Plan including enhancement of the Promenade and bandstand	LBH/CIP, Friends of Duke's Meadow, EA	LBH, New Opportunities Fund, Local fund raising	Plan prepared by Clive Wren	✓	Barnes Community Association Friends of Duke's Meadow
2.9	Expand Chiswick Boathouse as a new water sports centre in a sensitive way	LBH, Sport England, Rowing clubs Thames Rowing Council	Sports lottery	Proposal by Hounslow Hockey Club to use as "super clubhouse"		Barnes Community Association Friends of Duke's Meadow
2.10	Interpretation/rediscovery of Bollo Brook and link to Chiswick House via Promenade Approach	EH, EA, CIP/LBH				Friends of Duke's Meadow, Old Chiswick Protection Society
2.11	Management/enhancement of Mortlake Cemetery	LBRuT, LBHF, EH, EA				Mortlake with East Sheen Society, Grove Park Group, Chiswick Protection Group, Kew Society
2.12	Restoration of Small Profits Dock and adjoining public open space	EH, EA, LBRUT				North Barnes Residents Association Barnes Community Association Tow Path Group
2.13	Creation of Mortlake Dock, 77 High Street, John Dees House	EH, EA	Operators, New - Opportunities Fund			Mortlake and East Sheen Society, West London River Group
2.14	Extension of Civil Service Rowing Club, Dukes Meadow to create improved facilities	Civil Service, Sports Council, Sport England, LBN		Scheme prepared as basis for discussion with possible partners	✓	Friends of Dukes Meadow Barnes Community Association

TABLE 6.4 Character Reach No.3: Chiswick, Hammersmith and North Barnes - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Projects	Local Interest Groups
3.1	Feasibility of introducing ferry from Chiswick Pier to Ferry Lane Lonsdale Road	LBRuT, LBH, PLA, Schools	Fuller's Brewery TfL, schools	Potential route to schools avoiding Hammersmith Bridge		Old Chiswick Protection Society, North Barnes Residents Association, St Paul's, Harrodian & Swedish schools
3.2	Improve connections between the Thames Path and Chiswick House, Hogarth's House and the Fuller's Brewery (including Parr's Walk)	LBH, CA, EH, Fuller's Brewery, Hounslow Association for Tourism	EH, Fuller's Brewery			Old Chiswick Protection Society, North Barnes Residents Association, Barnes Community Association, Friends of Duke's Meadow, CPG
3.3	Conservation and management of Chiswick Eyot, including eradication of mitten crabs and pollarding of willows	LBH, Old Chiswick Protection Society, EA, PLA	EA, EN	Work undertaken by voluntary organisation. Possible SSSI designation	✓	Old Chiswick Protection Society
3.4	Promotion of Chiswick Pier for tourist boats as part of overall strategy for increased use of river.	LBH, TfL, PLA	Tourist Boat Operators, Thames Explorer Trust, Chiswick Pier Trust, RNLI	Chiswick Pier to be used as base for river lifeboat service	✓	Friends of Duke's Meadow, Old Chiswick Protection Society, Chiswick Pier Trust, North Barnes Community Association, Barnes Community Association
3.5	Restoration of Chiswick (Church Street) drawdock and causeway	LBH, PLA, EA Community Groups	LBH, EA, Old Chiswick Protection Society	Initial ideas prepared by Old Chiswick Protection Society	✓	Old Chiswick Protection Society, North Barnes Residents Association
3.6	Enhance Hammersmith Mall as a location for rowing and water sports	LBH, Sport England, Rowing clubs, Thames Rowing Council	Sport England, Lottery, Rowing Clubs Sponsorship			Hammersmith Society, Hammersmith and Fulham Historic Buildings Group
3.7	Hammersmith Mall / Furnival Gardens further public realm and river wall improvements, including enhancement of links to town centre via underpass	LBHF, EH, Hammersmith and Fulham Historic Buildings Group, EA	Developer contribution LBHF	First phase of work under construction	✓	Hammersmith Society, Hammersmith and Fulham Historic Building Group, Hammersmith Community Trust
3.8	Restoration and potential upstream extension of Dove Pier and use for tourist boats/passenger vessels	LBHF, PLA, TfL Owners of Dove Pier	TfL, Owners of Dove Pier	Proposals prepared by owners of Dove Pier, possible planning issues		Hammersmith Society, Hammersmith and Fulham Historic Buildings Group, Hammersmith Community Trust, North Barnes Residents Association
3.9	Improvements to Hammersmith Riverside; town centre links; Beckett's wharf; Queen's drawdock	LBHF, PLA, Architecture Foundation, EA		Proposals identified by Architecture Foundation	✓	Hammersmith and Fulham Historic Building Group, Hammersmith Community Trust, Hammersmith Society
3.10	Interpretation/rediscovery of Stamford Brook/ Hammersmith Creek/Parr's Ditch	EA, LBHF, HFHBG				Hammersmith Society, Hammersmith and Fulham Historic Buildings Group
3.11	A4 Great West Road and crossings, Green Corridor	HA, TfL, LBHF	LBHF, developer contributions	Conceptual Scheme Prepared in association with Hammersmith & Fulham Urban Studies Centre	✓	Hammersmith Community Trust, Hammersmith Society, Hammersmith & Fulham Historic Buildings
3.12	Provision of missing link of river walk at Riverside Studios	LBHF, EA, Riparian owners.	Developer Contributions LBHF			Hammersmith Society, Hammersmith and Fulham Historic Buildings Group, Hammersmith Community Trust
3.13	Conservation and restoration of Leg of Mutton Reservoir. Review existing management plan together with the Tow Path project 1.3	LBRuT, EN, BTCV, EA Community Groups	Funds available for planting black poplars, schools, EN	Management Plan in operation. Work undertaken by voluntary organisation		North Barnes Residents Association, Barnes Community Association, Tow Path Group, Local Schools
3.14	St Paul's School landscape master plan	St Paul's School	St Paul's School	Under consideration	✓	North Barnes Residents Association, Hammersmith Society, Hammersmith and Fulham Historic Buildings Group, Old Chiswick Protection Society, Tow Path Group
3.15	Investigate the potential of a new pier at North Barnes	LBRuT, TfL, PLA,	TfL			North Barnes Residents Association

TABLE 6.5 Character Reach No.4: Fulham Reach and Barn Elms - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Project	Local Interest Groups
4.1	Fulham Reach – public realm and access improvements including interpretation of heritage/industrial archaeology, feasibility of new moorings	LBHF, CA, EA, PLA, Riparian owners	LBHF Developer contribution	Riverside Walk Brief being prepared by LBHF	✓	Fulham Society, HFHBG, Bishops Park Co-ordinating Group, BCA, NBRA, Putney Society
4.2	Hammersmith Embankment Phase 2 public open space and access improvements to Broadway	LBHF, Developers, EA	Developer contribution	Proposals prepared	✓	Fulham Society, HFHBG, Hammersmith Society, NBRA
4.3	Restoration of Crabtree Drawdock, Palace Wharf and adjacent areas	LBHF, EA, Operators of EH	Riparian Owners Developer contribution		✓	Fulham Society, HFHBG, Bishops Park Co-ordinating Group, NBRA
4.4	Potential seasonal ferry crossing from Crabtree Drawdock to Queen Elizabeth Walk/Wetland Centre	LBW, LBHF, Wetland Centre, Community Groups, TfL, PLA	Operators, Brewery Wetland Centre, TfL			Putney Society, Fulham Society, NBRA Bishops Park Co-ordinating Group
4.5	Barnes Waterside and Harrods Village, tree planting and enhancement of Tow Path. Restoration of Harrods Depository wharf and protection of industrial archaeology	Developers, LBRuT, EA, EH, Tow Path Group	Harrods, Developer contribution			Barnes Community Association, North Barnes Residents Association, Hammersmith Society, HFHBG, Tow Path Group
4.6	Enhancement of Queen Elizabeth Walk, Thames Cycle Route, and riverside frontage of Wetland Centre	Wetland Centre, Sustrans, LBRuT, CA, EA	LBRuT, CA, Sustrans, Countryside Agency, Wetland Centre		✓	North Barnes Residents Association, BCA, Hammersmith Society, Hammersmith and Fulham Historic Buildings, Tow Path Group
4.7	“River Life” discovery exhibit at Wetland Centre	Wetland Centre	Wetland Centre, Lottery	Project proposal prepared by WWT	✓	North Barnes Residents Association, BCA
4.8	Establishment of Thames Discovery Centre (possibly in association with Wetland Centre) linked to project 4.7	LBW, Wetland Centre, Comm'ty Groups, Barn Elms Schools Sports Centre	New Opportunities Fund			Wandsworth Society, North Barnes Residents Association, Putney Society
4.9	Barn Elms Sports Centre and Boathouse redevelopment, new tree planting and enhancement of playing fields	LBRuT, LBW Sport England, EA, LBHF		Proposals prepared by LBW	✓	Fulham Society, Bishops Park Co-ordinating Group, WLRG, BCA, Putney Society, HFHBG, Tow Path Group
4.10	Beverley Brook/Roehampton Vale/Richmond Park green chain, integrated land management plan. Promote Beverley Brook Walk	LBRuT, LBW, GLA, EA, Royal Parks, Conservators of Wimbledon Common		Beverley Brook Walk in place, further promotion required		Putney Society, BCA, North Barnes Residents Association, Tow Path Group

TABLE 6.6 Character Reach No. 5 : Putney and Fulham Palace - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Project	Local Interest Groups
5.1	Restoration and enhancement of mouth of the Beverley Brook, including Leaders Gardens and Ashlone Wharf. Possible removal of tidal flap, obsolete pumping station and weir, together with provision of new footbridge	EA, LBRuT, LBW Wimbledon & Putney Commons Conservators	EA Developer contribution, Chas Newens boat builders/chandlers	Landscape strategy prepared and limited work being undertaken by EA, Discussions ongoing between LBW, EA and Commons Conservators	✓	BCA, Putney Society, Wimbledon & Putney Commons Conservators
5.2	Establishment of permanent Discovery/Education Centre at Ashlone Wharf to promote community youth river related use as part of any refurbishment scheme. Use of Ellen Elizabeth for boat training and educational purposes	LBW, Sea Cadets, existing occupiers, Wandsworth Youth River Group, River Thames Boat Project	Developer contribution, Lottery Funding, LBW	Planning application submitted for the refurbishment of the building following consultation on options. The community/youth river related activities will remain, as will the boatyard.	✓	Putney Society, Community Groups, Chas Newens, Save Ashlone Wharf Campaign, Putney Partnership Board
5.3	Enhance Putney Hard as location for rowing and sailing and moorings out in river. Improvements to boathouses	LBW, Rowing clubs, Amateur Rowing Association, Thames Rowing Council, Sport England, PLA	Sports Lottery	The Council's UDP promotes improvements which support Putney Embankment's role as a centre for river sports	✓	Putney Society, Fulham Society, Chas Newens, HFHBG, Bishops Park Co-ordinating Group, River Thames Society, Putney Partnership Board
5.4	Increased use of Putney Pier including improved passenger and visitor facilities	LBW, TfL, Operators (Thames Luxury Charters)	Owners of the pier. New owners of Shell site TfL	Preliminary ideas for enhancement of facilities. Uncertainty over what type of service is commercially viable	✓	Putney Society, Fulham Society, HFHBG, Bishops Park Co-ordinating Group, River Thames Society, Putney Partnership Board
5.5	Putney Wharf new riverside walkway and spaces, improved setting of church and potential extension of walkway under Putney Bridge	LBW, EH, St George's	Developer contribution	Proposals part of S.106 agreement, except walking under bridge	✓	Wandsworth Society, Fulham Society, HFHBG, Putney Partnership Board
5.6	Fulham Palace conservation and management plan, promote Fulham Palace Museum	LBHF, EH, Church Commissioners, Museum of Fulham Palace Trust, Fulham Palace Management Board	LBHF, Church Commissioners, HLF, EH	Consultation draft August 2000. Bid to HLF prepared	✓	Friends of Fulham Palace, Fulham Society, Museum of Fulham Palace Trust, HFHBG, BPCG
5.7	Further improvements to Bishops Park	LBHF, EH, Bishops Park Co-ordinating Group	HLF Urban Parks Programme/New Opportunities Fund	Refurbishment works recently completed	✓	Fulham Society, Friends of Bishops Park, Bishops Park Co-ordinating Group, Putney Society
5.8	Putney Bridge Conservation Area - public realm and access improvements to station and footbridge	LBHF, Railtrack, EH, CA		Riverside Walk Brief being prepared by LBHF		Fulham Society, HFHBG, Putney Society, Wandsworth Society

TABLE 6.7 Character Reach No.6 : Wandsworth and Sands End - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Project	Local Interest Groups
6.1	Wandle Delta riverbank improvements (Wandle Delta 1998 WSA), including Causeway Island	Wandsworth Challenge Partnership (WCP), LBW, EA	SRB, Adjacent landowners, EU LIFE, Groundwork	Detailed proposals prepared for 3 out of 8 projects which have already been identified, 2 more are in preparation, SRB funding in place	✓	Wandsworth Society, River Thames Society, Fulham Society, HFHBG, Hurlingham Club
6.2	Wandle Promenade – linking Wandsworth High Street to the Thames	WCP, LBW, EA, Young's Brewery, British Olympic Ass'n	SRB, Young's Brewery Capital Studios, Groundwork	Number of improvements being implemented to enhance the existing link, from the town centre to the Wandle Mouth	✓	
6.3	Modification of half-tide weir at mouth of Wandle	LBW, EA, PLA	EA, Developer contribution	Feasibility study undertaken by ARUP concluded that the removal of this structure was not justified at this time		
6.4	Complete Thames Path over Waste Transfer Station and across Feathers Wharf, and missing link in Thames Cycle Route	Countryside Agency Wandsworth Challenge Partnership, LBW, EA, Sustrans, Ramblers Association	SRB, Sustrans, Developer, Contribution, Countryside Agency	New foot/cycle bridge over Wandle completed, and E-W link improvements across delta proposed	✓	Wandsworth Society, Fulham Society, Hammersmith and Fulham Buildings
6.5	Rejuvenation of Wandsworth Park	LBW, EH	HLF Urban Parks Programme	On its anniversary in 2003 some minor improvements are planned in keeping with the Victorian layout	✓	
6.6	Point Pleasant – new riverside walkway (Thames Path and Cycle Route), moorings and public open space	Countryside Agency LBW, GLA, Sustrans, Developer, EA, Ramblers Association	Developer S.106 commitment	Planning permission granted but detailed proposals to be agreed.	✓	
6.7	Gargoyle Wharf – new riverside walkway (Thames Path and Cycle Route) Potential pier	LBW, GLA, PLA, EA, Sustrans, Developer	Developer S.106 commitment	Under construction	✓	
6.8	Sands End – completion of riverside walkway (Thames Path), and potential new moorings.	LBHF, PLA, EA, Developers, Hurlingham Yacht Club	Developer contribution, PLA, LBHF	Restoration of Broomhouse Dock complete		
6.9	Restoration of Broomhouse Drawdock (work in progress)					Association of Residents in Sands End (ARISE), Fulham Society, HFHBG, Battersea Society, Wandsworth Society
6.10	Imperial Wharf Phase 1– new riverside walkway, moorings and local park.	LBHF, Developer – St George's	Developer contribution	Phase 1 under construction Brief required for park	✓	Fulham Society, HFHBG, Wandsworth Society
6.11	Hurlingham Club, provision of viewing area/ jetty and improvements to facilities, restoration of buildings and maintenance of formal grounds	LBHF, Hurlingham Club, EA	Developer contribution	Initial proposals for jetty, permission granted for building works	✓	Wandsworth Society, Battersea Society, Fulham Society, HFHBGs, Rambler's Association
6.12	Enhancement of Hurlingham Park	LBHF, Sport England, EA	Sports Lottery	New sports pavilion/stadium designed	✓	

TABLE 6.7 Character Reach No.6 : Wandsworth and Sands End - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Project	Local Interest Groups
6.12	Interpretation/rediscovery of River Falcon, including green corridor link to Falcon Park	EA, LBW, GLA, EN				Battersea Society, Wandsworth Society, London Walking Forum
6.13	Potential for re-opening Battersea High Street Station	LBW, Railtrack, Strategic Rail Authority, GLA, TfL	Developer contributions, Rail operators	LBW has a long term aim for a station on the West London Line in North Battersea, but there is no spare capacity at present		Battersea Society, Wandsworth Society
6.14	Provision of pedestrian walkway/ cycleway on Battersea Railway Bridge (West London Line)	LBHF, LBW, RBKC, CA, Railtrack, Developers, Sustrans	Developer contribution, TfL, Railtrack	A walkway adjacent to the railway bridge providing a link to the proposed Chelsea Harbour Station is under consideration by LBW/LBHF	✓	Battersea Society, Fulham Society, Sustrans, London Walking Forum, Chelsea Society ARISE
6.15	Provision of Riverside footways/ cycleways under Wandsworth Bridge on both banks	LBW, LA, CA, Sustrans, Ramblers Association	Developer contribution	Strong support from Sustrans	✓	Wandsworth Society, Battersea Society, London Walking Forum, Sustrans

Part 6: Principles of Action Plan and Identification of Potential Projects

TABLE 6.8 Character Reach No.7 : Chelsea and Battersea - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Project	Local Interest Groups
7.1	Continuation of riverwalk under Battersea and Chelsea Railway Bridges.	RBKC/LBHF, Railtrack, LBW, Developers, Countryside Agency, Sustrans, Circadian	Developer contribution Railtrack	Awaiting redevelopment of the property to the south of the Battersea Railway Bridge. There are currently no proposals. Feasibility studies needed.		Battersea Society, Wandsworth Society, Fulham Society, HFHBG
7.2	Chelsea Creek – habitat creation, conservation of industrial heritage, access improvements and re-excavation of old dock/Kensington canal	LBHF, RBKC, EH, EA, Railtrack, Circadian, British Gas, HFHBG	Developer contribution	Proposal for whole Creek prepared by A Dixon, R Weston and R Pedley Sept. 2000. Proposals partly incorporated in Lots Road Power Station and Chelsea Phase II Harbour development proposals, which has earmarked £5 million for landscape and access improvements	✓	
7.3	Completion of Thames Path through Lots Road site and associated transport/access improvements.	RBKC, EH, EA, TfL, London Transport, Circadian,	Developer contribution	Planning application submitted June 2001, by Circadian which includes a wide range of transport improvements & interchanges between buses, trains and boats, completion of the Thames Path and a branch of the Thames cycle path along Chelsea Creek.	✓	Fulham Society, HFHBG, Chelsea Society, Battersea Society, Wandsworth Society, ARISE
7.4	Chelsea Harbour Phase II - 500 metres of newly created Thames Path with direct pedestrian access to the foreshore & associated riverside public open space.	LBHF, RBKC, CA, EA Circadian	Developer contribution	Circadian have bought the site and submitted an application. It forms part of a comprehensive scheme with the re-development of Lots Road power Station.	✓	
7.5	Increased use and promotion of existing piers at Chelsea Harbour, Cheyne Walk and Cadogan Pier	RBKC, TfL, PLA Circadian	TfL Developer Contribution	Circadian are promoting river taxi services and improved passenger facilities at Chelsea Harbour Pier	✓	Fulham Society, Chelsea Society
7.6	Chelsea Embankment integrated traffic management and environmental improvements	RBKC, TfL	TfL	Cycle route installed		
7.7	New Chelsea Harbour railway station on the West London Line and public transport improvements	Strategic Rail Authority, GLA, Railtrack, TfL, RBKC, LBHF, Circadian, St George, British Gas	Railtrack Developer contribution	The SRA are undertaking a detailed feasibility study.	✓	Chelsea Society, Battersea Society, Wandsworth Society, ARISE, Fulham Society
7.8	Extend Thames Path from Cremorne Gardens to Cremorne Wharf including restoration of gardens	RBKC, CA, EH	Developer contribution HLF, RBKC, Sports Council	Planning permission has been granted at Chelsea Wharf to extend the Thames Cycle Path from Cremorne Gardens to Cremorne Wharf	✓	Battersea Society, Chelsea Society
7.9	Re-interpretation of Ranelagh Gardens/greater use made of Royal Hospital Grounds	Royal Hospital, EH, RBKC, RHS, commercial exhibitors at flower show				
7.10	Enhancement of existing facilities at Chelsea Yacht and Boat Company	RBKC, Chelsea Yacht & Boat Company, PLA, EA		Initial proposals prepared	✓	Chelsea Society Cheyne Walk Society
7.11	Ransomes Dock restoration linked to Albion Wharf development	LBW, EA	Developer contribution,	Potential for waterfront public realm improvements	✓	
7.12	Battersea Park restoration and enhancement currently in progress which includes the restoration of the promenade along the Thames. Feasibility of reconstruction of Festival of Britain pier	LBW, EH	HLF, Friends of Battersea Park	Grade 2 star listed park currently benefiting from a £10.5m restoration programme.	✓	Battersea Society, Chelsea Society
7.13	Interpretation/rediscovery of River Westbourne/Tyburn/Effra	EA, RBKC, LBW				

TABLE 6.9 Character Reach No 8 : Nine Elms - Indicative Projects

Ref	Project Description	Stakeholders	Potential Funding Sources	Status	Potential Priority Project	Local Interest Groups
8.1	Battersea Power Station redevelopment includes river pavilion, raised piazza, new dedicated river bus service and river walk. Associated Power House and community facilities	LBW, GLA, EA, Parkview International, East Battersea Partnership	Developer contribution, SRB	Planning permission granted, SRB funding. There are proposals for a pier facility and improved pedestrian access between the power station site, and Battersea Park along the riverside	✓	Battersea Society, Westminster Society
8.2	Battersea Wharf redevelopment and new riverside walk, including footways/cycleways under Grosvenor Bridge to link Battersea Wharf with Spicer-Cowan and Battersea Power Station	LBW, GLA, EA, Developer	Developer contribution	Planning permission granted	✓	Battersea Society, Westminster Society
8.3	Nine Elms – new riverside walkway (Thames Path National Trail) and access improvements	LBW, Sustrans, CA, EA, East Battersea Partnership	Developer contribution, Sustrans, LBW	Dependant on changes in land use		Battersea Society, Westminster Society
8.4	New railway station and public transport improvements	Railtrack, TfL, Developer, LBW	Developer contribution, Railtrack, TfL, LBW	Related to new development schemes	✓	Battersea Society, Westminster Society

KEY	
BTCV	British Trust for Conservation Volunteers
CA	Countryside Agency
EA	Environment Agency
EH	English Heritage
EN	English Nature
GLA	Greater London Authority
H&FHBG	Hammersmith and Fulham Historic Buildings Group
BPCG	Bishop's Park Co-ordinating Group
NBRA	North Barnes Residents Association
BCA	Barnes Community Association
LBH	London Borough of Hounslow
LBHF	London Borough of Hammersmith & Fulham
LBRuT	London Borough of Richmond upon Thames
LBW	London Borough of Wandsworth
PLA	Port of London Authority
RBKC	Royal Borough of Kensington and Chelsea
TfL	Transport for London
CIP	Community Initiative Partnership
WLRG	West London River Group

Potential Funding Sources and Project Implementation

Potential funding sources for different types of projects and programmes identified in the Strategy are summarised in Table 6.10.

To be successful, implementation of projects and actions will require a co-operative approach with the involvement of all sectors including national agencies, the riparian local authorities and the GLA and its associated functional bodies, the private sector, the voluntary sector and local communities. It will be necessary to ensure that limited resources are maximised and targeted by fostering joint working and supporting co-ordinated action. It will be necessary to gain the support of a wide range of organisations and individuals to work together to implement the projects.

Community Involvement

The success of the Thames Strategy - Kew to Chelsea is dependent upon involving all those with a responsibility for the future of the River, including the local community. There are a large number of existing community groups concerned with the study area, some taking a broad view of river related issues such as the West London River Group, London Rivers Association, Thames 21, River Thames Society and Thamesbank and others with more localised interests. Community organisations have taken an important role in the development of this Strategy and their continued involvement in the Strategy will be encouraged.

Whilst organisations produce their own information and literature, there is generally a lack of co-ordinated information on community organisations and activities relating to the River. The Strategy can assist in promoting information about organisations and events for example, through the development of a web site and newsletter.

A number of organisations arrange events for the public relating to the River and promote the active participation of people working to improve their environment, including the British Trust for Conservation Volunteers (BTCV), Thames 21 and Local Agenda 21 Groups. For example, Thames 21 run a series of public foreshore events including clean ups in the study area and a number of community projects are being undertaken by BTCV, including work with the Friends of Duke's Meadow in relation to the improvement of this open space through the provision of advice on practical tasks, habitat ecology and the preparation of a management plan.

The Strategy will seek to build on the existing network of voluntary and community organisations in the study area and to support initiatives which promote common objectives. A number of initial opportunities have been highlighted to promote greater community use and involvement in the River, including:

- The potential to create focal points of community activity along the River including community waterfronts and a network of facilities for public use;

- The development of a co-ordinated data base of local organisations concerned with the River;
- The establishment of a web site (Thames-on-line)/ newsletter to enable groups to share information and to develop closer linkages. This should build on existing initiatives and include information relating to planning applications and events in the study area;
- The potential to extend the existing programme of community activities and River related events;
- The opportunity to promote increased use of local papers to promote river related activities and information and the potential to extend cross river linkages and circulation of local papers/ newsletters;
- The development of a more co-ordinated approach to consultation and the involvement of the community at an early stage in the preparation of development proposals

The promotion of community involvement and use of the River will be a principal objective of the Strategy. The implementation of projects and programmes will be dependent on the availability of resources.

TABLE 6.10 Potential Partners and Funding Sources

Potential Partners & Funding Sources for Projects		LOCAL AUTHORITIES	GLA	LONDONDEV AGENCY	D.T.L.R	ENGLISH HERITAGE	ENGLISH NATURE	ENVIRONMENT AGENCY	PORT OF LONDON	TRANSPORT AUTHORITY FOR LONDON *	RAILTRACK	COUNTRYSIDE AGENCY	SUSTRANS	SPORT ENGLAND	LOTTERY	VOLUNTARY ORGANISATION	RIPARIAN OWNERS	LOCAL BUSINESSES	DEVELOPER CONTRIBUTION	LANDFILL/WASTE TAX	EUROPEAN UNION	CHARITABLE TRUSTS	
1	Conservation and restoration of historic townscape	✓				✓				✓					HLF			✓	✓				✓
2	Conservation and restoration of historic parks & gardens	✓				✓									HLF	✓		✓	✓				✓
3	Conservation and restoration of semi-natural areas	✓					✓	✓			✓				HLF	BTCV		✓	✓	✓	✓	LIFE	✓
4	Protection and interpretation of archaeological sites	✓				✓									HLF	✓		✓	✓				✓
5	Restoration and enhancement of urban parks and public open spaces	✓	✓	✓											NEW OPS					✓			✓
6	Enhancement of sports and playing fields/recreational facilities	✓	✓										✓		SPORT	✓		✓	✓				✓
7	Regeneration of existing urban areas	✓	✓	✓	✓					✓					✓	✓	✓	✓	✓		✓		OBJ3
8	Modifications to flood defences and habitat creation	✓					✓	✓	✓						NEW OPS	✓	✓	✓	✓	✓	✓		
9	Upgrading Thames Path	✓	✓							✓		✓	✓			✓	✓	✓	✓	✓			
10	New strategic links pedestrian and cyclists	✓	✓	✓	✓					✓		✓	✓			✓		✓					
11	Improvements to public transport routes and interchanges		✓							✓	✓												
12	New pedestrian/cyclist river crossings		✓							✓	✓	✓	✓		✓		✓		✓				
13	New riverbus piers & services		✓				✓	✓	✓	✓	✓	✓					✓	✓	✓				
14	Improved visitor information & promotion of attractions	✓	✓	✓		✓	✓	✓		✓		✓	✓		✓	✓		✓	✓				✓
15	Environmental education and interpretation	✓	✓			✓	✓	✓	✓						✓	✓		✓	✓	✓	✓		✓
16	New public spaces	✓		FFG											✓				✓	✓			✓
17	Upgrading of operational wharves		✓						✓	✓							✓	✓					
18	Promote/enhance appropriate River uses and support facilities	✓	✓	✓				✓	✓	✓				✓	✓	✓	✓	✓	✓				✓

* Transport for London includes London Underground and London River Services

Education

The River and its tributaries offer a rich educational resource in many subject areas and a broad range of study activities currently take place. The objective should be not just to develop the River as an educational resource for schools but also to provide training for decision makers and developers.

The study area is fortunate to have two organisations which are already involved in promoting education about the Thames and are working with local schools on river-related projects- The Thames Explorer Trust and Hammersmith & Fulham Urban Studies Centre. Both organisations are located on the north side of the River. The Thames Education Network links organisations interested in the Thames and education. The network views the river as a linear national park and aims to work together to provide a coherent educational service for anyone wanting to explore the River.



The Strategy seeks to promote the River as an educational resource and in so doing, to help children and adults to development an increased understanding and enjoyment of the River. The Strategy will build on existing initiatives in the study area. A number of initial opportunities have been highlighted to promote the River as an educational resource including:

- Establishment of an Education Working Group to include bodies such as the Thames Explorer Trust, Thames 21, Hammersmith & Fulham Urban Studies Centre, Museum of London, Kew Bridge Steam Museum, the Wetlands Centre and local education authorities;
- Establishment of a web site to link schools and the community and to disseminate details of resources, materials and groups involved in education projects;
- Encouragement of involvement of local community organisations concerned with the River in projects with local schools;
- Support the establishment of a Children's Parliament to encourage young people to contribute to future change;
- Further development of educational resources and programmes to overcome the current lack of co-ordinated information on the River, including the 'River for Life' project developed by the Thames Explorer Trust, 'Living with the River' with its emphasis on safety and nature conservation and the 'Adopt a River' programme developed by Thames 21;

- The development of new approaches to consultation such as 'Planning for Real' and 'Enquiry by Design' which can involve the public at an early stage in the preparation of development proposals;
- The preparation of a Health and Safety Code;
- Training courses for developers, decision makers and planners;
- The involvement of schools in River-related projects eg: the design of mosaics/ paving and signage for the River Walk;
- The preparation of teaching and resource packs;
- Explore the establishment of a local discovery centre to the south of the River (eg: based on the model of the Pier House, Corney Reach.

The implementation of the Action Plan will be dependent on resource availability.



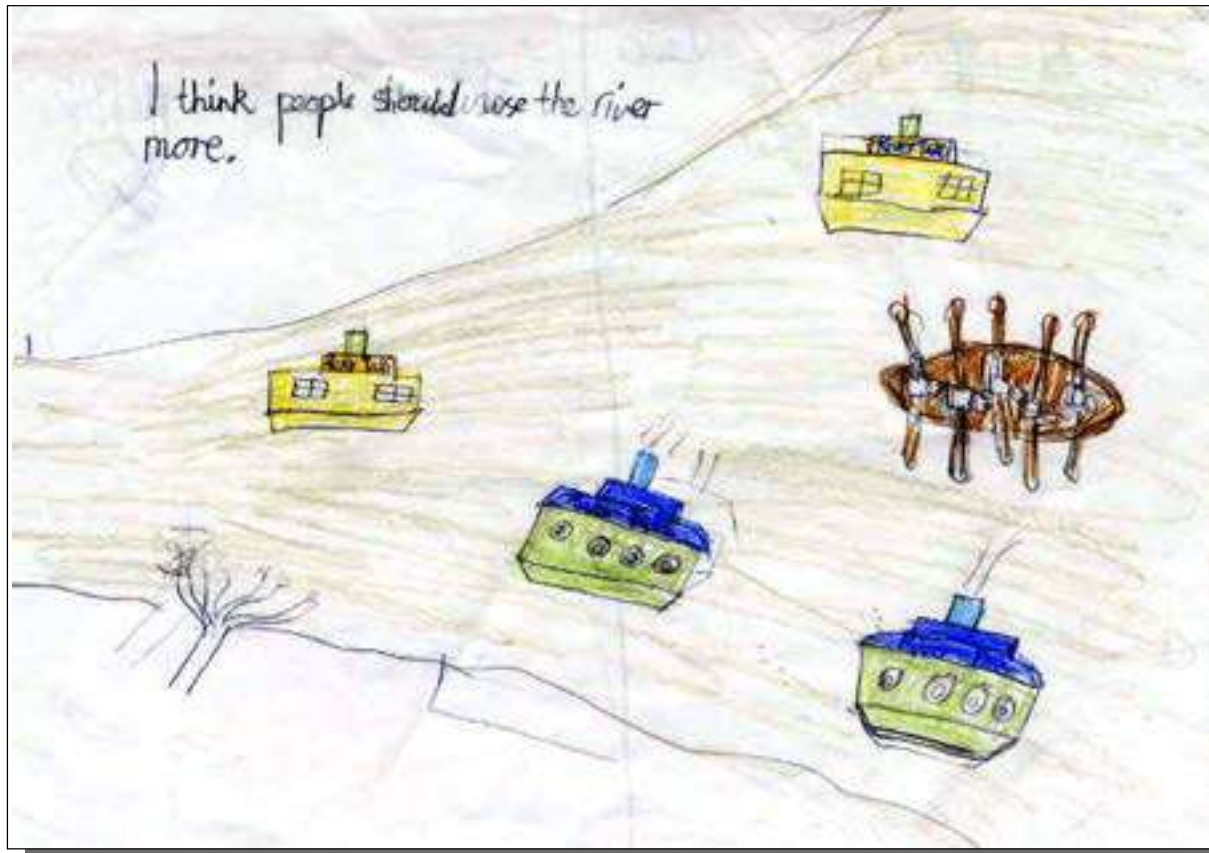
THE WAY FORWARD

The preparation of this Strategy is seen as the first step in working to provide a better long term future for the River Thames between Kew and Chelsea. The Strategy will continue to evolve over time as new challenges and opportunities arise and the structure of any future partnership arrangement is established. The key objective is to build upon existing initiatives and to promote a closer working relationship between all sectors in enhancing the environment of the Thames and promoting the increased use and enjoyment of the River.

The Thames is one of London's greatest asset and preparation of this Strategy has highlighted the importance placed on the River by all sectors of the community- whether statutory bodies, local authorities, developers, local community groups or school children. The future provides an unprecedented opportunity to rediscover the Thames- to improve the riverside environment, to promote a high quality of urban design in all new development, to re-establish vital connections between the River and the rest of the city and to bring the River and riverfront back to life through the active encouragement of its use and enjoyment.

The promotion of these objectives will be dependent, however, on the identification of a common purpose and continued partnership working between the public, private and voluntary sectors and local communities to implement the vision for this rich and varied stretch of the River.

It is intended that preparation of the Thames Strategy - Kew to Chelsea will provide the basis for taking this vision forward and for maximising the potential for sustainable and beneficial change in the future.



Imogen ~ St Pauls Primary School, Hammersmith

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The following made up the majority of the attendance at the Steering Committee:

Roger Weston (Chair)	West London River Group
Christopher Sumner (Vice-Chair)	English Heritage
Jane Carlsen and Sarah Elliot	Greater London Authority
Richard Copas	Environment Agency
James Trimmer	Port of London Authority
John Fannon	LB Hammersmith & Fulham
Stephen McAndrews	LB of Hounslow
Philip Wealthy	LB Richmond Upon Thames

The following attended as observers and in support:

Angela Dixon	West London River Group
Peter Makower (Clerk)	West London River Group
Nicola Spalding	LB Hammersmith and Fulham
Kirsty Johnson	LB Hammersmith and Fulham
Ian Munt	London Rivers Association
Donna Clack	Thames Landscape Strategy -
Jason Debney	Hampton to Kew
Christine Diwell	“

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Patrick Loobey	4.66 (First Wandsworth Bridge and Coal-discharging pier)
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LB Hammersmith & Fulham	4.30, 4.31, 4.41, 4.42, 4.67, 4.68 (Hurlingham House)
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St Pauls Primary School, Hammersmith

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3.5/1/2; 3.17/3/3; 3.19/3.1; 3.21/1/1; 3.58(B3); 3.69/3/4; 3.101/3/3 (SD3); 4.3; 4.15; 4.25/1/7; 4.26; 4.39; 4.50; 4.63; 4.76; 4.90.

Freight by River/Waste Transfer

2.11/2/1-3/2; 3.86/3/1; 3.87/1/2 & 2/2; 3.94/1/4-3/1; 3.95/1/1 & 1/2(M19, M20); 3.96(M26); 3.106/3/1-3.108/1/4(SD11, SD12, SD13); 4.72/2/2 & 2/3; 4.74/1/5; 4.89/2/1; 5.12(DM9).

Functions of River

1.2/1/1.

Funding/Implementation

6.17.

Geographical Information System (GIS)

0.4/2/3.

Green Chains and Corridors

3.42/3/1; 3.43/1/2 & 2/1; 3.44/1/1; 3.45-3.46(LOS2, LOS3); 3.45/3/2; 3.51/3/1(LOS10); 3.53/1/3; 3.54/3.4; 3.55/3.4.1; 3.59/3/1; 3.60/1/3; 3.66/1/2; 3.101/3/3 (SD3); 4.48/3/1; 4.89/1/5.

Historic Parks and Gardens

3.26/3-3.27/2(HC16); 3.29/3.2; 3.42/2/3; 3.54/3.4; 3.76/2/3-3.77/2/1(RT16); 3.85/3.6; 3.115/1/2; 3.116/3/4; 4.61/2/3.

Industrial Heritage

3.21/3/5-3.23/1/1(HC4); 3.23/2/2; 3.36/3/3; 3.37/1/1 & 2/2(VL5); 4.23/1/3 & 2/4; 4.49/1/1; 4.62/1/2; 4.72/1/7.

Integration of Strategic Policies

2.18/1/1.

Islands

3.54/3.4; 3.59/1(B4).

Landmarks

3.34/3/2(VL2); 3.35/1/2 & 1/3; 3.37/1/1, 2/1(VL5) & 2/3; 3.38/1/2 & 1/3(VL6); 3.39/2/2; 3.41/3.3; 3.43/2/1; 3.104/1/2(SD5); 3.116/1/1, 1/2 & 3/4; 4.23/3/2; 4.38/3/7; 4.88/3/7; 4.95/2/6.

Landscape and Vegetation of River/Landscape Heritage

1.2/1/3; 1.5/2/1-1.7/1/2; 3.40/1/1; 3.42-3.55(LOS5, LOS6); 3.42/3/2; 3.43/2/1; 3.46/3/3(LOS4); 3.49/1/1(LOS6); 3.52/2/2-3/2; 3.53; 3.54/3.4; 3.100/1/1; 3.101/1/3(SD3); 4.23/3/2; 4.74/1/3, 1/7 & 2/5.

Lighting

3.39/2/1 & 3/3; 3.40/1/1 & 1/2(VL8); 3.42/3/4; 3.50/1/1-2/1(LOS8); 3.51/1/1; 3.52/2/2(LOS11); 3.83/1/2; 4.23/3/3; 4.24/2/3 & 2/4.

Listed Buildings

3.25/1/2-3.26/2/2(HC12, HC13/VL3, HC14, HC15/VL4); 3.38/3/1; 3.66/1/1; 3.77/1/3-2/1(RT16); 3.115/2/2; 3.116/3/4; 4.38/1/1.

London Plan/Blue Ribbon Network

2.5/3/3-2.8/1/2; 3.4/2/5-3/3(BD4); 3.98/2/1 & 3/2; 3.99/1/2; 3.114/1/2; 5.3/2/3(DM3).

Luxury Housing

4.48/1/5 & 3/6.

Metropolitan Open Land (MOL)

3.4/1/3 & 2/3(BD2); 3.40/1/1; 3.42-3.44(LOS1); 3.45/2/3(LOS2); 3.50/1/2, 1/3 & 2/1(LOS8); 3.62/3/3 - 3.63/1/3 (B8); 3.115/2/2; 4.24/2/4.

Moored Vessels/Moorings

2.11/3/2; 3.11/1/1; 3.15/1/2, 3/1, 3/2, 3/3 & 3/4(RC13); 3.16/1/1; 3.38/3/2; 3.70/2/2 & 3/2(RT6); 3.95/3/3(M24); 3.105/1/2; 4.13/1/4 & 3/6; 4.38/2/8; 4.72/2/6 & 3/2; 4.74/2/8; 4.88/1/3.

Motor cruising

3.66/1/1; 3.70/1/1-3/2(RT6).

Museums/Discovery Centres

3.63(B10); 3.79/3/3-3.80/3/2(RT20); 4.3; 4.15; 4.26; 4.39; 4.48/1/2; 4.50; 4.61/1/2; 4.63; 4.76; 4.90.

Objectives

0.2/2/1; 5.13(DM11); 6.20..

Open Space

3.42-3.55; 3.46-3.47(LOS1, LOS4); 3.54/Fig.3.4; 3.85/Fig.3.6; 3.101/3/3 (SD3); 3.115/1/2 & 2/2; 4.3; 4.15; 4.23/2/1; 4.24/1/3 & 1/4; 4.26; 4.39; 4.49/2/3; 4.50; 4.63; 4.72/1/5; 4.76; 4.88/3/1; 4.90.

Parks and Gardens/Public/Metropolitan and District/Local

3.46/1/3-3.47/2/4; 3.66/1/1.

Piers/Jetties/Pontoons

3.5/1/2; 3.11/1/1; 3.15/1/2(RC13)-3.16/2/4RC14, RC15/M21); 3.22/3/4(HC5); 3.61/1/1; 3.71/1/1; 3.83/1/2; 3.86/3/2; 3.87/1/1; 3.88/3/1; 3.89/1/2(M2); 3.92/3/2; 3.93/1/2, 2/2 & 2/4; 3.95/2/3(M22/RC15); 3.97/Fig.3.7; 3.120/Fig.3.8; 4.3;

4.13/1/5, 1/6 & 3/1; 4.15; 4.24/3/5; 4.26; 4.38/1/6; 4.38/2/6; 4.38/3/2; 4.39; 4.50; 4.61/1/3 & 1/4; 4.63; 4.72/2/6; 4.74/2/84.76; 4.88/1/5, 2/4 & 3/3; 4.90; 5.13(DM12).

Private Gardens and Grounds

3.52/2/2-3/2.

Projects/Strategic/Local

6.1-6.16.

Public Realm

3.50/2/2-3.52/2/1; 3.101/3/3 (SD3); 3.106/1/1; 3.111/3/2(SD19); 3.113/1/1(SD21); 4.13/2/7; 4.38/2/4; 4.48/2/2.

Recreation/Leisure/Tourism

3.42/2/2; 3.66-3.85; 3.75/3/2(RT14); 3.83-3.85(RT23, RT24); 3.89/1(M3, M4); 3.90/3/1.

River as historical resource/Heritage/Historic Waterfronts/Riverside Development

1.2/1/2; 1.3/1/2-1.5/1/3; 2.12/3/4; 3.24/2/2(HC10/VL7); 3.25/3/4 & 3.6; 3.29/ Fig.3.2; 3.37/2/3; 3.38/1/3(VL6), 1/4, 3/1, 3/2 & 3/3; 3.39/1/2(VL7) & 2/2; 3.41/ Fig.3.3; 3.48/1/1; 3.50/2/3 & 3/1; 3.66/1/1; 3.75/3/3-3.76/2/2(RT15); 3.85/ Fig.3.6; 3.99/2/2-3.100/3/1(SD1); 3.105/1/3(SD7, SD8, SD9); 3.111/3/2(SD19, SD20); 3.117/3/1-3.118/3/6(SD26, SD27); 3.119(SD28); 4.3; 4.13/3/2; 4.15; 4.23/1/1, 2/3 & 2/5; 4.24/3/1; 4.26; 4.38/1/8; 4.39; 4.48/3/2; 4.50; 4.63; 4.76; 4.90; 5.13(DM12).

River Impact Statements

3.18/1-2(RC18).

River-related Uses on Riverside Land/Mixed Use Development

3.52/2/1(LOS11); 3.104/3/2-3.105/3/1(SD7, SD8, SD9); 4.61/1/2; 5.13(DM12).

River Sports/Rowing/Sailing/Canoeing

3.46/2/2; 3.66/1/1 & /2-3(RT1); 3.67(RT2); 3.68/1/1-2/3(RT3); 3.68/2/4-3.69/1/2(RT4); 3.69/1/3-3/5(RT5); 3.85/Fig.3.6; 3.105/1/2; 4.3; 4.15; 4.25/1/4 & 1/5; 4.26; 4.38/2/5; 4.39; 4.50; 4.61/1/1; 4.63; 4.72/1/4, 2/8 & 3/1; 4.76; 4.90; 5.13(DM12).

River Transport/River Buses/Movement

3.16/2/1 & 2/2(RC14); 3.70/3/3- 3.71/1/3(RT7); 3.86-3.96(M1-M26); 3.88/3/1; 3.89/1/2(M2, M3, M4); 3.92/3/1- 3.94/1/3(M15, M16, M17, M18); 3.97/Fig.3.7; 3.105/1/2; 3.120/Fig.3.8; 4.3; 4.13/2/1 & 3/8; 4.15; 4.26; 4.38/3/2; 4.39; 4.50; 4.61/1/3; 4.63; 4.76; 4.90.

River Walls/Banks

3.5/1/1; 3.6/1/2 & 2/3(RC1); 3.7/3/1; 3.8; 3.9/1/3, 2/2(RC3) & 3/1(RC4); 3.19/ Fig.3.1; 3.38/3/2; 3.47/3/2; 3.51; 3.52/2/1 & 3/2(LOS12); 3.60/3/2- 3.61/1/2(RC3, RC4, RC5); 3/3; 3.68/1/2; 3.101/3/3(SD3); 4.14/1/5; 4.25/2/1; 4.38/3/10; 4.49/1/4 & 2/1; 4.72/1/3; 4.89/1/5; 6.6-6.7.

Riverside Walk/Connections to the River

3.51(LOS10); 3.72/3/4; 3.91/1/2 & 2/2(M10, M11); 3.92/2/1(M12); 3.101/3/3(SD3); 3.108/2/1-3.109/3(SD14, SD15); 3.110/1/1-3/3(SD16, SD17, SD18); 3.112/3/2, 3.113/1/1(SD21); 4.13/3/3; 4.23/3/1; 4.48/3/4 & 3/6; 4.49/2/1; 4.61/1/7; 4.62/1/6; 4.72/1/1, 1/6 & 2/5; 4.74/1/2, 2/1, 2/3 & 3/2; 4.88/2/2 & 2/5; 4.89/1/1 & 1/2; 4.95/2/2. 5.13(DM12).

RPG3B/9B

0.2/3/2; 1.2/1/1; 2.4/1/3-2.5/1; 2.6/1/1; 2.6/2/1; 2.13/3/2 & 3/3; 2.14/1/2; 3.3/1/1; 3.15/1/2; 3.17/2/1; 3.20/1/1; 3.23/2/2; 3.25/2/2 & 3/2; 3.26/1/3; 3.27/1/4; 3.28/1/3; 3.30/1/1; 3.31/1/1; 3.94/3/2; 3.98/1/2 & 3/1; 3.103/3/2; 3.106/3/1; 3.114/1/2.

Safety/Chains/Ladders/Life Buoys/Parapets

3.9/1/2; 3.10/3/2-3.13/3/3(RC6, RC7, RC8, RC9); 3.38/3/2; 3.66/2/2 & 3/2(RT1); 3.92/1/1(M12); 4.23/1/4.

Slipways/Hards/Drawdocks

3.14/1/1-2/5(RC10, RC11); 3.16/2/4(RC15/M21); 3.22/3/4(HC5); 3.23/2/2; 3.68/3/1; 3.70/3/1; 3.95/2/1, 2/3(M22/RC15), 3/2(M23); 4.13/3/1; 4.24/1/2; 4.61/1/5; 4.62/1/7.

Sports Facilities/Playing Fields (inc. Urbanised)

3.40/1/1; 3.42/3/4; 3.49-3.50(LOS7); 3.50/1/1-2/1(LOS8); 3.54/Fig.3.4; 3.62/3/3(B9); 3.85/Fig.3.6; 4.24/2/4 & 3/3; 4.48/2/3.

Steps and Stairs/Access to Foreshore

2.11/1/1; 3.10/3/2; 3.11/1/3, 2/1(RC6) & 3/1- 3.12/1/4(RC7); 3.13/2/1(RC8); 3.22/3/4(HC5); 3.38/3/2; 3.52/2/2(LOS11); 3.71/2/1; 3.95/3/2(M23); 3.116/1/3; 4.13/3/1; 4.23/1/4; 4.38/2/6 & 2/7; 4.48/3/7; 4.49/1/4; 4.61/2/5 & 3/4; 4.74/2/8; 5.13(DM12); 6.6-6.7.

Study Area Boundary/Extent

0.4/1/1; 1.8/Fig.1.1.

Supplementary Planning Guidance (SPG)

2.15/3/1-2.16/3/3; 3.39/2/1; 3.101/3/2(SD2); 3.111/3/2(SD19); 3.112/3/2(SD21); 3.113/3/2(SD22); 5.3/2/3(DM3).

Sustainable Development

3.64(B12); 3.105/3/2-3.106/2/4(SD10).

Thames Path National Trail

1.5/3/2; 2.10/3/4; 3.24/3/6(HC11); 3.33/1/2; 3.43/2/1; 3.45/1/3; 3.48/1/3; 3.51/2/2; 3.61/3/2; 3.62/1/2; 3.66/2/1; 3.72/1/2-3.73/1/2(RT10); 3.77/1/3 (RT16); 3.81/2/1; 3.82/1/1; 3.82/1/2; 3.83/1/2 & 3/2; 3.90/2/2, 3/1, 3.91/1/1(M8), 2/1 & 2/2(M10); 3.92/1/1; 3.97/Fig.3.7; 4.3; 4.14/1/7; 4.15; 4.23/2/4; 4.24/3/8; 4.25/1/1 & 1/2; 4.26; 4.39; 4.50; 4.63; 4.72/1/6; 4.74/3/4; 4.76; 4.90.

Thames Policy Area

3.3/1/1-3.4/1/2; 3.4/1/2(BD1) & 2/4(BD3); 3.42/2/4; 3.49/1/3 & 3/4(LOS7); 3.100/3/2(SD1); 3.106/2/3(SD10).

Tidal/Estuarine

1.2/2/2; 3.42/1/1; 3.56/1/1; 3.66/2/3; 4.72/2/1.

Topic Reports

0.4/2/1.

Tow Path

3.22/1/1, 2/2(HC4) & 3/4 (HC5); 3.23/2/2; 3.33/1/2; 3.39/3/2; 3.42/1/2; 3.45/1/3 & 2/3(LOS2); 3.47-3.49; 3.47/3/3; 3.48/1/2, 1/3, 2/1, 2/2 & 3/2(LOS6); 3.49/1/1(LOS6); 3.59/3/2; 3.60/1/1; 4.13/1/1, 2/2 & 2/3; 4.38/3/6; 6.6.

Trees/Woodland/Green Edge

3.41/Fig.3.3; 3.43/1/1 & 2/1; 3.46/3/1 & 3/3(LOS4); 3.47/3/3; 3.49/1/1(LOS6) & 3/3; 3.51/2/1; 3.52/2/1(LOS11), 2/2 & 3/1 & 2; 3.54/Fig.3.4; 3.59/2/3-3.60/3/1(B4); 3.68/1/2; 4.13/3/4; 4.14/1/6 & 1/8; 4.24/2/2; 4.25/2/2; 4.48/1/4; 4.61/2/9; 4.74/3/3; 4.75/1/2; 4.88/1/4 & 1/7.

Tributaries/Outfalls/Lost Rivers

1.3/1/1; 3/11/1/1; 3.14/3/2-3.15/1/1(RC12); 3.16/3 (RC16)-3.17/1(RC17); 3.19/ Fig.3.1; 3.42/3/1; 3.54/Fig.3.4; 3.56/3/1-3.57/2/2(B1); 4.3; 4.15; 4.25/1/9; 4.26; 4.39; 4.48/2/5 & 2/6; 4.50; 4.63; 4.76; 4.88/3/1; 4.89/1/5; 4.90; 6.6-6.7.

Unitary Development Plans (UDPs)

2.13/2/1-2.15/2/5; 3.30/3/2(VL1); 3.62/3/3(B9); 3.98/2/1; 3.101/3/2(SD2); 3.103/ 3/2 & 3/3; 3.104/1/2(SD5), 3/2 & 3/3; 3.106/2/3(SD10); 3.106/3/1; 3.107/2/2; 4.23/2/7; 5.3/2/3(DM3); 5.13(DM13).

Vehicular Traffic/Public Transport

3.23/3/3(HC7); 3.35/3/2; 3.50/3/1, 3/2 & 3/3(LOS9); 3.83/3/3; 3.87/3/2-3.89/2/1; 4.23/2/6; 4.24/1/1 & 3/4; 4.61/1/5; 4.74/1/4; 4.95/2/4.

Views/Prospects/Panoramas

3.30-3.40(VL1-VL8); 3.30/2/3 & 3/2(VL1); 3.31/3/1; 3.32/1/1 & 2/1; 3.33/1/1, 1/ 2 & 2/1; 3.34/1/1 & 3/3(VL2); 3.41/Fig.3.3; 3.42/3/2; 3.47/3/3; 3.50/2/1(LOS8);

3.100/1/1; 3.101/3/3(SD3); 3.104/2/1(SD5); 3.115/1/1, 2/1 & 3/2; 3.116/2/1, 3/3 & 3/4; 4.13/1/2; 4.24/2/2, 3/2 & 3/5; 4.38/1/3, 2/1 & 3/9; 4.48/3/3; 4.61/1/6, 2/ 7, 2/8 & 3/2.

Visitor Information

3.78/3/1-3.79/3/2.

Wasteland

3.61/1/5 -3/1(B5).

Water Pollution

3.5/1/1; 3.56/2/3 & 2/5; 3.56/1-3.57/2/2; 4.38/3/1.

Wharves/Safeguarded Wharves

1.6/1/3; 3.4/3/2; 3.14/2/5, 3/2 & 3/3; 3.15/1/1(RC12); 3.16/2/4(RC15/M21); 3.19/ Fig.3/1; 3.22/1/1, 1/2, 2/1 & 3/4(HC5); 3.23/2/2; 3.47/1/1; 3.70/3/1; 3.87/1/ 2; 3.94/3/2-3.95/1/3(M19, M20, M21); 3.99/1/4; 3.106/3/1-3.108/1/4(SD11, SD12, SD13); 3.120/ Fig.3.8; 4.3; 4.15; 4.26; 4.39; 4.48/2/1; 4.50; 4.63; 4.76; 4.90; 4.61/2/1; 4.72/2/3; 4.74/1/5; 4.95/1/6; 5.12-5.13 (DM9)

Glossary

Accessibility

The extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. Also the extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.

Biodiversity

The diversity, or variety, of plants, animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.

Biodiversity Action Plan

A plan that sets objectives and actions for the conservation of biodiversity, with measurable targets. The London Biodiversity Action Plan is being produced by the London Biodiversity Partnership, which includes the Greater London Authority.

Blue Ribbon Network

An emerging policy area designation for the river Thames and other waterway corridors to be developed as part of the Mayor's London Plan (Spatial Development Strategy).

Brownfield

Any land or premises which has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. The land may also be vacant, derelict or contaminated but excludes parks, recreation grounds, allotments and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use.

CSO

Combined sewer overflow.

Demesne

A historical term, deriving from the Latin and French for "of a lord", meaning feudal manorial land, private grounds with a mansion, or an extensive landed property. It can also be used to mean land used by the owner, rather than leased to others.

Drawdock

Water inlet with side walls and hard ramp from foreshore up to ground level, for launching and recovery of boats and for loading and unloading.

Green Chains

Linked but separate open space and the footpaths that link them.

Green corridor

Relatively continuous areas of open space leading through the built environment, which may link sites to each other and to the Green Belt. They often consist of railway embankments and cuttings, roadside verges, canals, parks, playing fields and rivers. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Habitat

The environment required to sustain animals, plants and other species. It includes air, water and soil, as well as other living things. In the London habitat survey, the habitat categories are mainly types of vegetation.

Hard

Stretch of sloping beach used for access to and from the river.

Hydrology/Hydrological

Science of the properties, laws etc of water, especially of its movement on, under and above land.

Hydrosere

Plants colonizing fresh water: the sequence of plant communities that colonize the site when shallow open water becomes gradually silted up and transformed into forest or bog.

London Bus Initiative (LBI)

A package of measures on bus services, including bus priority and service improvements, which seek to improve total journey quality, and is delivered by a partnership of agencies. London Bus Priority Network (LBPN) A 860km bus network covering the main bus routes in which bus priority and other traffic management measures are introduced to improve reliability and reduce overall long journey times.

London Cycle Network (LCN)

An initiative aimed at improving cycle access to key destinations and increasing cycle safety, including a network of designated cycle routes (currently 2900 km in length).

Metropolitan Open Land

Strategic open land within the urban area that contributes to the structure of London. It carries the same presumption against development as Green Belt.

Mixed Use Development

Development for a variety of activities on single sites or across wider areas such as town centres.

Multi-Modal Transport

Multi-modal transport strategies are designed to achieve a better balance between the different modes or types of travel - providing a viable choice of options and encouraging a shift from dependence on the private car to alternatives such as public transport, cycling, walking and river travel. They play an increasingly important role in national, regional and local transport planning.

Retired/Retreated Flood Defences

Where the flood defence level perimeter line is taken back from the top of the river bank, to increase/create flood containment capacity within the river channel extended for the purpose.

Section 106 Agreements

Planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by section 106 of the Town and Country Planning Act 1990.

Site of Special Scientific Interest

Sites of special ecological or geological interest, designated by English Nature and notified under the Wildlife and Countryside Act 1981 (as amended).

Sites of Importance for Nature Conservation (SINCs)

A series of sites identified originally by the Greater London Council, and then the London Ecology Unit, London boroughs and Greater London Authority, chosen to represent the best wildlife habitats and emphasising the value of human access. Sites are classified into Sites of Metropolitan, Borough and Local Importance for Nature Conservation. Procedures for identification of this series were approved by the Mayor.

Slipway

Hard ramp from foreshore to ground level for launching and recovery of boats.

Spatial Development Strategy

The Strategy being prepared by the Mayor to replace existing strategic planning guidance for London (RPG3). The Mayor calls it the London Plan.

SuDS

Sustainable Urban Drainage Systems.

Sustainable Development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is often summed up by the phrases ‘think globally act locally’ and ‘don’t cheat on your children’.

Sustainable Residential Quality

The design-led approach and urban design principles, by which dwellings can be built at higher density, while maintaining urban quality and fostering sustainable development.

Transport Development Areas

Well designed, higher density, mixed-use areas situated around good public transport access points in urban areas. Within a TDA, boroughs grant permission for higher density development compared with existing development plan policy, provided that the developer contributes towards providing public transport and meeting other local transport objectives

Urban Renaissance

Rediscovery of the opportunities offered by cities to sensibly accommodate changing population, work and leisure patterns through the creation of practical, safe and efficient urban areas which offer a vibrant and desirable quality of life, a vision of towns, cities and suburbs which offer a high quality of life and opportunity for all, as set out in *Towards an Urban Renaissance, The Report of the Urban Task Force, June 1999*

Waymarking

Signs marking specific routes and ways to specific destinations.